

2003 Comprehensive Plan

City of Nixa, Missouri

Issued April 2003

Updated June 2006



City of Nixa Mission Statement

To facilitate an atmosphere of
PRIDE and **UNMATCHED QUALITY OF LIFE**
through the provision of
EXTRAORDINARY CUSTOMER SERVICE
and the accommodation of
SAFE and **ENVIRONMENTALLY-SOUND**
facilities and operations.

The City would like to thank the following Aldermen, Commissioners, and Staff that participated in the creation and adoption of the 2003 Comprehensive Plan.

City of Nixa Elected Officials

Doug Marrs, Mayor

Bill Ellis, Ward 3

Steve Faseler, Ward 3

Tracy Haist, Ward 2

Brian Hayes, Ward 1

Randy Howerton, Ward 2

City of Nixa Planning and Zoning Commission

David Young, Chair

Mitch Callicott

Chris Chitwood

Russ Evans

Lynn Gephardt

Floyd Jett

Mike Prior

Tabitha Sample

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Brian Bingle, City Administrator

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Paula Balden, Mapping Technician

Bruce Belin, Police Chief

Shawna Flannery, Parks and Recreation Director

Coralee Patrick, City Clerk

John Patrick, Street Superintendent

Pat Hall, Electric Superintendent

Richard Hill, Water and Sewer Superintendent

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The City of Nixa made the decision approximately 25 years ago that it was not going to ignore the potential for growth nor be reactionary to growth; instead, the City would take a proactive position in managing the growth of this community. Representative of these efforts are the 1977 Nixa Community Profile, 1991 Comprehensive Plan, and the 1996 Imagine Nixa City Plan. It is the decision of the Nixa Board of Aldermen and Planning and Zoning Commission to make this same commitment to growth management through the adoption of the 2003 Nixa Comprehensive Plan. This document reflects upon all of our accomplishments, acknowledges changes that have taken place, and looks forward to Nixa's tomorrow. It embraces the tried-and-true goals and objectives that have served this community's development over the past decade and introduces new goals, objectives and activities as we plan our future.

All of these efforts could not have been made possible without our citizens' involvement in the formulation of the 2003 Comprehensive Plan.

Fifty-eight volunteers, including City staff members, participated in focus groups for each of the five topics assessed: *Growth Management, Economic Development, Transportation, Land Use, and Parks and Recreation*:

Mark Arnold	Al Michel
Jack Barnes	Ron Middleton
Bill Barnett	Debbie Moore
Jeff Byrd	Nancy Moore
Donna Collins	Kent Morris
Dewey Cook	Mike Murphey
Bob Davidson	Dr. Michael Opsomer
Rance Duffy	Hazelene Payne
Sheri Duncan	Jack Payne
Steve Dunn	J.L. Phillips
Sabina Frank	Keith Roberts
Sharon Whitehill Gray	Carla Sanders
Susie Hall	Glenn Scott
Clayton Hines	Gary Shaffer
Bob Ingram	Ron Shawgo
Lenard Johnson	Dean Siemer
Allen Kunkel	Steve Tallaksen
Bruce Martin	Chris Thomas
Bob Massengale	Jay Wagner
Dodee Matthews	Teri Whitmore
Diane May	Erin Winter
Tom McConnell	

These participants listed the City's strengths, weaknesses, opportunities and threats for each of these categories that were then translated into key issues deserving of the establishment of goals, policies and activities, with assigned prioritization. It is from these issues that the City of Nixa will obtain its guidance and input as City officials address the community's continued growth.

Many local business and civic organizations participated in this planning exercise. Some of these participants included the Nixa Area Chamber of Commerce, Nixa R2 School District, regional members of the Springfield Chamber of Commerce, Nixa Senior Citizens Center, Nixa Fire Protection District, Springfield Metropolitan Planning Organization, Missouri Department of Transportation (District 8), private citizens, Southwest Missouri State University graduate students, and 1,401 citizens who participated in the *2001 Citizen Survey*. We would like to extend our sincere appreciation for the contributions provided by all of these participants.

Thank you!

General Development Philosophy

The City of Nixa contributes significantly to the growing economy of southwest Missouri. Its principal contribution has been through the accommodation of a diverse, high-quality residential market for those working in the Springfield, Branson, or outlying areas, and now, as a result of the City's growth, those living and working in Nixa. It is the intent of the City to continue to support this economic market responsibility, with emphasis on the preservation and enhancement of Nixa's quality of life. Clear examples of Nixa's quality of life attributes can be immediately recognized in the Nixa R2 School District, City utilities, Police, Fire and E-911 services, parks and recreation, City administration, Chamber of Commerce and city leadership. But it is more; it is the neighborhood concept, a village environment that is self-sustaining and establishes the impression of a "small town" atmosphere. It is the City's desire to advance this ideal and facilitate residential market appeal.

The City's phenomenal growth over the past decade was made possible through investment decisions during the 80s and 90s. These investments were directed towards strengthening the City's infrastructure services, facilities and delivery capabilities. From this investment came our residential base of well over 14,000 persons. It was only as a result of this population base (critical mass) that the City was able to attract and sustain recent commercial and industrial growth within the City of Nixa. The City will continue to take advantage of future investment opportunities in infrastructure, within the Nixa Planning Area (NPA), that would facilitate Nixa's continued economic growth and contribution towards southwest Missouri's prosperity.

One would be hard-pressed to unanimously interpret the "spirit" of a community. In Nixa, however, it may not be so difficult due to the cooperative spirit that residents have become accustomed to. It is the intent of this document to champion this spirit through the adoption of an instrument that clearly establishes the goals, policies and activities that the City intends to implement in order to achieve quality of life through growth.

It is much easier to define the physical boundaries of a community where the City limit signs give notice as to our entry and exit. These are the boundaries that would suggest that someone is now entering Nixa's domain, and within these boundaries the community has its unique expectation and emulates its own originality through specific characteristics. The 2003 Comprehensive Plan illustrates the concept of planning boundaries. It suggests a three-tier

planning approach:

1. the Municipal Service Area;
2. the Nixa Planning Area; and
3. an area due to its geographical location is too far removed for incorporation yet can and may have influences on the City's future growth.

Each area differentiates immediate, future and long-range interests, with the City's primary focus directed towards Tiers 1 and 2 because of impending development activity. Further prominence is added to these two tiers with the physical preparation of a neighborhood plan. The City will actually plan in advance of any development activity all lands within this planning area. This approach facilitates interaction with property owners as to designating the highest and best use of the property's prospective urbanization. It also advances the City's cooperative spirit by involving multiple public and quasi-public agencies in the assessment of and investment in urban level service expansion.

Future growth boundaries allow for a reasonable amount of land areas for growth, while also concentrating improvements near the core that achieves a more urban compact form of the community. This pattern of growth development promotes a more efficient use of city utilities and service delivery. Through the provision of a solid infrastructure system in this fashion, the community can support high levels of growth periods and maintain sustainability throughout periods of economic downturns. The neighborhood then becomes a well-defined, self-sustaining community with a diversity of residential, commercial and industrial land uses: It is the neighborhood that will attract and retain residents, employees and commerce; protect residential lands from encroachment of incompatible land uses; and, avoid burdening the fringe "rural" areas from incompatible urban level development.

A well-balanced community attracts residents, which in turn attracts businesses and industries. The City's purpose is to provide the infrastructure support that precipitates this cyclical growth pattern. Commercial and industrial growth occurs as a direct result of the existence of a strong trade area market and available labor pool. Job creation is enhanced further by competition within the region, not by spending City money to lure industrial jobs to the area through tax abatements or other like-kind programs. The goal of the City is to be the best choice for industry through quality of life, diverse residential choices, low cost of living, land availability and dependable utility services.

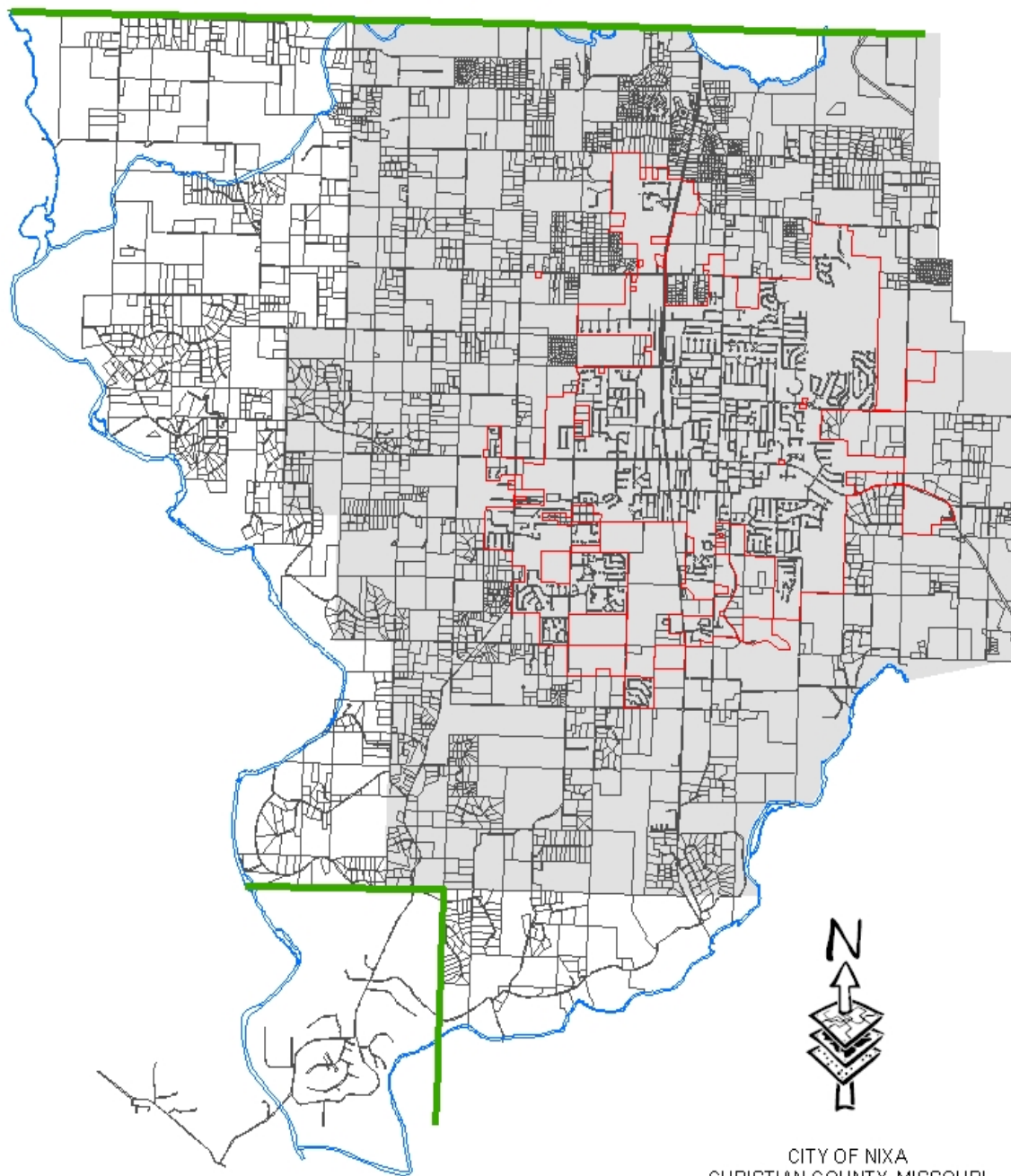
City of Nixa Planning Area

The City of Nixa, Missouri is located in Union Chapel, Rosedale, Garden Grove and Northview Townships in the northwestern part of Christian County. The City encompasses approximately 6.4 square miles and is situated about six miles south of Springfield, the major metropolitan center in southwest Missouri. Primary access to the community is provided by U.S. Highway 160 and Missouri Highway 14. Highway 160 serves as the major access route connecting Nixa to Springfield and to the tourism / recreation centers in the Branson / Table Rock Lake area to the south.

The Nixa Planning Area (NPA) encompasses approximately 42 square miles, extending from the Greene County line on the north, the James River on the west, the Finley river on the south, and approximately one-half mile to the east of Cheyenne Road (see map on facing page). Substantial levels of new development are occurring within the NPA, with much of the growth occurring immediately adjacent to the current City limits. Due to the availability of utility service, growth is occurring in the northeast, southeast and southwest. Limited capability exists for areas located in northwest Nixa. In order to ensure that Nixa is able to effectively respond to future infrastructure and public utility needs as growth continues, the 2003 Comprehensive Plan includes land use recommendations and policies for the anticipated growth outside of the current City limits.

The 2003 City Comprehensive Plan is organized in eight major sections: Demographics, Socio-Economic Analysis, Community Facilities and Services, Growth Management, Economic Development, Transportation, Land Use, and Parks and Recreation. The appendices provide detailed information referenced in this report, including the results of the *2001 Citizen Survey*.

Nixa Planning Area



CITY OF NIXA
CHRISTIAN COUNTY, MISSOURI

2003 Comprehensive Plan

Demographics



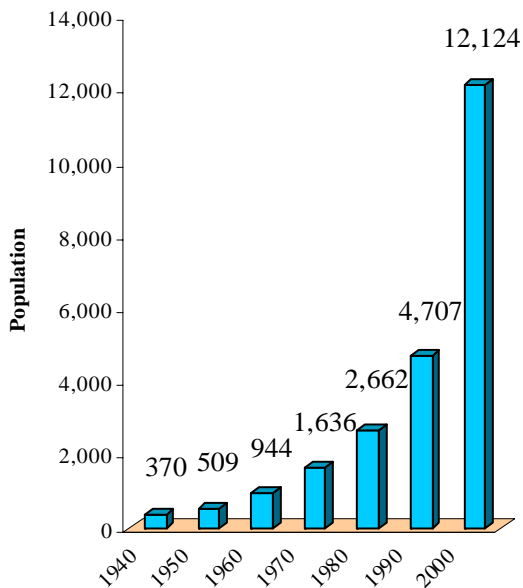
General Population Trends

Incorporated as a village in 1902, Nixa became a fourth-class city under Missouri law on June 7, 1946. Since the City’s first census count in 1940, Nixa’s population has grown rapidly and has far outpaced growth for Christian County and the State of Missouri (see Table 1-1 and Chart 1-A).

Table 1-1
City of Nixa, Missouri
Population Growth and Change 1940—2000

Census Year	Nixa		Christian County		Missouri	
	Number	Percent Change	Number	Percent Change	Number	Percent Change
1940	370	--	13,538	--	3,784,664	--
1950	509	37.57%	12,412	-8.32%	3,954,653	4.49%
1960	944	85.46%	12,359	-0.43%	4,319,813	9.23%
1970	1,636	73.31%	15,124	22.37%	4,676,501	8.26%
1980	2,662	62.71%	22,402	48.12%	4,917,444	5.15%
1990	4,707	76.82%	32,644	45.72%	5,117,073	4.06%
2000	12,124	157.57%	54,285	66.29%	5,595,211	9.34%

Chart 1-A
City of Nixa, Missouri
Population Growth 1940 - 2000



This phenomenal growth during the 1990’s was not unique to Nixa; many of the communities within the Springfield Metropolitan Service Area (MSA) experienced significant growth, including Republic and Ozark. One reason for Nixa’s larger share of the growth in relation to Christian County is explained by the availability of urban services, such as sanitary sewer and potable water. Two more reasons, provided by the City’s 2001 *Citizen Survey*, are the high quality of the educational opportunities offered by the Nixa School District and the “small-town feeling” within the community. Nixa’s proximity to Springfield and easy access via U.S.

Highway 160 also play a significant role in the City’s population growth. Other factors cited by the survey results are the low crime rate and the quality and availability of housing in the City.

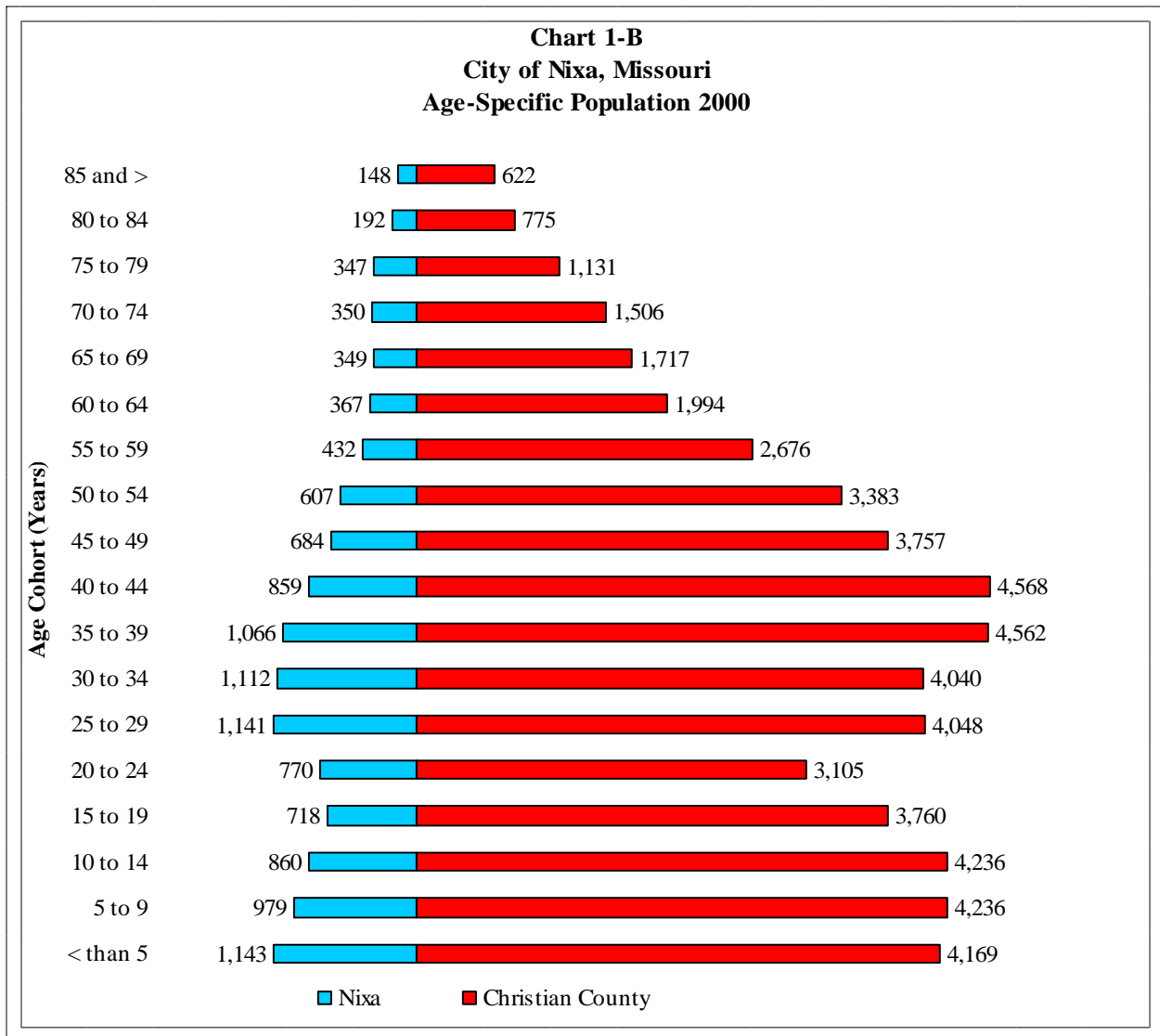
Current estimates place Nixa’s 2002 population at 14,000 people, which represents a 15.4% increase over two years. This projection is based on the number of residential building permits issued since 2000, with an occupancy rate of 2.64 persons per household (as per 2000 census data) and a 6% vacancy rate. This rate of increase is expected to continue as the City accommodates more residential, commercial and industrial growth.

Age Structure

Nixa’s 2000 population is dominated by younger adults and children, with citizens under age 50 representing 77.0% of the City’s total population. In Christian County, people under age 50 constitute 74.6% of the County’s total population and for the State of Missouri, those

Table 1-2
City of Nixa, Missouri
Age Specific Population 2000

Age Cohort	Nixa		Christian County		Missouri	
	Number	Percentage	Number	Percentage	Number	Percentage
< than 5	1,143	9.4%	4,169	7.7%	369,898	6.6%
5 to 9	979	8.1%	4,236	7.8%	398,898	7.1%
10 to 14	860	7.1%	4,236	7.8%	412,080	7.4%
15 to 19	718	5.9%	3,760	6.9%	413,296	7.4%
20 to 24	770	6.4%	3,105	5.7%	369,498	6.6%
25 to 29	1,141	9.4%	4,048	7.5%	362,305	6.5%
30 to 34	1,112	9.2%	4,040	7.4%	376,428	6.7%
35 to 39	1,066	8.8%	4,562	8.4%	443,250	7.9%
40 to 44	859	7.1%	4,568	8.4%	444,319	7.9%
45 to 49	684	5.6%	3,757	6.9%	395,616	7.1%
50 to 54	607	5.0%	3,383	6.2%	346,846	6.2%
55 to 59	432	3.6%	2,676	4.9%	279,073	5.0%
60 to 64	367	3.0%	1,994	3.7%	228,325	4.1%
65 to 69	349	2.9%	1,717	3.2%	205,372	3.7%
70 to 74	350	2.9%	1,506	2.8%	187,854	3.4%
75 to 79	347	2.9%	1,131	2.1%	157,207	2.8%
80 to 84	192	1.6%	775	1.4%	106,375	1.9%
85 and >	148	1.2%	622	1.1%	98,571	1.8%
TOTALS	12,124	100.0%	54,285	100.0%	5,595,211	100.0%



under age 50 make up 71.2% of the state’s total population. Table 1-2 shows the total population by age cohort; Chart 1-B shows the population detail by age cohort for Nixa and Christian County.

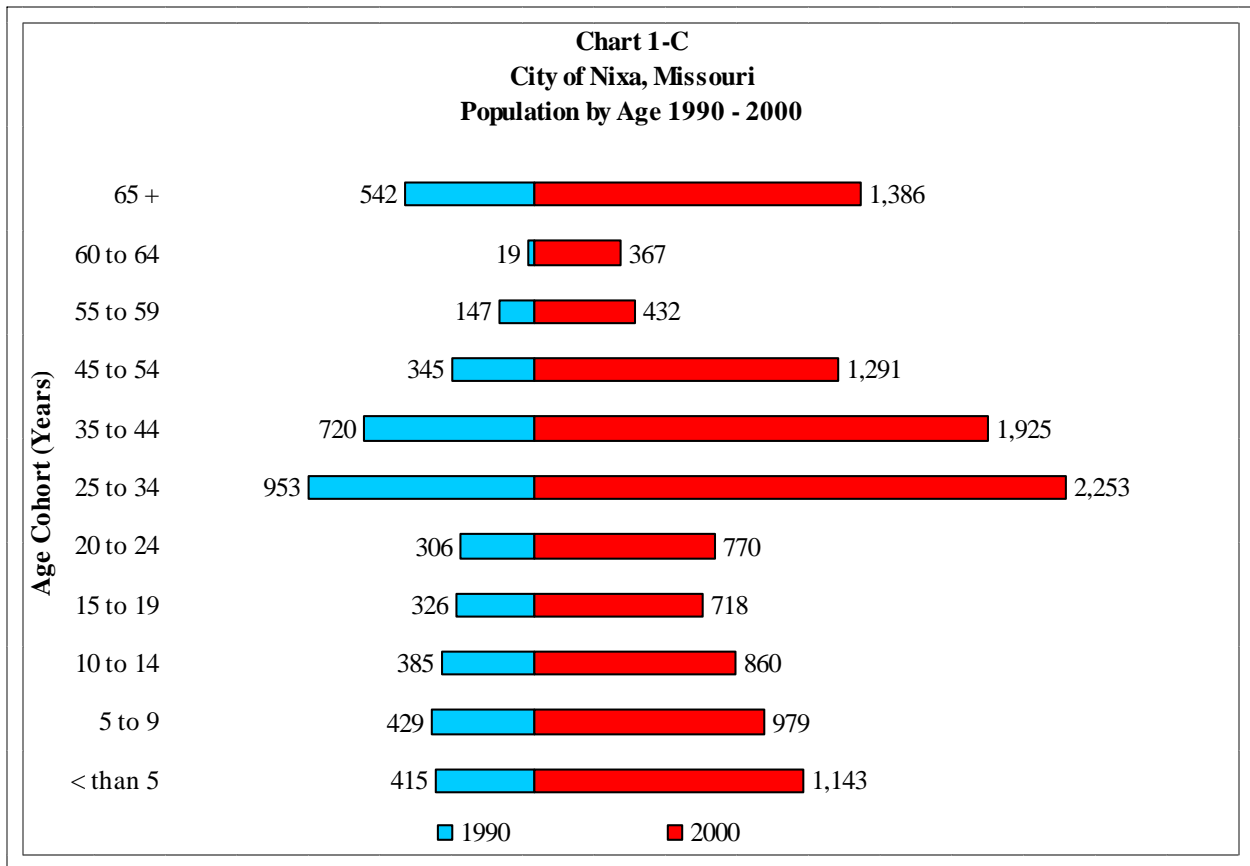
The age cohort with the highest percentage of population is that of 25 to 34-year-olds (18.6%), and children through age 14 comprise 26.5% of the City’s population. In 1990, 25 to 34-year-olds made up 20.3% of the population and children under 14 were 28.1% of the City’s population. This steady rate confirms the *2001 Citizen Survey* data showing that young families are moving to and staying in Nixa. According to the survey, some of the reasons for young families remaining in the community include the excellent educational opportunities offered here, proximity to Springfield and the “small-town feeling” of Nixa. Compared to Christian County and the state of Missouri, Nixa has a higher percentage of residents that are under age

14 and those that are ages 25 to 34. This would suggest that young families are moving to Nixa and remaining in Nixa more often than they are moving into the County or into the State in general.

One shift in the City’s population has been in the 45 to 64-year-old age range. In 1990, 13.4% of Nixa’s population was in this age cohort, while in 2000, 17.2% was in this age range. One explanation suggests that as people are entering the high income-producing years prior to retirement, they are moving to Nixa, or staying in Nixa, rather than moving away. This could be due to an increasing number of executives who work in Springfield but choose to reside in Nixa. The *2001 Citizen Survey* also showed that people moved to Nixa because of the quality of the neighborhoods, low crime rate and the availability of high-quality housing; these are also factors in this population shift.

This is a significant change from the 1990 census data, which showed a decrease in this age group between 1980 and 1990. The percentage of the population that is 65 years or older has remained stable, from 11.8% in 1990 to 11.4% in 2000. Comparisons between the 1990 census information and the 2000 census information are shown in Table 1-3 below and in Chart 1-B on the following page.

Age Cohort	1990		2000	
	Number	Percent of Population	Number	Percent of Population
< than 5	415	9.0%	1,143	9.4%
5 to 9	429	9.4%	979	8.1%
10 to 14	385	8.4%	860	7.1%
15 to 19	326	7.1%	718	5.9%
20 to 24	306	6.7%	770	6.4%
25 to 34	953	20.8%	2,253	18.6%
35 to 44	720	15.7%	1,925	15.9%
45 to 54	345	7.5%	1,291	10.6%
55 to 59	147	3.2%	432	3.6%
60 to 64	19	0.4%	367	3.0%
65 +	542	11.8%	1,386	11.4%
TOTALS	4,587	100.0%	12,124	100.0%



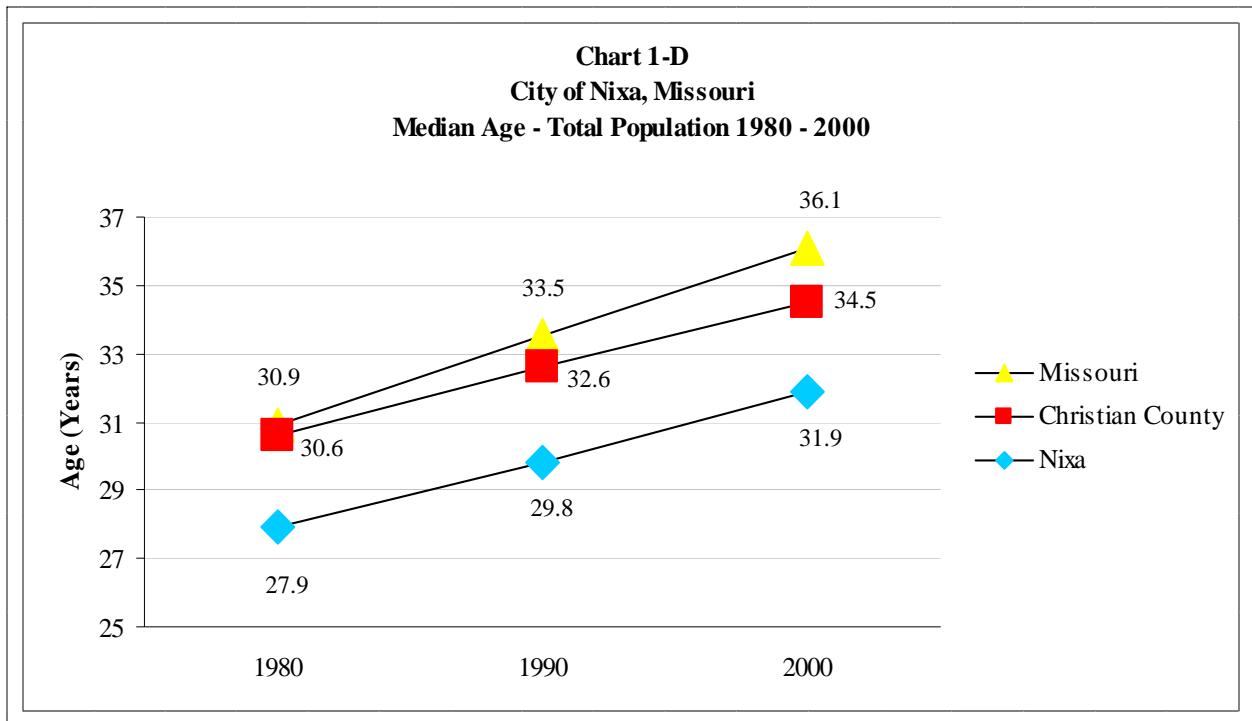
Median Age

The median age of a population is an index of age composition used to measure central tendency. Median age, which is determined by dividing the population into groups of equal size, can be compared to county and state statistics.

As shown in Table 1-4 below and Chart 1-C on the following page, the median age of Nixa’s population increased from 29.8 years old in 1990 to 31.9 years old in 2000. The increase in median age at the county and state level reflects the aging of the baby-boom

Table 1-4
City of Nixa, Missouri
Median Age 1980 - 2000

Year	Nixa			Christian County			Missouri		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
1980	27.9	27.1	28.8	30.6	29.6	31.4	30.9	29.3	32.4
1990	29.8	29.1	31.3	32.6	31.9	32.6	33.5	32.1	34.9
2000	31.9	30.9	32.8	34.5	33.6	35.2	36.1	34.8	37.4



generation and lower fertility rates. Nixa’s lower median age reflects the impact of immigration of younger adults and families with children, as was seen in 1990.

Age Dependency Ratio

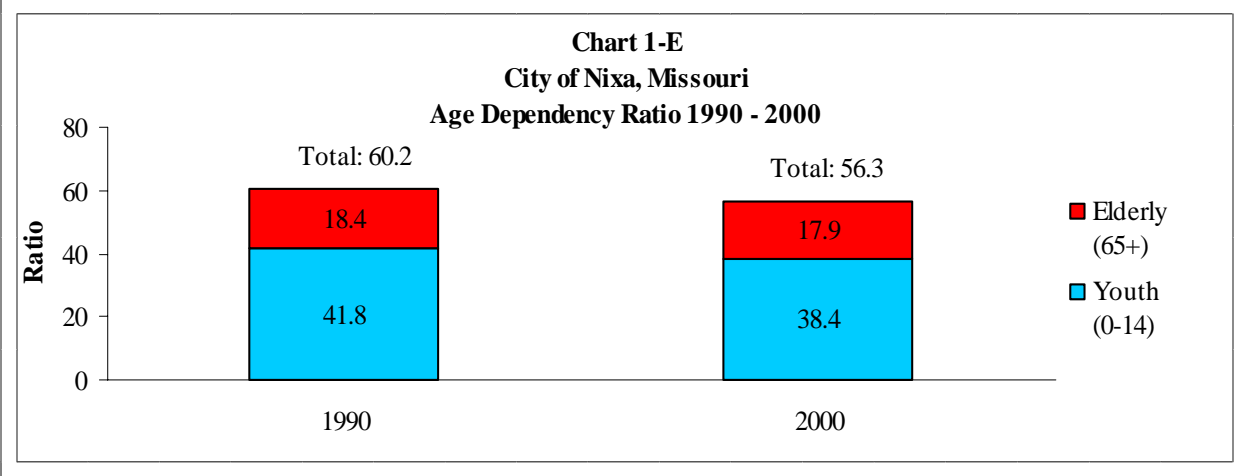
The age dependency ratio is used to measure the impact of age structure on the productivity of a population. Although it is not a perfect measure, the age dependency ratio serves as a guideline for identifying the dependent population that the working age groups must support. It is presumed that the productive portion of the population is the 15 to 64-year-old age cohort. Persons under 15 years old and those 65 and older are considered the “dependent” or non-working population.

Nixa’s 2000 age dependency was 56.3, meaning that every 100 persons in the working age group support 56.3 dependents. The large majority of this “dependent” population is the youth group (ages 0 to 14), which has a dependency ratio of 38.4. Nixa’s age dependency is higher than those for the county and state, which supports the observation that the City has attracted young families with dependent children.

Nixa’s age dependency ratio has decreased since 1990, from 60.2 to 56.3. This means that there are now proportionately more people in the “productive” age ranges than there were

Table 1-5
City of Nixa, Missouri
Age Dependency Ratio 2000

Age Group	Nixa		Christian County		Missouri	
	1990	2000	1990	2000	1990	2000
Youth (0-14)	41.8	38.4	36.7	35.2	33.7	32.3
Elderly (65+)	18.4	17.9	17.1	16.0	21.8	20.6
Total	60.2	56.3	53.8	51.2	55.5	52.9



in 1990. This again reflects the increase in the population of people ages 45 to 64 who are moving into or staying in Nixa; this, in turn has increased the working population in the City.

Sex Composition

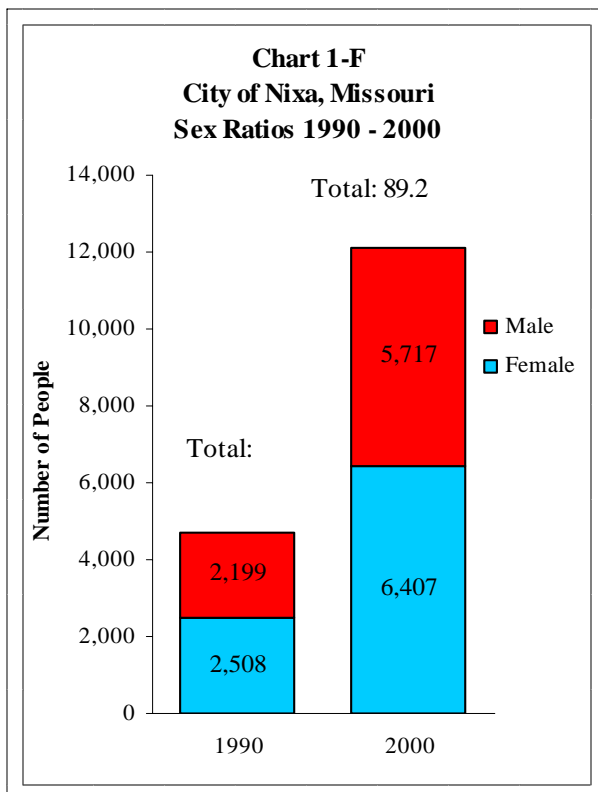
Defined as the number of males per 100 females in a population, the sex ratio is a common statistical measure of sex composition. A sex ratio greater than 100 indicates more males, while a ratio less than 100 reflects more females. Nationally, sex ratios tend to fall within a rather narrow range of approximately 95 to 102, excluding special circumstances, such as wartime casualties or substantial migration.

Table 1-6 and Chart 1-F on the following page show the relationship between Nixa’s sex ratio and those of the county and state since 1990. The City and the state have experienced a slight increase in sex ratios since 1990, indicating an increase in the number of males in the population. In contrast, the county experienced a decrease in sex ratio, indicating more females in the population.

Analysis of Nixa’s sex composition by age group supports the observation of in-migration of population between 1990 and 2000. As noted in Table 1-7 and Chart 1-G on the following page, some age groups showed an increase in the number of males, while some age groups showed a decrease in the number of males. Death rates and any out-migration of population have been offset by a higher in-migration of population in some age categories. Most significant is the increase in numbers of persons in the age groups 15 to 19 and 35 to 44. This is consistent with the 1990 data, which showed a significant increase in age groups 5 to 9 and 25 to 34; the ten years between measurements is consistent.

Table 1-6
City of Nixa, Missouri
Sex Ratios 1980 - 2000

	Nixa		Christian County		Missouri	
	1990	2000	1990	2000	1990	2000
Male	2,199	5,717	15,946	26,402	2,464,315	2,720,177
Female	2,508	6,407	16,698	27,883	2,652,758	2,875,034
Sex Ratio	87.6	89.2	95.5	94.7	92.9	94.6



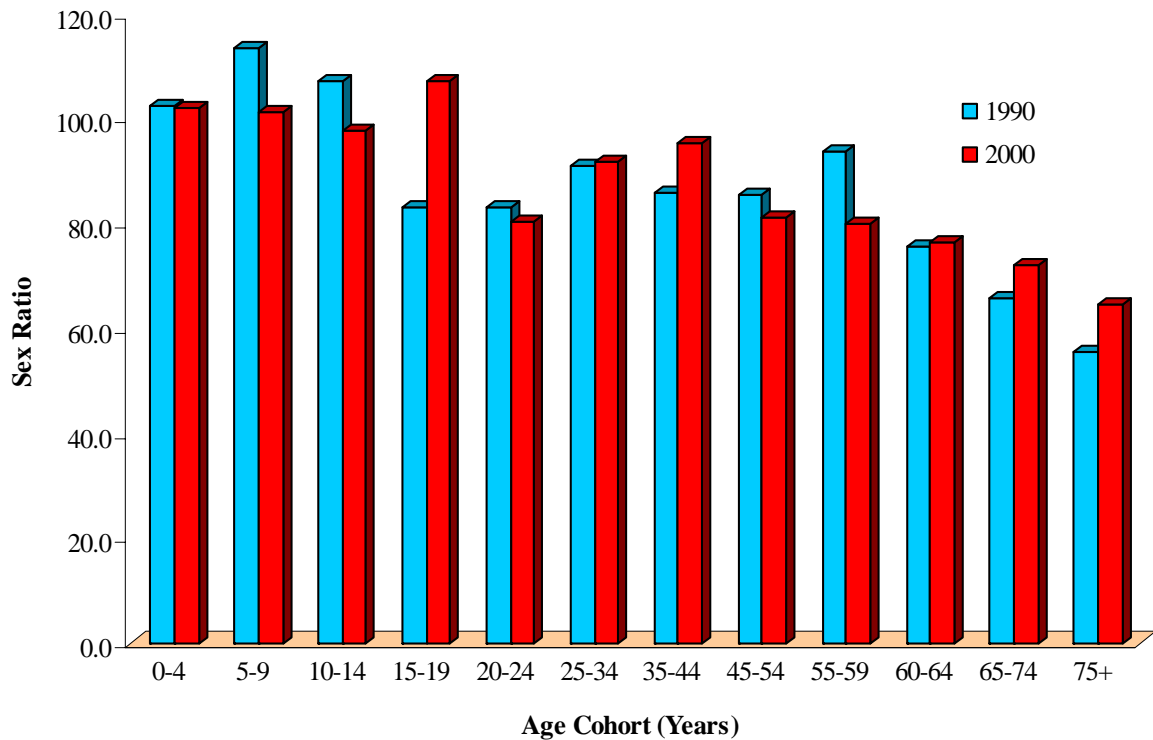
Also of interest is the sex composition of the elderly population (65 and older). The sex ratios for these age cohorts indicate the higher mortality rate for elderly males. There is, however, a substantial increase in both male and female population in the older age cohorts (55 and older), supporting the observation that higher income-producing persons are not migrating out of the City as they reach retirement age.

The sex ratio in Nixa is quite a bit less than either Christian County or the state, indicating that there are more females in the City’s population than that of the County or the state.

Table 1-7
City of Nixa, Missouri
Sex Ratios by Age Cohort 1980 - 2000

Age Cohort	Total Males			Total Females			Sex Ratio		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
0-4 years	123	210	577	140	205	566	87.9	102.4	101.9
5-9 years	141	228	492	136	201	487	103.7	113.4	101.0
10-14 years	121	199	425	94	186	435	128.7	107.0	97.7
15-19 years	86	148	371	98	178	347	87.8	83.1	106.9
20-24 years	109	139	343	125	167	427	87.2	83.2	80.3
25-34 years	137	226	1,079	161	249	1,174	85.1	90.8	91.9
35-44 years	100	221	939	104	257	986	96.2	86.0	95.2
45-54 years	123	332	578	136	388	713	90.4	85.6	81.1
55-59 years	94	167	192	98	178	240	95.9	93.8	80.0
60-64 years	102	123	159	133	163	208	76.7	75.5	76.4
65-74 years	73	125	293	95	190	406	76.8	65.8	72.2
75+ years	52	81	269	81	146	418	64.2	55.5	64.4

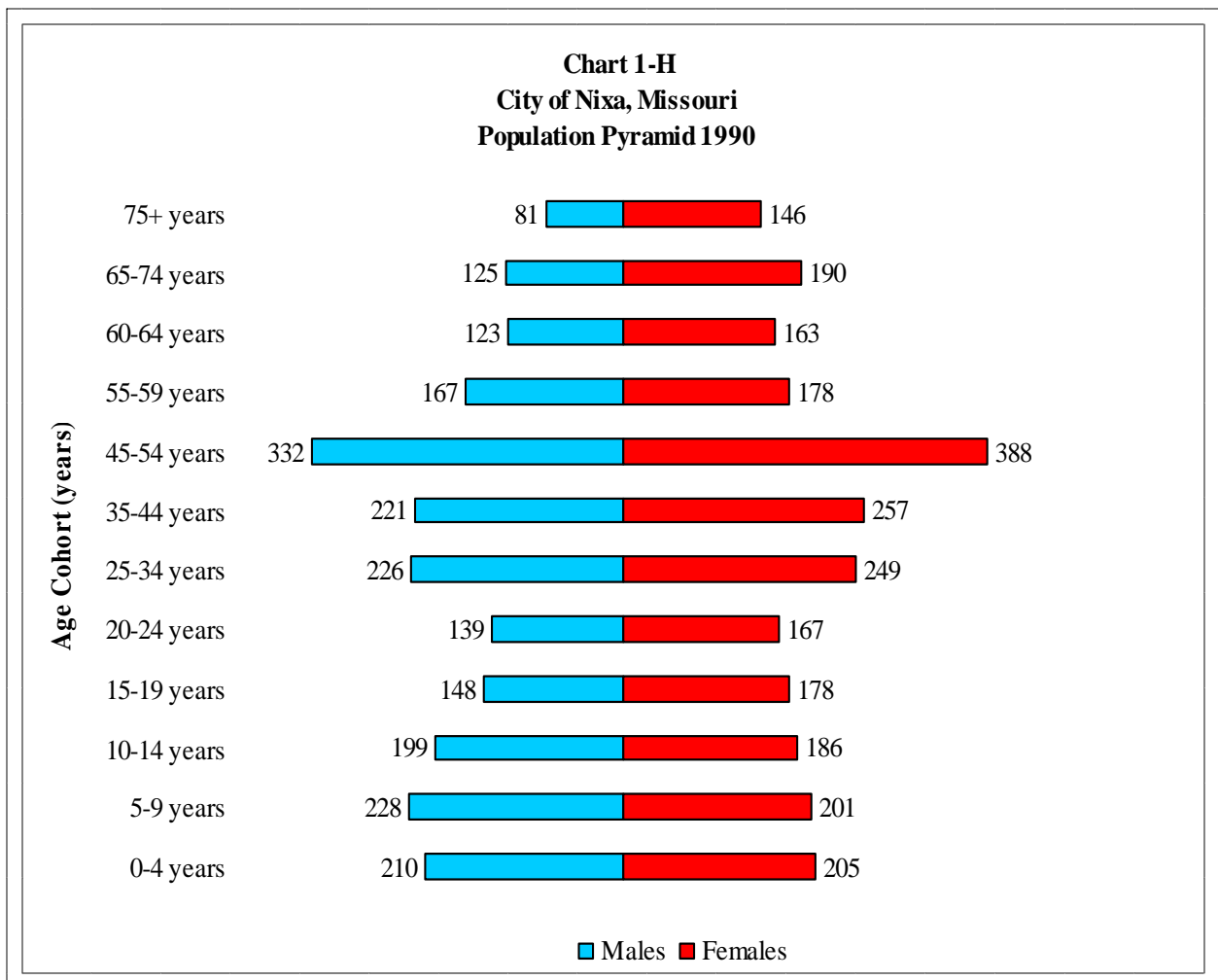
Chart 1-G
City of Nixa, Missouri
Sex Ratio by Age Cohort 1990 - 2000



Population Pyramids

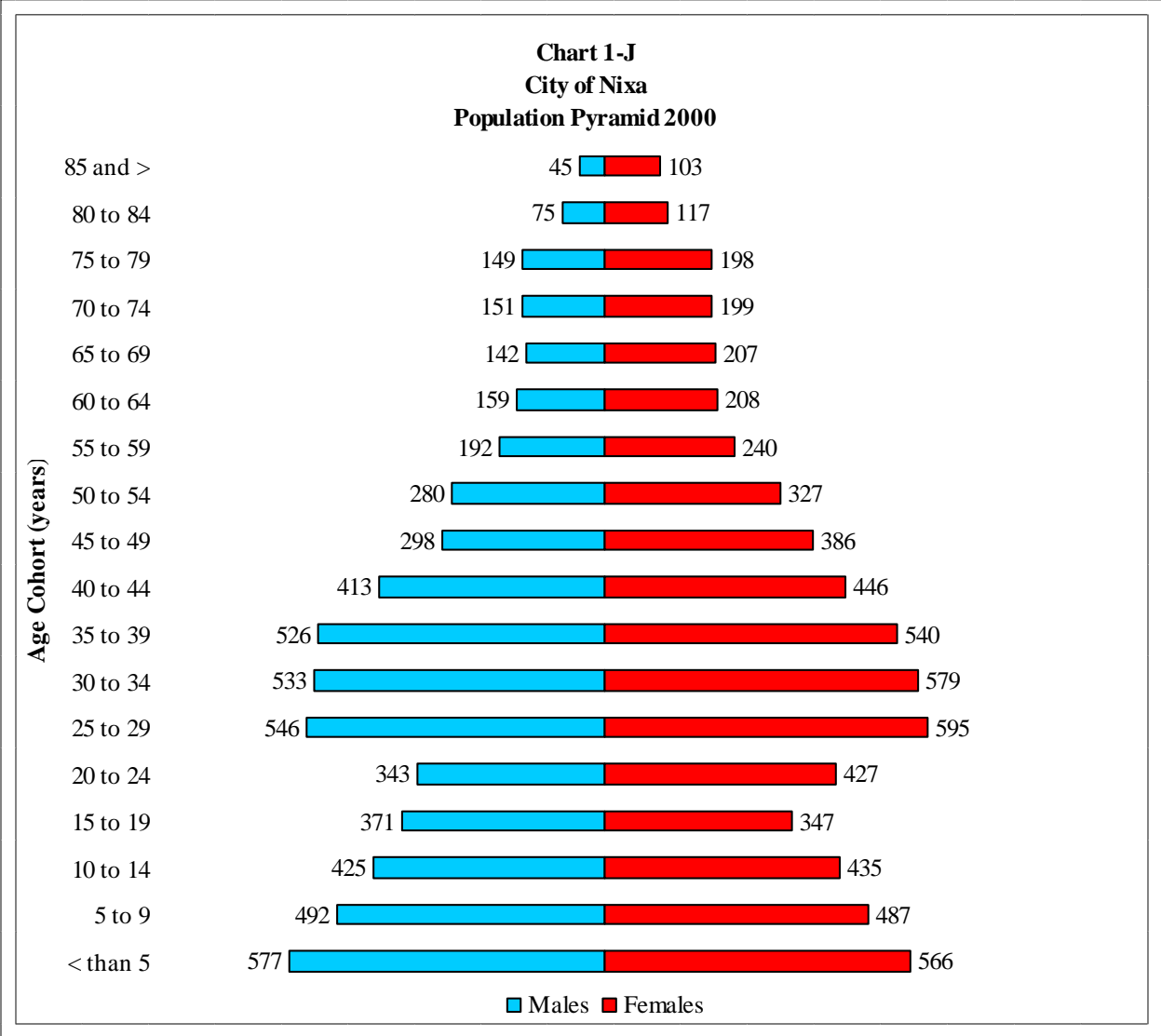
The population pyramid is a graphic technique used by demographers to display the age-sex structure of a population. The graph shows the population by gender and age cohort, from the oldest age cohorts to the youngest.. From a historical perspective, children under age of five constitute the largest segment of the population in growing communities due to high birth rates. Today, however, the national trend of declining fertility rates is evidenced in the smaller base of the classic population pyramid.

The base of Nixa’s 1990 population pyramid, shown in Chart 1-H, reflects the trend of declining birth rates. The bulge in the pyramid between the ages of 34 - 54 indicates the aging of the baby boom generation as well as in-migration of younger-aged families. Chart 1-J shows the City’s population pyramid for the year 2000 using more detailed age cohorts. One difference between the 1990 and 2000 populations is the number of children age 14 and younger,



from examining the base of each pyramid. In addition, both pyramids show that there are more males than females through age nine; after that, females outnumber males for all but one of the age cohorts (ages 10 to 14).

The most significant inference that can be drawn from this graphic representation is the dominance of the young adult population (ages 25 to 44) which is shown as the widest bars in the middle of the pyramid. In addition, there has been an increase in the number of high income-producing persons (ages 45 to 64) in the City. In 1990, the age cohort for 45 to 54 years has the widest bar; in the 2000 pyramid, this age group is split into two separate age cohorts. However, the percentages show an increase in the percentage of total population for this particular age group.



Household Characteristics

From a planning viewpoint, household characteristics act as indicators of potential demand or need for various types of housing and community services and facilities. Starting in 1980, the U.S. Census Bureau defined a household as all persons living in a housing unit, including a single person or more than one related or unrelated person. One individual in each dwelling unit is considered as the head of the household.

Table 1-8 notes that in 2000 the vast majority of households were family households (74.1%). The most striking variances between Nixa’s family households and those of the state are in the percentages of married couples with children and female-headed households. Approximately 44.1% of Nixa’s households are married couples with children, compared to 22.7% for the state. This difference of 21.4% is much greater than the difference in 1990, which was only 6%.

Nixa also has a greater percentage of female-headed households (13.2%) than the state (11.6%), a difference of 1.6%; in 1990, the percentage difference in female-headed households between Nixa and the state was 2.6%, so there has been little change in that demographic in the past ten years. It should be noted that while female-headed households in 2000 comprise approximately the same percentage as in 1990, the actual number of female-headed households

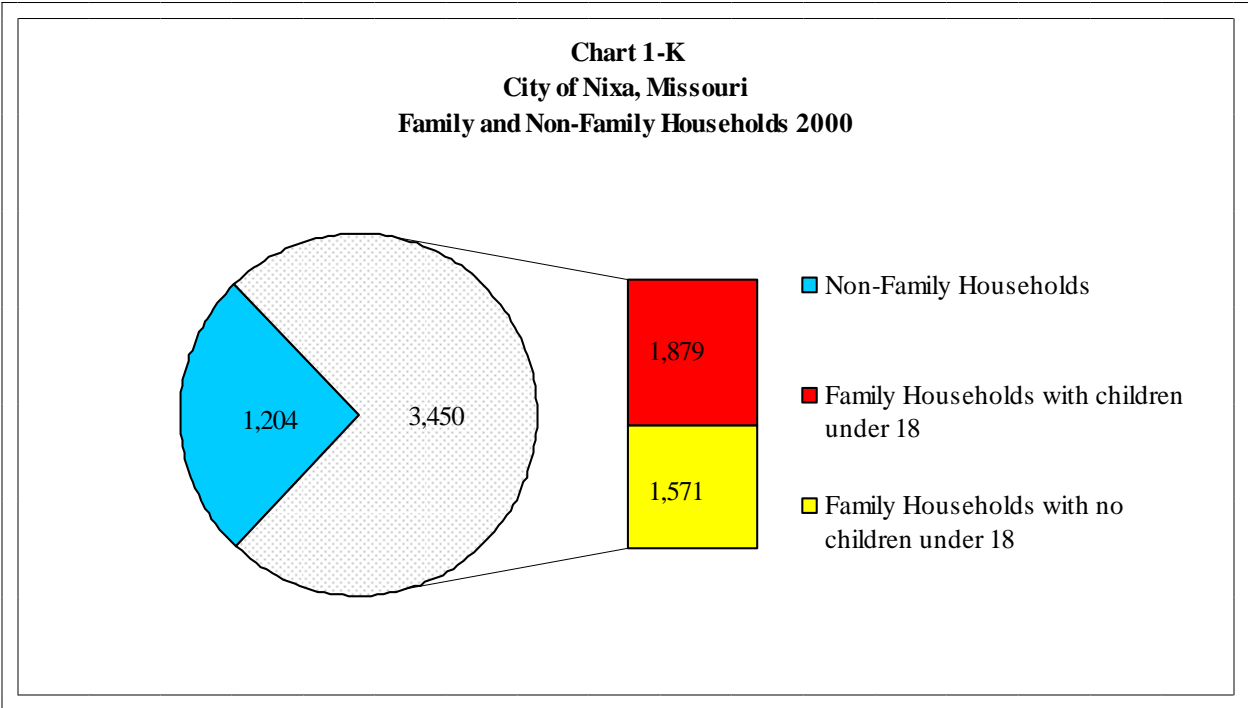


Table 1-8
City of Nixa, Missouri
Households by Type 1990—2000

	1990		Nixa		2000		Christian County		Missouri	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Total households	1,801	100.0	4,654	100.0	20,425	100.0	2,194,594	100.0	2,194,594	100.0
Family households (families)	1,385	76.9	3,450	74.1	15,652	76.6	1,476,516	76.6	1,476,516	67.3
with own children under 18 years	795	44.1	1,879	40.4	7,880	38.6	699,779	38.6	699,779	31.9
Married-couple family	1,110	61.6	2,711	58.3	13,064	64.0	1,140,866	64.0	1,140,866	52.0
with own children under 18 years	590	32.8	1,340	28.8	6,118	30.0	497,201	30.0	497,201	22.7
Female householder, no husband present	237	13.2	578	12.4	1,909	9.3	253,760	9.3	253,760	11.6
with own children under 18 years	179	9.9	423	9.1	1,310	6.4	156,571	6.4	156,571	7.1
Non-family households	416	23.1	1,204	25.9	4,773	23.4	718,078	23.4	718,078	32.7
Householder living alone	374	20.8	964	20.7	3,907	19.1	599,808	19.1	599,808	27.3
Householder 65 years and over	188	10.4	352	7.6	1,428	7.0	225,631	7.0	225,631	10.3
Households with individuals under 18 years	1,064	59.1	1,972	42.4	8,376	41.0	762,492	41.0	762,492	34.7
Households with individuals 65+ years	389	21.6	909	19.5	3,879	19.0	525,811	19.0	525,811	24.0
Average household size	2.61		2.56		2.63		2.48		2.48	
Average family size	3.02		2.95		3.00		3.02		3.02	
Household Size										
1 person	374	20.8%	964	20.7%	3,907	19.1%	599,808	19.1%	599,808	27.3%
2 person	613	34.0%	1,675	36.0%	7,548	37.0%	745,803	37.0%	745,803	34.0%
3 person	358	19.9%	939	20.2%	3,793	18.6%	355,321	18.6%	355,321	16.2%
4 person	301	16.7%	750	16.1%	3,381	16.6%	298,735	16.6%	298,735	13.6%
5 person or more	155	8.6%	326	7.0%	1,796	8.8%	194,927	8.8%	194,927	8.9%

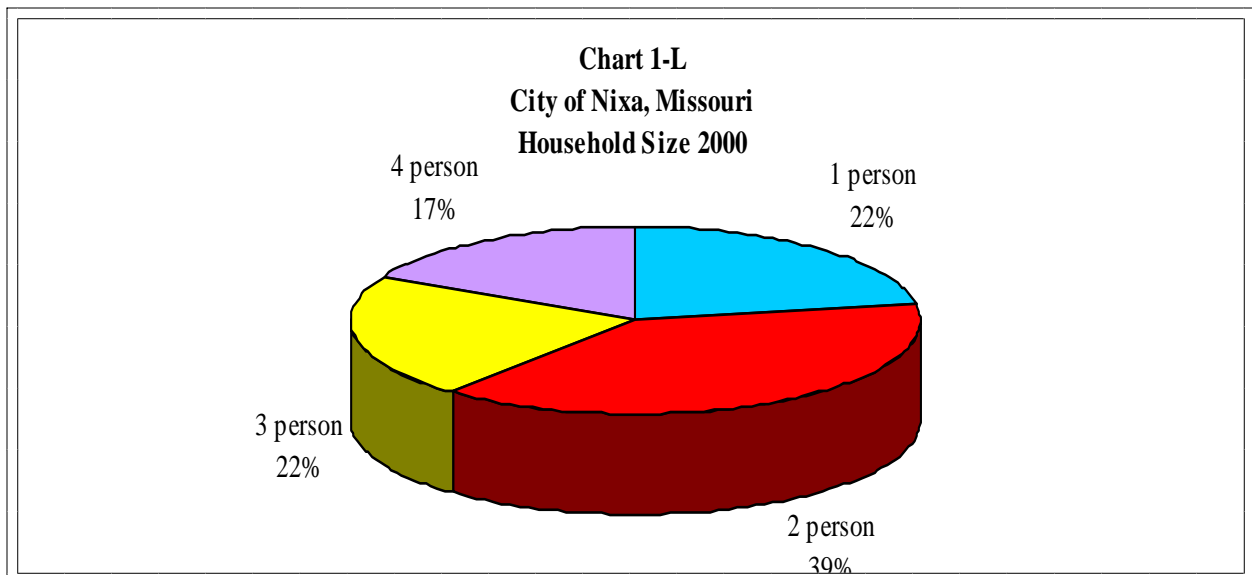
has almost doubled, from 237 in 1990 to 578 in 2000. This trend is also stable at the state and national levels and is expected to continue in the future.

Nixa’s greater percentage of family households in comparison to state figures also means that the City has a lower percentage of non-family households. In 2000, only 25.9% of households were non-family compared to 32.7% for the state. In 1990, the percentage of Nixa’s non-family households was 23.0%, while the state’s percentage was 30.2%. With approximately a 7% difference in both 1990 and 2000, the data reflects two national phenomena: 1) the greater life span of females, and 2) changing social values and career opportunities resulting in delays in marriage.

Another interesting trend in households between 1990 and 2000 is the decrease in the City’s percentage of householders 65 years and older, from 10.4% in 1990 to 7.6% in 2000. Factors such of cost of land and housing, availability of appropriate housing and cost of living play a role in retaining these types of households.

Household Size

In 2000, the average household size was approximately 2.56 persons; this figure compares to 2.63 persons for Christian County and 2.48 persons for the state. At the national level, average household size has been decreasing steadily for decades, due to declining fertility rates, higher divorce rates and increasing numbers of single-person households. The average size of Nixa’s households has followed this state and national trend since the 1980’s.



Population Projections

Population projections have been developed in order to provide guidance for the development and improvement of infrastructure and for evaluating the needs for additional housing and other community services and facilities. A range of projections by age cohort is provided in

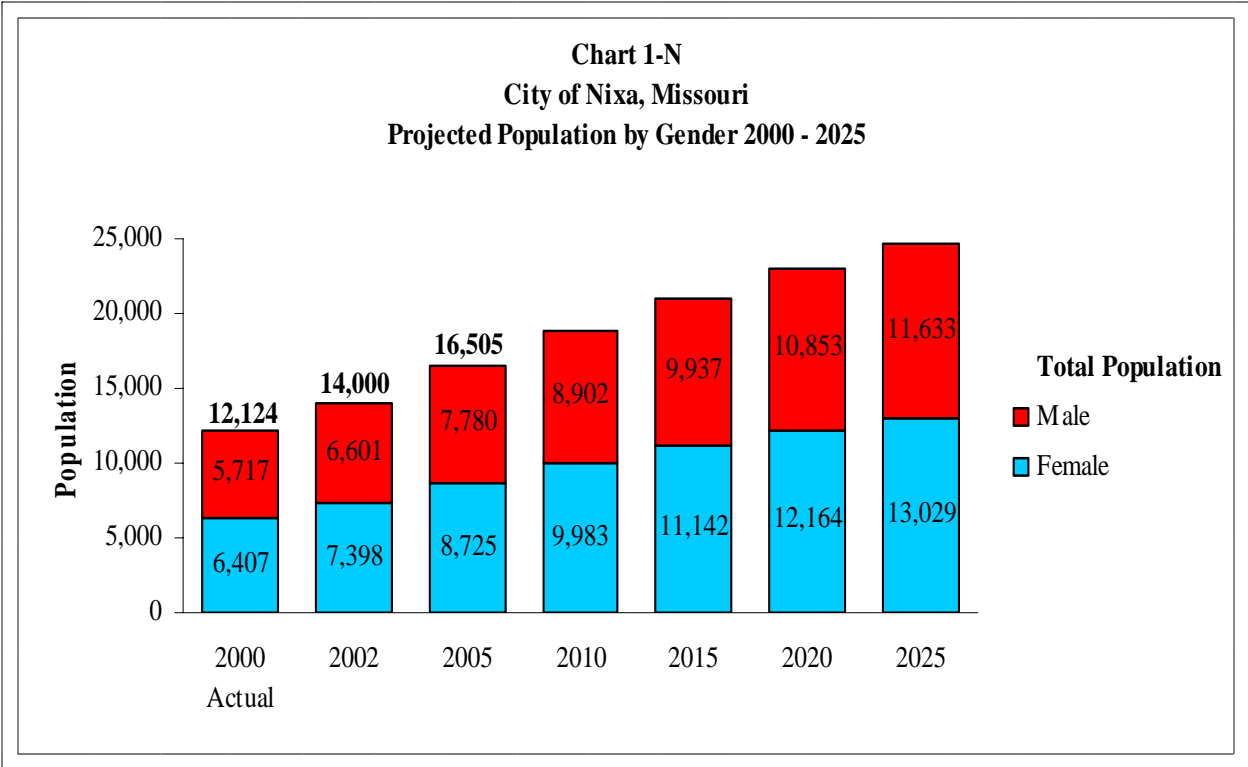
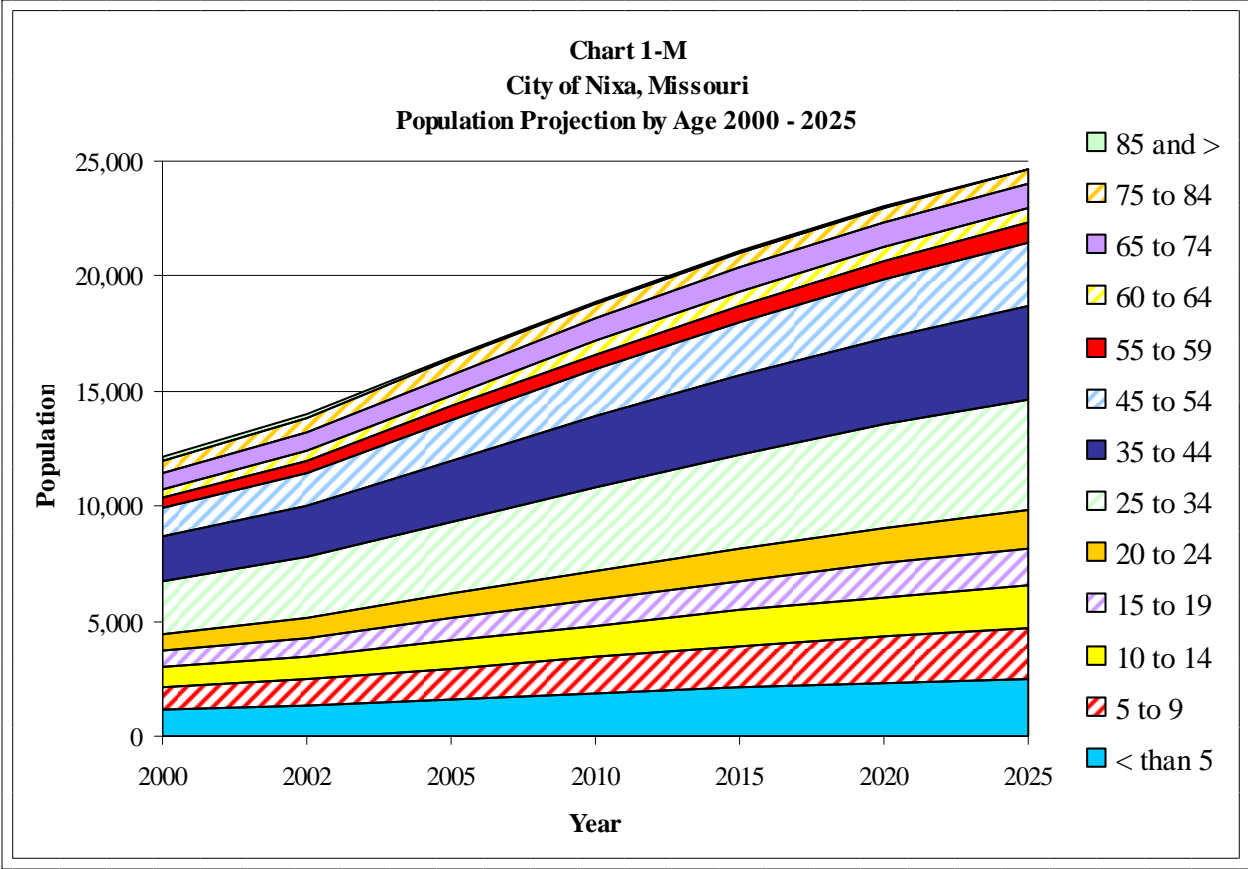
Table 1-9 and Chart 1-L to the year 2025; projections by gender are shown in Table 1-10 and Chart 1-M. The projection technique utilized is the Cohort Survival Approach; the formulas, procedures and calculations for this method are outlined in Appendix A.

Table 1-9
City of Nixa, Missouri
Population Projection -- Cohort Survival Approach 2000 - 2025
Annual Projected Population Totals

Cohort	Actual 2000	Projected					
		2002	2005	2010	2015	2020	2025
< than 5	1,143	1,320	1,587	1,847	2,094	2,318	2,517
5 to 9	979	1,130	1,359	1,583	1,794	1,987	2,158
10 to 14	860	993	1,194	1,389	1,574	1,743	1,892
15 to 19	718	829	995	1,157	1,309	1,447	1,568
20 to 24	770	889	1,066	1,237	1,397	1,542	1,668
25 to 34	2,253	2,602	3,114	3,608	4,070	4,485	4,844
35 to 44	1,925	2,223	2,652	3,063	3,444	3,782	4,071
45 to 54	1,291	1,491	1,781	2,060	2,319	2,551	2,751
55 to 59	432	499	586	666	737	796	843
60 to 64	367	424	494	557	612	656	689
65 to 74	699	807	897	963	1,006	1,026	1,024
75 to 84	539	622	657	670	665	645	614
85 and >	148	171	122	85	57	38	24
TOTALS	12,124	14,000	16,505	18,885	21,080	23,017	24,663

Table 1-10
City of Nixa, Missouri
Population Projection by Gender Using Cohort Survival Approach 2000 - 2025

	Actual 2000	Projected					
		2002	2005	2010	2015	2020	2025
Female	6,407	7,398	8,725	9,983	11,142	12,164	13,029
Male	5,717	6,601	7,780	8,902	9,937	10,853	11,633
Total	12,124	14,000	16,505	18,885	21,080	23,017	24,663



2003 Comprehensive Plan

Socio-Economic Factors



The composition and pattern of economic activity in Nixa along with the socio-economic characteristics of the population are reviewed in this chapter. The physical development pattern of Nixa is dependent on the structure of its economic base, as is the City's potential for future growth.

Just as no city operates in isolation, Nixa's current development pattern and future economic development are influenced by larger metropolitan and regional economies. While Nixa has experienced continued economic growth, its interrelationship with the larger Springfield MSA economy is critical. Situated in close proximity to Springfield on a major four-lane highway, Nixa residents are no more than 45 minutes commuting time from any major employment center in Springfield. This has impacted Nixa's growth and economic structure and will most likely continue to do so in the future.

Business Sector Analysis

As Christian County's largest city and the second largest in the Springfield MSA (which includes Greene, Christian and Webster counties), Nixa is an important part of the greater metropolitan area. The City's economic structure reflects this role.

While the economy of Nixa is dominated by retail and service activities, Nixa contains several small- to medium-sized manufacturing firms. Some are typical of smaller communities located in metropolitan areas, such as small printing and publishing, engineering and metal working, and food processing firms. Also included is a relatively large plastics manufacturer. Since the Imagine Nixa report was published in 1996, the Nixa Industrial Park has almost completely built-out and the City is examining possibilities for expanding the current industrial park or developing a new industrial park. Much of Nixa's manufacturing is located on the northern edge of the City in the industrial park and the area along U.S. Highway 160. Nixa is still in a favorable position for growth in manufacturing firms.

Employment Characteristics

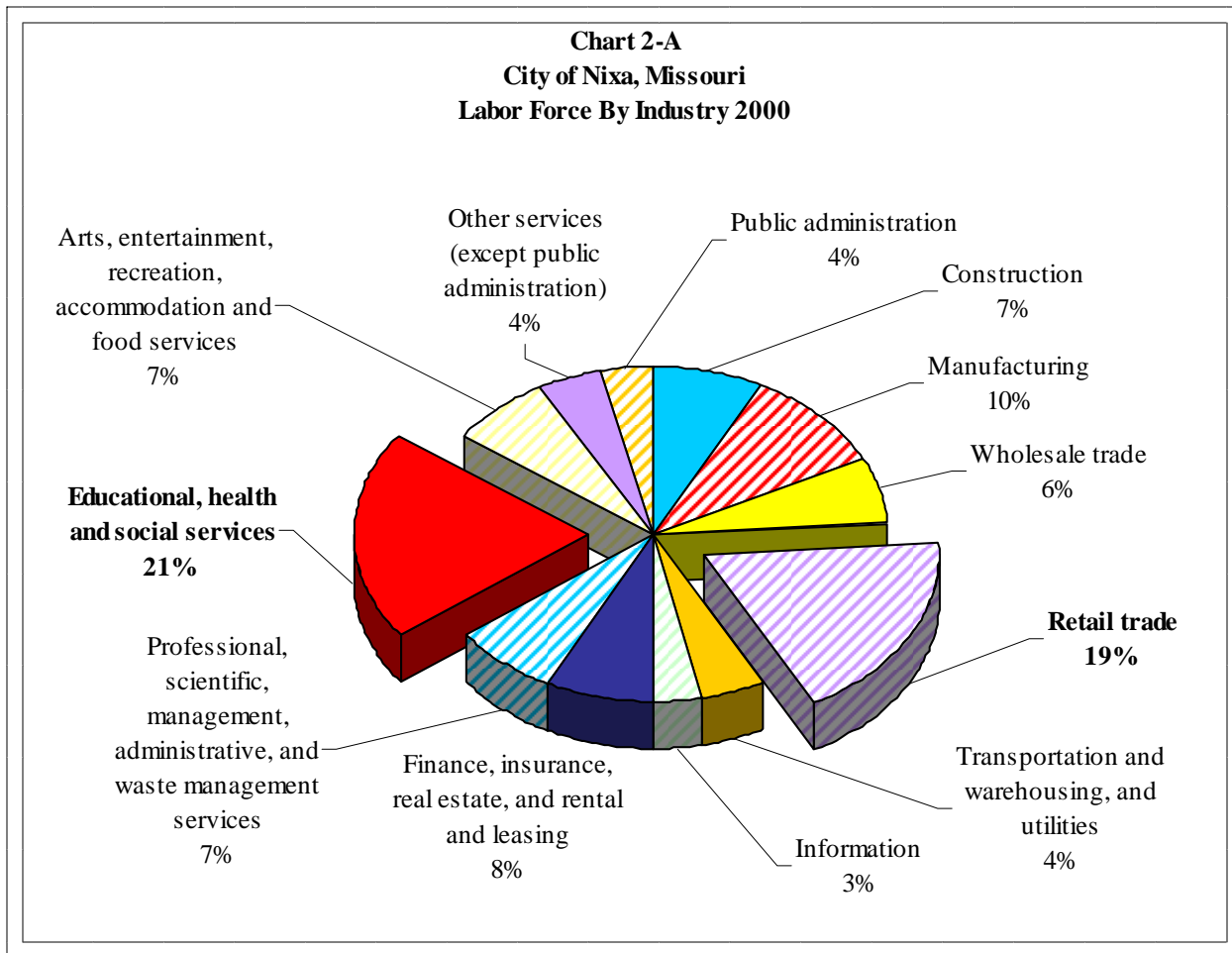
The composition of the labor force is an important factor in determining the potential or focus of future economic development efforts. Data on labor force composition is depicted in two ways. Note that these data are by place of residence, not place of employment, which means that the data are for people who live in Nixa, but may not necessarily work in Nixa.

Table 2-1 and Chart 2-1 depict labor force characteristics categorized by industry. Employment of the labor force is mostly in the educational, health and social services fields (20.3%) and the retail industry (18.2); only 10% of the labor force is in the manufacturing area. This is a shift from the 1990 census, where 15% of the labor force was employed in manufacturing. In contrast, less than 5% of the labor force was employed in public administration activities in both 1990 and 2000. The areas of Agriculture, Forestry, etc. and Information also showed relatively small increases (0.4% and 3.2% respectively).

Table 2-2 on the next page and Chart 2-2 show labor force composition by occupation. The single most important occupation is in sales and office occupations (33.4% of the labor force); this is evidenced by the tourism and service-related businesses in the Springfield MSA. While 28.7% of the labor force is currently involved in management, professional and related occupations, there has been a slight decline in the Services category between 1990 and 2000, from 15.0% to 13.6%. As one might expect for a community in a metropolitan area, less than 1% of Nixa’s workforce is in the farming, fishing and forestry occupational category.

Table 2-1
City of Nixa, Missouri
Labor Force by Industry 2000
Based on sampled data by the U.S. Census Bureau

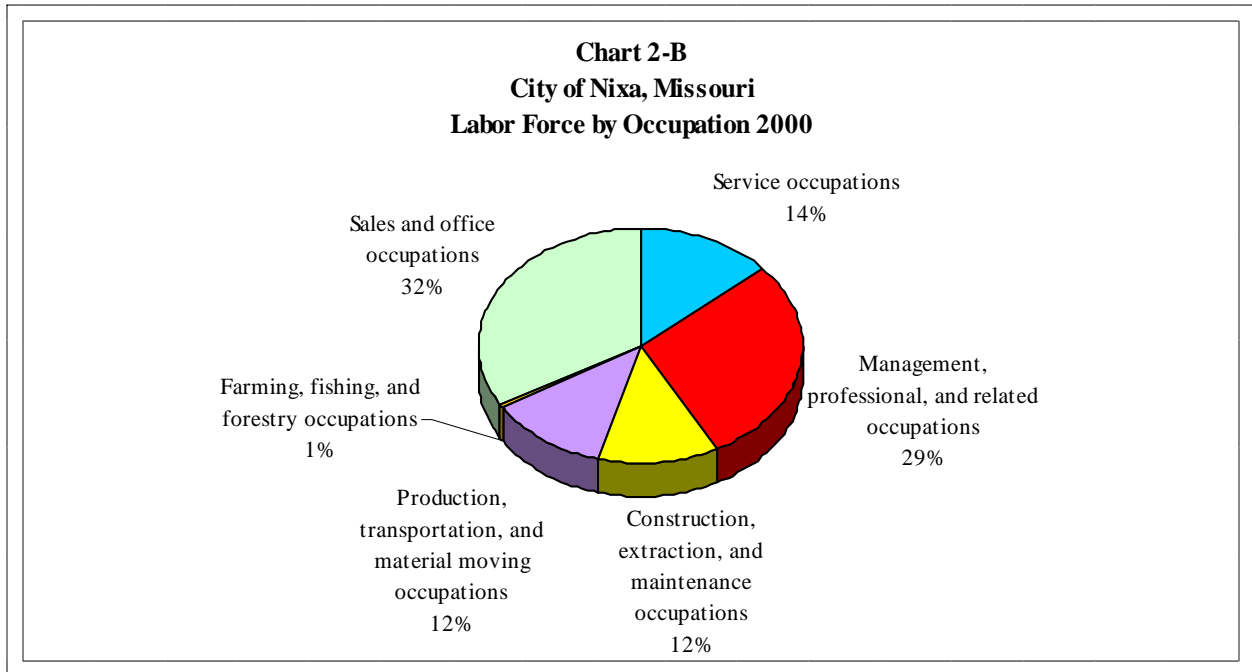
Industry	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	22	0.4%
Construction	444	7.3%
Manufacturing	610	10.1%
Wholesale trade	388	6.4%
Retail trade	1,104	18.2%
Transportation and warehousing, and utilities	268	4.4%
Information	194	3.2%
Finance, insurance, real estate, and rental and leasing	466	7.7%
Professional, scientific, management, administrative, and waste management services	425	7.0%
Educational, health and social services	1,230	20.3%
Arts, entertainment, recreation, accommodation and food services	415	6.9%
Other services (except public administration)	264	4.4%
Public administration	222	3.7%



Data from the 2000 Census indicate that there are 6,052 employed persons in Nixa’s labor force, as opposed to 2,244 employed persons in 1990; this is an increase of 170% over the ten-year period.

Table 2-2
City of Nixa, Missouri
Labor Force by Occupation 1990 - 2000
Based on sampled data by the U.S. Census Bureau

Occupation	1990		2000	
	Count	Percentage	Count	Percentage
Management, professional, and related	464	20.7%	1,738	28.7%
Service	341	15.2%	822	13.6%
Sales and office	767	34.2%	2,022	33.4%
Farming, fishing, and forestry	20	0.9%	33	0.5%
Construction, extraction, and maintenance	371	16.5%	714	11.8%
Production, transportation, and material moving	281	12.5%	723	11.9%
TOTALS	2,244		6,052	



Income Characteristics

As shown in Table 2-3 and Chart 2-C, the 2000 median household income is slightly lower than that of Christian County, while the County’s median household income is slightly higher than that of the state. Even though the City’s median household income is the lowest of the three entities shown, it had the highest percentage of growth between 1989 and 1999 — an increase of 51.8% versus 46.5% for the County and 43.9% for the state. This is in line with the population growth rates and other indicators.

As seen in Table 2-4 and Chart 2-D, Nixa has a slightly higher percentage of people below the poverty level (9.6%) than the County (9.0%); however, it is lower than the state’s percentage of families below the poverty level (11.7%). Nixa’s percentage change between 1989 and 1999 is lower than the County, which had a 13.9% increase in population below poverty level.

Table 2-3
City of Nixa, Missouri
Median Household Income 1989 - 1999
(from 1990 and 2000 census data)

Nixa			Christian County			Missouri		
1989	1999	% Change	1989	1999	% Change	1989	1999	% Change
\$24,798	\$37,655	51.8%	\$25,995	\$38,085	46.5%	\$26,362	\$37,934	43.9%

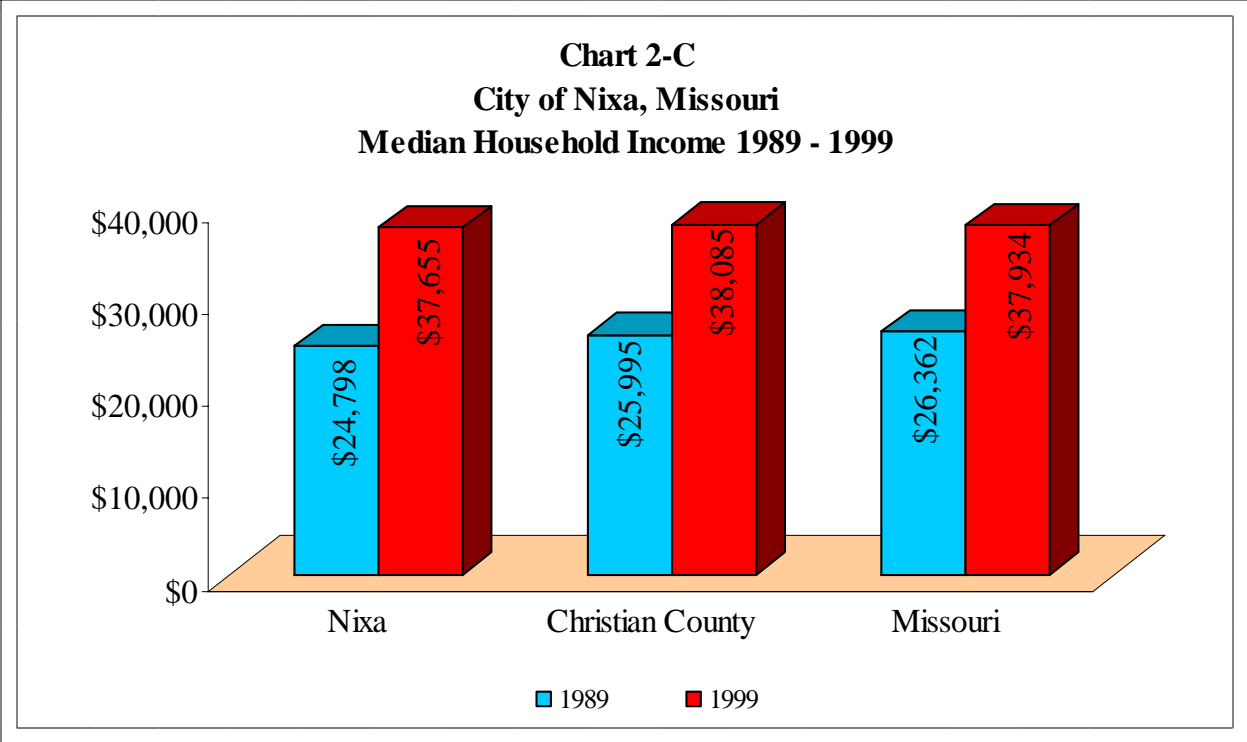


Table 2-4
City of Nixa, Missouri
Percentage of Population Below Poverty Level 1989 - 1999

Nixa			Christian County			Missouri		
1989	1999	% Change	1989	1999	% Change	1989	1999	% Change
9.50%	9.60%	1.1%	7.90%	9.00%	13.9%	13.30%	11.70%	-12.0%

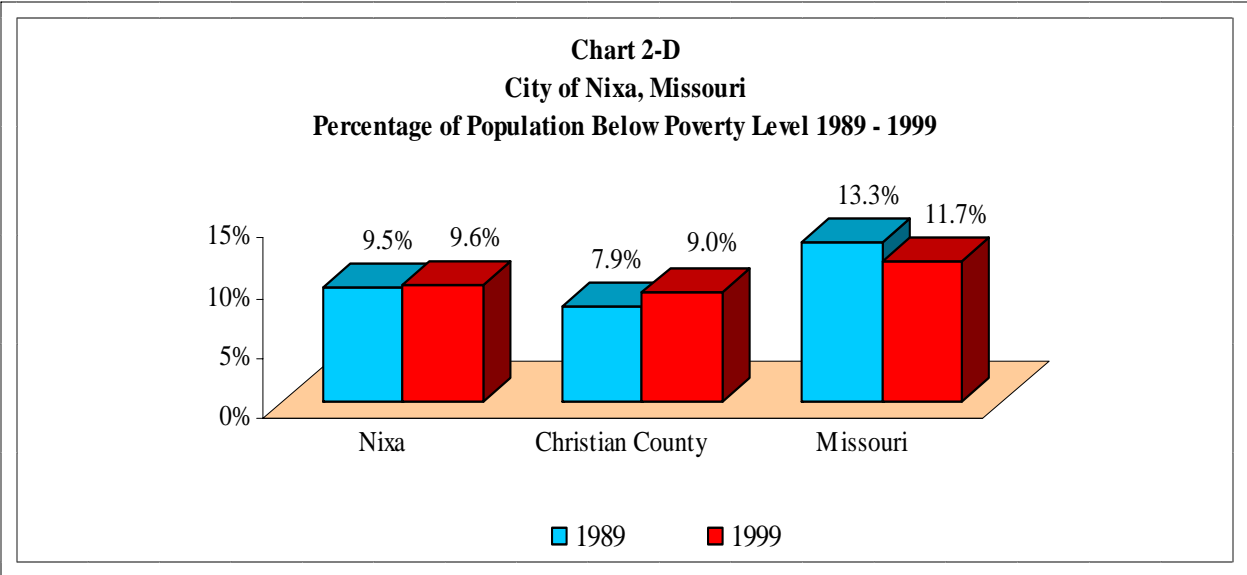


Table 2-5
City of Nixa, Missouri
Persons by Age Below Poverty Level 1989 - 1999

	Nixa			Christian County			Missouri		
	1989	1999	% Change	1989	1999	% Change	1989	1999	% Change
Under 18 years	283	507	79.2%	1,108	2,040	84.1%	230,058	220,556	-4.1%
18 - 64 years	177	565	219.2%	1,500	2,411	60.7%	333,711	346,859	3.9%
65+ years	128	90	-29.7%	656	418	-36.3%	99,306	70,476	-29.0%

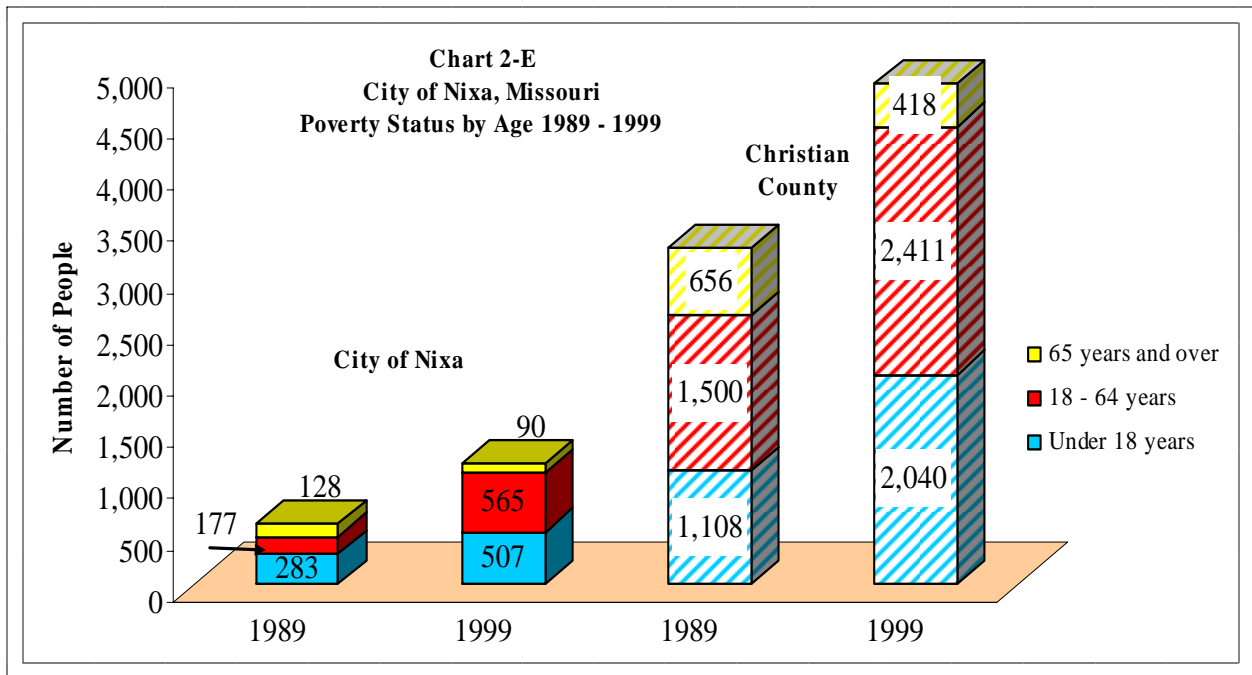
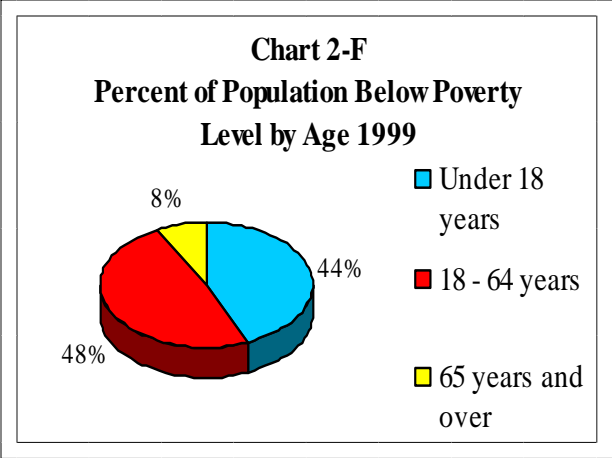
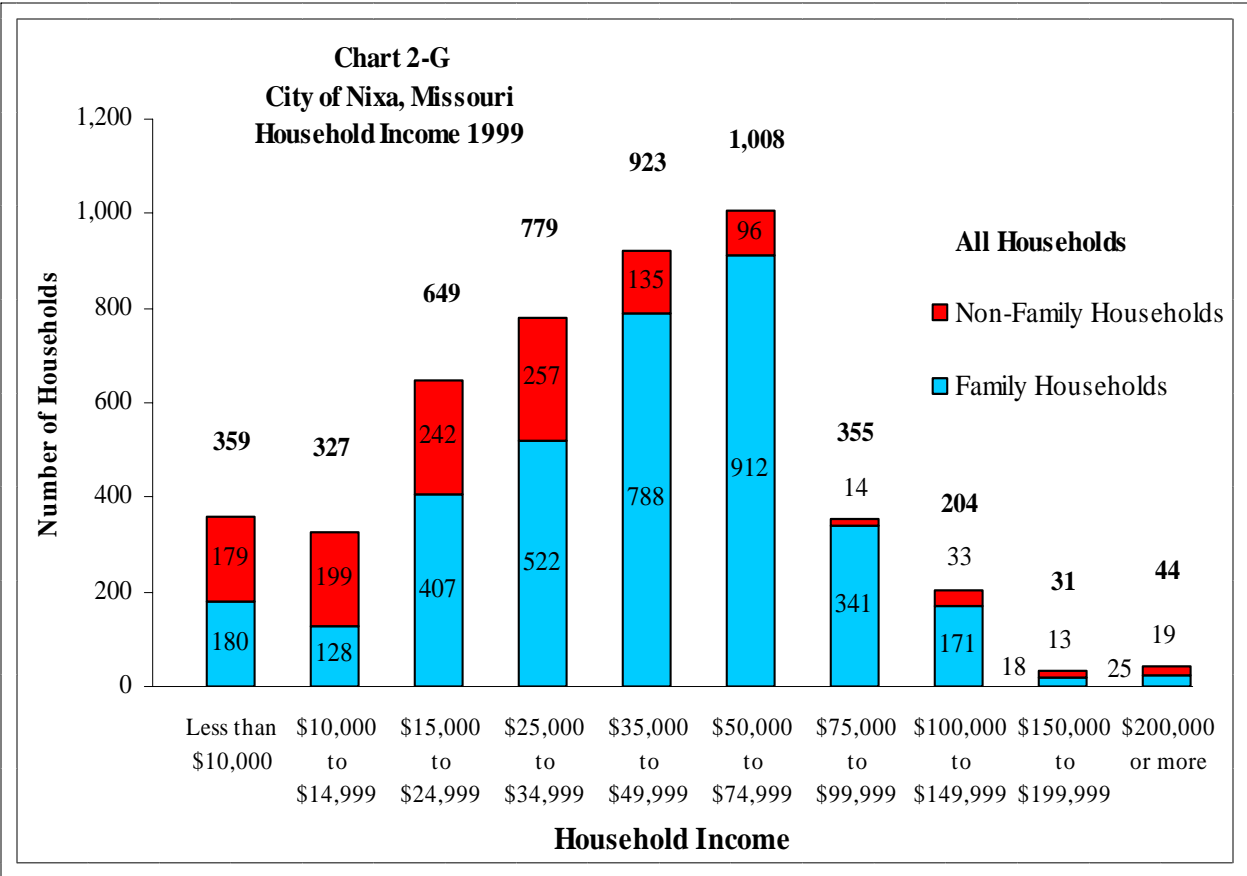


Table 2-5 shows the number of persons below the poverty level in three age groups: under 18 years, 18 to 64 years, and 65 years and older. Of these three age groups, 44% of persons living below the poverty level are under 18 years old, 48% are ages 18 to 64, and only 8% are age 65 and older. This seems to indicate that most of the persons living below the poverty level in the City are parents with children.

There were significant percentage changes in all age groups in the City and the County, as well as in the 65 and older age group for the state. The number of people in Nixa under age 18 who are living below poverty level jumped 79.2% between 1989 and 1999, while the number of people in Nixa ages 18 to 64 who live below poverty level more than doubled (219.2%) during the same time period. However, the number of persons who are 65 years and older living below the poverty level declined by 29.7%. In the County, the number of persons living



below poverty level increased for those under age 18 (84.1%) and those persons 18 to 64 years old (60.7%); similar to the City, the County had a decrease of 36.3% of those persons age 65 and older.



2003 Comprehensive Plan

Community Services and Facilities



City Departments and Services

Administration Department

The Administration Department functions as the heart of the government of the City of Nixa. Within this department are the offices of the City Administrator and City Clerk, the Municipal Court, and the Finance, Utility Billing and Collection, Human Resources and Development departments. The City Administrator acts as the executive officer for the City and the City Clerk serves as the financial officer. All official records are kept by the City Clerk; archives for stored permanent records are located at City Hall. These departments have a combined full-time staff of 20 employees.

Municipal Court is held twice a month on Thursdays. The City has an elected Judge and the City Attorney serves as the City Prosecutor. The Court has a violations bureau where certain tickets may be paid to the Court Clerk without the need to attend court. The Municipal Court processes an average of 250 tickets per month.

All City financial business, including budget management and the bidding process, is handled through the City Clerk's office. The fiscal year 2002 budget was approximately \$29 million and will no doubt continue to grow with the continued expansion and development of the City.

The Development Department handles all of the planning and zoning, code enforcement and mapping for the City. The staff provides administrative support to the Planning and Zoning Commission and administers all subdivision plats, annexations, use permits, nuisance abatement and building codes for the City. The department also has a mapping technician who develops various maps for City staff and the general public.

Future plans call for a much-needed expansion of the City Hall facility, to be built on the land immediately to the east of the current City Hall. In 1990, the current City Hall housed the Administration, Parks and Police Department; in 2002, the space is stretched to adequately house the City's current administrative offices.

The City of Nixa has always been recognized for planning and being ready for the future. Without the foresight of those who have served in the past and the planning of those presently serving, Nixa would not be the City it is today.

Electric Department

The City of Nixa owns and operates the local electric distribution utility. Installation and maintenance of all overhead and underground lines as well as tree maintenance are handled by the Electric Department, which employs eleven people. The city purchases power from Springfield City Utilities (SCU) and from Southwest Power Administration (SPA); however all transmission is handled through SPA. Negotiations are underway with SCU for transmission so that the City has more than one “feed” into the City for electric service. Service equipment includes four bucket trucks, one digger truck, one backhoe, one pickup and a 6x4 Gator.

The City has three electric substations that are fed by two 69KV lines. One substation is located in the downtown area, one is on the west side of the community, and the third is in the central north area of the City.

Future projects are in development to meet the needs of new growth. These projects include:

- Building of a fourth substation;
- Installing a feeder line from an alternate source for back-up purposes;
- Installing a 69KV line to link all substations, creating a “loop”; and
- Upgrading the SWPA substation.

Police Department

During the summer of 1995, the Nixa Police Department moved into a new 5,000 square foot facility located north of the Nixa City Hall on West Mount Vernon. Full-time personnel include 22 officers (including the Chief), seven dispatchers, one animal control/nuisance officer and one Dispatch Supervisor/Administrative Assistant.

This new facility provides the Department with the extra space necessary to meet current needs. The facility includes a dispatch center; offices for the chief, supervisors, investigator, D.A.R.E. program, and administrative assistant; squad room; men’s and women’s locker rooms; processing room with an interview area and holding cell; and a garage which also houses the arms room and the evidence room. The Department maintains eight marked and three unmarked police vehicles, one fully-equipped animal control vehicle, and one mobile command post.

Since 1990, there have been several changes to the Department's services as well as the law enforcement service philosophy. The E-911 Center is staffed 24 hours a day by the Department's seven dispatchers.

In response to community growth and increased service calls, the Department has taken on a proactive approach to meeting community needs. During the summer of 1995, the department received a grant from the Missouri Department of Public Safety for a full-time traffic officer. Departmental philosophy is also incorporating citizen involvement in community policing. The Department received a grant to hire an officer to provide instruction in the local schools for the D.A.R.E. Program (drug awareness) and the G.R.E.A.T. program (gang awareness). This officer also provides crime prevention training throughout the community. The Department also is in a partnership with the Nixa School System to provide two full-time School Resource Officers, one with a narcotics canine.

From 1997 through 2001 calls have increased 21%. This ever-increasing call load that the growing population brings is being considered as plans are being made to add more patrol positions for service.

These are some of the department's future needs that will also need to be addressed:

- Replacement and additional vehicles for fleet;
- Increased training budget to cover new areas of responsibility such as post 9-11 Homeland security issues;
- Increased technology budget as tools of the trade become more expensive and technologically advanced;
- With the growth in calls comes a need for more investigative personnel; and
- With additional manpower, space will again become a premium and a possible addition to this building or remodeling will have to be considered.

Recycling Center

The Recycling Center continues to operate in a very beneficial manner for Nixa residents. Besides the receiving of recyclable materials, it also distributes a useable product. In 2001, the Center gave out 430 tons of compost that had been produced by the Nixa Wastewater Treatment Facility. As of September 2002, current distribution rates indicate that the 2001 total

will be exceeded by several tons. As needed, the Recycling Center's operations will continue to expand to meet the future needs of the City and reduce the need for land application.

Wastewater Treatment System

In 1990 and 1995, the capacity of the city's wastewater treatment plant was expanded to meet the needs of growth. Since this time, unprecedented levels of new growth and development are necessitating a further expansion of the wastewater treatment plant and collection system.

The existing treatment plant consists of two oxidation ditches and a Schreiber system with a treatment capacity of 1,850,000 gallons per day (gpd) and a peak flow clarifier basin. The clarifiers are designed to accommodate incoming wastewater flow in excess of 1,850,000 mgd. It also provides a method by which incoming stormwater is not allowed to use up valuable wastewater treatment capacity. When incoming wastewater flow rates drop below 1,850,000 gpd, the contents of the peak flow clarifier are then pumped back to the main treatment system.

The plant is currently treating close to 1,200,000 gpd. All development within the city is served by the wastewater system. All new development is required to connect to the public wastewater system.

Current improvements to the treatment plant are scheduled to be completed by Spring 2003 and will increase treatment capacity to 4,000,000 mgd. These improvements include an additional oxidation ditch (Westech Process) and installation of a compost facility for handling bio-solids with additional equipment such as a Schrieber screen, grit and grease removal, disk filters and Trojan U.V. for disinfection.

The pipeline collection system includes a combination of gravity and pressure flow pipes. Lift stations are required to pump wastewater over the drainage divides in the city to the treatment plant located to the south of Nixa. The treated water, which is disinfected by means of ultra-violet light, is discharged into the Finley River. All main pipelines are eight, ten or twelve inches or larger in diameter. Lateral pipelines vary in size from four to eight inches, with a four inch diameter pipe being the minimum allowed under city codes.

The collection system experiences significant levels of stormwater infiltration. Infiltration from heavy rains has resulted in instances of flow rates over 2,000,000 gpd. While storm-

water infiltration occurs city-wide, the problem is most intense in the older, central portions of the community due to deterioration of old, concrete pipes and manholes.

The current improvements to the treatment facility will enable the city to more effectively manage excessive flows from stormwater infiltration. The City is planning on relining and replacing some of the collection pipes in the older parts of the community which have been shown through smoke testing and flow monitoring to have the greatest incidences of infiltration. In addition, the City has an on-going program for replacing and resealing manhole covers to further reduce stormwater infiltration. Finally, the City continues to upgrade existing lift stations and assist in the development of regional-type collection and lift station systems.

Water System

All development in Nixa is served by the city-owned water utility. Potable water service is also provided to approximately 100 residences and businesses outside of the city limits. The city's water source is groundwater, drawn from six wells tapped into the deep aquifer in the Ordovician geologic unit 1,230 to 1,700 feet below the surface. The six wells have a maximum combined capacity of 2,835 gallons per minute (gpm) or 4,082,400 gallons per day (gpd). The well pumps are operated on demand, with a combination of wells pumping on any given day. As the groundwater currently meets all state standards for potable water, the only treatment provided is fluoridation.

The water system also includes five elevated storage towers with combined storage capacity of 1,750,000 gpd. The newest storage tower, constructed in 2001, holds 750,000 gpd. It is normally recommended that a community have daily water storage capacity equal to daily consumption rates. With an average usage of 1,500,000 gpd and total storage capacity of 1,750,000 gpd, the city has sufficient storage capacity to meet current needs unless one tower or well site are non-operational.

The water distribution system is comprised of supply pipelines in a combined loop and branch configuration (water distribution maps are on file at the Nixa Maintenance Building). At present there are no known problems with the distribution system. Random fire hydrant testing has shown a water flow at 52 pounds / second (pps) when a hydrant is completely opened, with a rate of 1,090 pps for two hydrants flowing at capacity.

Future plans for expansion include an additional well to be drilled in the northwest and a storage tank in the northeast area. In planned improvements scheduled from 2002 through 2005, there will be the continuation of looping water lines in the south and north areas of the City. Long range plans may necessitate connection to Springfield City Utilities, although this is not anticipated for another ten years.

Other Community Services

Nixa Fire Protection District



The City of Nixa is covered as part of the Nixa Fire Protection District (NFPD), which covers an area of approximately 65 square miles. District boundaries run north to the Christian / Greene County line, west along the James River down to the fork where the James meets the Finley River, north on the Finley River, east approximately halfway between Nixa and Ozark, then north to the county line.

The district is supported by a property tax assessment that is currently at \$0.40 per hundred dollars of assessed valuation. The Christian County Assessor's Office collects all taxes for the NFPD. Fire District personnel include ten full-time employees who provide 24-hour coverage. In addition there is one part-time employee and 30 volunteer firefighters. Approximately 80% of all firefighters are state-certified. Firefighters train on a weekly basis throughout the year and also attend training courses at the state and federal levels.

Four stations serve the district:

- Station No. 1 located at 711 N. Main St., Nixa;
- Station No. 2 located at 1765 S. Nicholas Rd. southwest of Nixa;
- Station No. 3 located at 1752 W. Tracker Rd. northwest of Nixa; and
- Station No. 4 located at 301 S. Nicholas Rd. in Nixa, which houses the administrative offices.

Main equipment includes:

- Four engines
- Two aerials
- Two tankers
- Two brush units
- One light rescue
- One heavy rescue
- Two staff vehicles

The NFPD responds to all fire, rescue and emergency medical services (EMS) calls within the District. Normal response time in the city is three to four minutes. The NFPD has mutual aid agreements with all surrounding fire departments.

The District is involved in several community projects which include MDA fund drives, annual Fireworks display, school visitations for fire prevention, Sucker Days, Halloween activities, school athletic programs, all parades and festivals and other community service.

Nixa R-2 School District

The Nixa R-II Public School District has received A+ Certification from the State of Missouri, and has recently been recognized as having the Number One School Board in the state. The District serves a rapidly growing school-aged



population at nine schools: four neighborhood elementary schools serving Kindergarten through fourth grade (John Thomas, George Espy, Helen Mathews and Century), two elementary schools serving grades five and six (Inman and Main Street), Nixa Junior High School (grades six through eight), Nixa High School, and SCORE alternative school for junior- and senior high students. Between the 1990

and the 1995 school years, enrollment in the Nixa schools grew from 2,063 students to 2,806 students, representing a 36% increase over the five year period (743 students) or an average annual increase of 7.2%. Growth continued to an enrollment of 3,803 by the end of the 2001-2002 school year, representing a 35.5% increase between 1995 and 2002 (1,740 students).

Attendance is spread fairly evenly between the four early elementary schools; however, both Mathews and Century Elementary schools are nearing capacity.

**Table 3-1
Nixa School District Enrollment 2002**

School	Capacity	Enrollment	Percent of Capacity
Grades K – 4:			
John Thomas	440	369	84%
George Espy	462	383	83%
Helen Mathews	528	486	92%
Century	396	362	91%
Grades 5 – 6:			
Inman	525	434	83%
Main Street	250	216	86%
Nixa Junior High	675	583	86%
Nixa High School	1,200	1,150	96%
SCORE	45	40	89%
TOTALS	4,521	4,023	89%

John Thomas Elementary

This elementary facility (formerly named East Elementary) is located at the corner of Cherry and Market Streets and houses kindergarten through fourth grades. The school, built in 1960 on a 13-acre site, has undergone general maintenance and improvements, including a new roof and four new classrooms constructed in 1985, as well as air-conditioning in 2002. The building is in good condition and contains 27 classrooms, all equipped with computers, a library, an all-purpose room with a stage, and a kitchen. The playground has been divided into three areas (north, east and south).

George Espy Elementary

Espy Elementary is located on a 20-acre tract of land west of Nixa at the intersection of Gregg Road and Highway 14 and serves grades K through 4. The building was constructed in 1987; 14 new rooms have been added since that time for a total of 22 regular classrooms. There are also seven smaller education classes, art facilities, music room, library, two mobile units, and a multi-purpose room. A counselor, librarian and nurse are on the staff. The building received full air-conditioning and playground improvements in 2002.

Helen Mathews Elementary

This K – 4 elementary opened in Fall 1995 and is located on South Gregg Road. It is situated on part of the 64 acres that also is the site of the High School. In 1997, four rooms were added, providing a total of 23 regular rooms. It also has special education rooms, music room, art facilities, computer lab, library and multi-purpose room. This building is fully air-conditioned and has a phone system throughout all rooms in the building.

Century Elementary

Century was opened in Fall 2001 and is located on 20 acres along McCauley Road on the east side of Nixa. It was built with 16 regular rooms, special education rooms, music room, art facilities, library, computer lab, multi-purpose room and a stage. It also has two rooms designed for early childhood education. It is expected that eight more rooms will be added during 2004.

Inman Elementary

Inman Elementary is located at the corner of Nicholas and Tracker Roads northwest of Nixa and serves students in grades 5 and 6. Constructed in 1992 on a 40-acre tract, the facility includes an eight-acre outdoor classroom as part of the science program and a 1.5-mile cross-country running track. Nine additional classrooms were constructed in 1993. Classes in special education, including gifted student programs, are available. Staff includes a counselor, librarian and nurse.

Main Street School

The Main Street School is located at 301 S. Main Street on a 15-acre site and serves part of grades 5 and 6 as well as the early childhood programs and the preschool for the District. Constructed in the 1940's, the facility has undergone many improvements over the years. The Main Street School contains 21 classrooms, a library, kitchen, arts facility, music room, gymnasium with a stage and some District offices. During the summer of 2002 the facility was completely renovated while retaining its original qualities, and air-conditioning was added. A new library, computer lab and music room were also built. Staff also includes a nurse, counselor and librarian.

Nixa Junior High School

The Junior High School was built in 1969 on a 30-acre site at 205 North Street. This facility serves grades 7 – 8 and contains 27 classrooms, a library, gymnasium, all-purpose room, auditorium, kitchen, science laboratories, art facilities, industrial arts shop rooms, home economics rooms, an outside track, and fields for football, soccer and baseball. In 1993, eight classrooms, a biology and chemistry laboratory, a learning resource center, and a computer laboratory were added.

Nixa High School

The High School was opened in Fall 2002 and sits on the same 64 acres as Mathews Elementary. Frontage for the high school is on S. Nicholas Road. This 3-story building contains 63 classrooms, a large library (also open to the general public during certain hours),

gymnasium, theater, commons area and an office complex. The lower two levels cover approximately 235,000 square feet, with the third floor covering approximately 25,000 square feet. The third floor was built only as a shell and is planned for finishing in 2004, increasing capacity by about 500 students. Outside facilities includes a football and track stadium, practice fields and tennis courts.

SCORE

A separate building for this alternative school is scheduled to be completed by November 2002 and will contain five regular rooms, cafeteria and offices. The building is located on West Mt. Vernon Street at the west edge of Nixa and will be leased from the builder.

Central Offices

The District's central offices are located at 205 North Street and are part of the Junior High campus. The offices include superintendent and directors for special services, curriculum, technology and District development.

School Facility Planning

Enrollment in the Nixa R-2 School District has been increasing for several years and continued growth is expected during the present planning period. The District currently owns 35 acres of open land at the corner of Gregg Road and Northview Road. Evaluation of future growth and construction is an ongoing process and is directly related to the rate and direction of City growth. In addition to expanding the high school and Century Elementary, the District will need to construct another K – 4 school and expand space for grades 5 and 6. Specific plans have not been identified, but a new site will be needed within three to four years. Prior to construction the District will need to add portable classrooms at some of the sites.

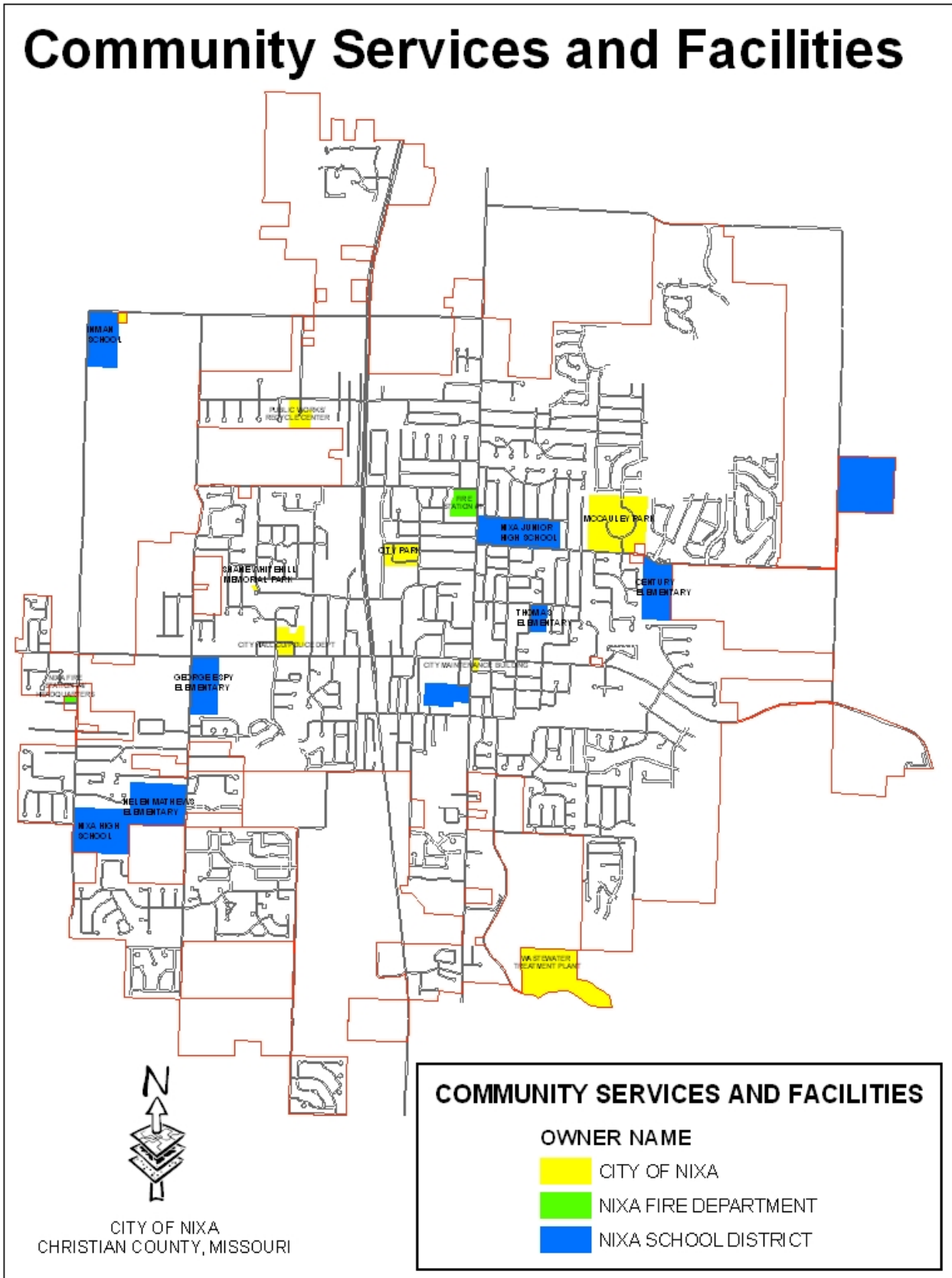
Senior Citizen Center

The Nixa Senior Citizen's Center, located at 404 S. Main Street, was established in 1988 as part of the Southwest Missouri Office of Aging (SMOA). One paid employee and over 50 local volunteers currently operate the Center, serving meals and delivering various programs to residents of Nixa, Ozark, Springfield, Republic and Forsyth. The Center is open to anyone interested in utilizing the facilities, including friends and family members of current patrons. The Center's building was built in 1988, is in excellent condition, and has a capacity to hold 200 people. The Center recently acquired land adjacent to the current property for future expansion.

Several services are available through the Center, including Daily Bread (noon meal delivery five days a week), Homework (a housekeeping service), congregate meals at the Center, tax preparation assistance, legal aid, recreation and crafts. Activities include bingo, quilting, exercise classes, game night, and dancing to live band music. Community involvement is another part of the programs available; mentoring second-graders at Mathews Elementary, fund-raising for the high school's "N" club, and food drives are ways that seniors can actively participate in the community.

Funding for the Center comes in part from the SMOA, which covers expenses incurred by the Daily Bread Program and the Home Cleaning Services. The Center requests donations from patrons for each service; however, services are available free of charge. A grant from the Nixa Community Foundation enables the Center to provide additional services. In addition, a separate grant was received from the State, in the form of tax credits for local businesses, as another means of raising funds for the Center.

Community Services and Facilities



2003 Comprehensive Plan

Growth Management



Overview

The City of Nixa has experienced a phenomenal amount of growth over the past ten years. The majority of this growth—right, wrong or indifferent – is perceived as beneficial. One of the more beneficial effects includes the maturing of our City as a self-sustaining community from its earlier status as a bedroom community to Springfield. This is not to suggest that the City of Nixa is no longer a bedroom community of Springfield; it is. However, Nixa’s population (critical mass) is now more capable of supporting diverse, community commercial activities and industrial (place of work) opportunities. Retail sales are more prevalent and Nixa’s industrial base continues to grow.

With growth there also comes higher costs, both physical and monetary, that have negative impacts on the community. Some of the more negative impacts include increased stormwater runoff, street congestion and the City’s inability to make timely expansion of its infrastructures. The City prides itself on being proactive in the management of its growth through its comprehensive planning effort and master planning of all of its enterprises that are used to mitigate these negative impacts.

It is the goal of the City of Nixa to continue the supervision and administration of its growth so that its management complements the quality of life for existing and future residents. The City’s growth management policy encourages new development that:

- 1) is a positive contribution that enhances quality of life;
- 2) bears its fair-share of costs for making infrastructure extension; and
- 3) affords the delivery of goods and services without diminishing the current levels of urban services.

Three-Tier Planning Model

The Board recognizes that it is essential to have a formalized management plan to accommodate proactive participation from Nixa’s citizens, property owners, and public officials. The adoption and implementation of a three-tier planning process would help guide and direct the city’s growth and development. The recommended model is the City’s supervisory tool for managing the city’s growth, maintenance and expansion of services both inside and outside of the existing City limits. It also provides the opportunity to better communicate with the County and other government entities in all of the City’s current and

long-term planning efforts.

Tier One

The Nixa Urbanized Area (NUA) is that area where the City of Nixa is providing, or intends to annex and provide in the immediate future, urban level services. The City of Nixa will consider annexations within this area in compliance with State and local annexation laws.

The NUA constitutes that area where the greatest local level of public investment for installation and/or maintenance of capital improvements exist. It is that area where the City considers most appropriate for urban level development. Private sector development within this area should be able to use and benefit from, for the most part, existing or anticipated capital improvement investments. Therefore, because infrastructure exists or is immediately available for extension in the NUA, the developer's responsibility for financing of these utility extensions, in most instances, is the most affordable and cost-effective.

It is within the NUA that the City most normally expands its municipal services prior to or at the time of annexation. The City of Nixa recognizes annexation as being discretionary and maintains the option of extending services to other areas within the NUA based on the determination that it can and should extend public services into the suggested area of interest. The City will consider annexation of properties outside of its NUA if it is determined that the proposed property, under consideration, complies with the goals of the Nixa Comprehensive Plan.

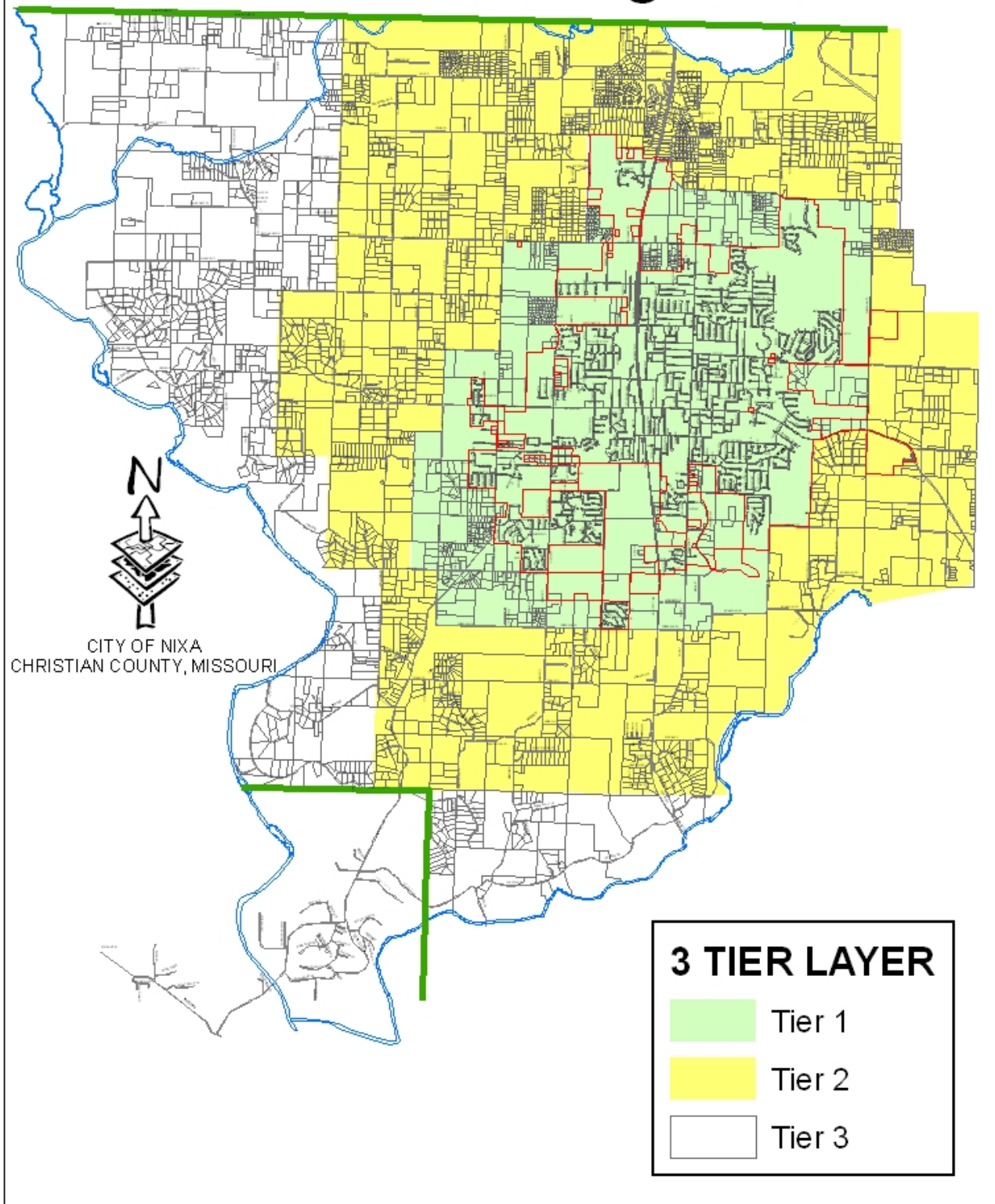
Tier Two

The second tier, outside of and immediately adjacent to the first tier, is referred to as the Nixa Planning Area (NPA). The NPA is that area where the City has master-planned neighborhoods in advance of any proposed development. This concept affords the City with the ability to:

- 1) plan its neighborhoods in advance of development;
- 2) accommodate a diversity of land uses making it self sustaining; and
- 3) reflect efficient, cost-effective investment in its infrastructure extensions.

It would be the City's practice to utilize the neighborhood concept during the planning of these areas to achieve self-sustainable development. Areas within the NPA are eligible for

3-Tier Planning Area



annexation and upon its annexation would become a part of the Nixa Urbanized Area (NUA).

The City of Nixa will plan those areas within the NPA in advance of development for transportation, land use and all potentially viable urban level services. In limited situations, where the Nixa Board of Aldermen finds the annexation to be in the City's best interest and master planning has not yet occurred, master planning of the proposed property can occur concurrently with the annexation proposal.

Tier Three

The third and final tier is referred to as the Christian and Greene Counties' sphere of influence. This area is located outside of and immediately adjacent to the Nixa Planning Area. It is within this area that the City of Nixa is most concerned with land use development, transportation and the quality of services installed (such as underground septic tanks, privately owned and operated sewer and water systems and wells) that may have a direct or indirect physical or monetary impact on the City of Nixa. The City of Nixa would monitor development in these areas so that as the City of Nixa grows it can better understand all potential opportunities and constraints.

Implementing the Three-Tier Model

The implementation of the three-tier planning system reflects the City's commitment to work with existing and future property owners outside of the NUA that would help preserve property owners' investment and ultimately, if desirable, make the property a part of the NUA. Future annexation should conform with the City's anticipated development scheme. In addition, it would be the City's responsibility to prepare a comparative analysis of all areas outside of the NUA to make a determination as to the most cost-effective inclusion of those properties into the City through annexation. The planning process affected by the three-tier system establishes the City's level of obligation for providing or its participation in the provision of public, urban level services to accommodate growth and development.

The three-tier planning process would always be flexible and responsive to market forces. The three-tier system would use neighborhood planning as its most central unit, while merging it with other fundamental methods (e.g., capital improvement programs, other master plans and comparative analysis). This practice would help identify those areas where the City will receive

the most benefit for the least amount of money spent. Stated another way, it is where the City will realize the most efficient and effective expenditure of monies in an effort to appreciate the highest and best use of the property’s development.

It is the goal of the City to facilitate an atmosphere for growth that provides some public sector supervision and management while providing the private sector with the ability to grow freely into the Nixa Planning Area, provided that the private sector development bears responsibility for the proposed development’s costs.

It is understood that there are inadequate infrastructures in those areas outside of the NUA and in some cases within the NUA. It will require significant investments to improve the majority of these inadequacies. The City of Nixa will continue to make plans through the Capital Improvement Program, with its limited resources, to assist in making some of these infrastructure improvements.

Strategic Issues

The following strategic issues were developed by the Growth Management Focus Group and were prioritized by the Board of Aldermen and the Planning and Zoning Commission, where a score of “1” was the highest priority and “11” was the lowest priority:

Issue	Score
1 Funding and financing growth	79
2 Maintaining existing infrastructure	84
3 Law enforcement and crime prevention	90
4 Planning for the expansion of utilities	92
5 Maintenance of existing utilities	94
6 Planning for infrastructure development	96
7 Develop relationships with other governments and property owners	103
8 Annexation issues	104
9 Quality staff for the City and other governments	121
10 Community involvement	154
11 Environmental concerns	165

Goals, Objectives and Activities

The Goals, Objectives and Activities listed were developed by City staff and approved by the Board as the implementation plan for managing the City's growth. They are based upon the list of strategic issues that were developed during the focus group sessions, then prioritized by the Board of Aldermen and the Planning and Zoning Commission.

Goals focus on a single issue and provide a clear direction for action. Goals reflect the City's mission and are long-term in nature. Objectives are measurable, time-based statements of intent; they are linked directly to goals and emphasize results. Activities are the actual processes that must be completed in order for an objective to be met.

GOAL #1: Development and or redevelopment should make a positive contribution to the City of Nixa's quality of life.

Objective #1.A (Issue 1)

Assure that all future developers pay, contribute, participate or reimburse the City for their fair share of infrastructure delivery and service costs at the time of development.

Activity #1.A.i

Prepare and adopt an equitable method for affording capital improvements where funding for capital improvements necessary to serve the area either will comply with the City's timetable for required expenditures or the developer would be responsible for all costs as specified in a negotiated annexation agreement.

Activity #1.A.ii

Research and prepare for adoption an impact analysis model that assists in the evaluation of a development's potential fiscal impact.

Activity #1.A.iii

Identify and develop techniques that Nixa can use to help it anticipate, monitor, forecast and respond to the cumulative effects of all fiscal impacts development has during all stages of its construction, occupancy, and ultimately, at its full build-out.

Objective #1.B (Issues 1,7)

Support stability in land use development that is in character and harmony with adjacent land uses with the provision of adequate levels of service.

Activity #1.B.i

Coordinate with other service providers such as the Fire Protection District, School District, and Christian County during the development review process so that necessary services not provided by the City can be planned, financed and potentially constructed to serve the newly proposed development.

Activity #1.B.ii

Establish a procedure(s) for school site, park site and stormwater conveyance area dedication or cash-in-lieu of dedication of these areas in coordination with the Nixa School District and City of Nixa Street and Parks and Recreation Departments.

Activity #1.B.iii

Review and revise all development fees and impact fees to assure generated revenues pay for all required services and infrastructure extensions without jeopardizing the private sector's competitiveness to develop in the City of Nixa.

Objective #1.C (Issues 2, 11)

Update and implement capital improvement plans for the maintenance of all existing infrastructure on a five-year rotating basis, taking environmental concerns into account during the planning process.

Activity #1.C.i

Examine current plans for capital improvements and report annually on the completion and/or progress of projects and activities listed in the plan(s).

Activity #1.C.ii

Update the City’s capital improvement plans on an annual basis as determined by current capital improvement planning cycles.

Activity #1.C.iii

Continue to include capital improvements in the budgeting process each year, based upon available revenues and priorities established by the Board of Aldermen in accordance with annual capital improvement plans.

Objective #1.D (Issue 3)

Provide law enforcement services in proportion to the City’s growth where current levels of law enforcement service and current levels of interaction with the community are maintained.

Activity #1.D.i

Examine current service levels and complete analysis to determine future needs of the Police Department related to the City’s growth trends.

Activity #1.D.ii

Continue to recruit, train and retain the high-quality officers and other staff capable of serving at current service levels.

Activity #1.D.iii

Maintain or increase the level of interaction with the community, both residential and commercial, through existing and/or new programs.

Objective #1.E (Issues 4, 6, 11)

Plan for the accommodation of a diversity of land uses that provide varied opportunities for all of Nixa’s residents, including housing, commercial, industrial, educational, recreational activities and public facilities.

Activity #1.E.i

Expend funds through the City's Capital Improvement Program where City investments in infrastructure and services improve or maintain current levels of service.

Activity #1.E.ii

Master plan areas within the Nixa Planning Area in advance of development to more accurately represent the City's commitment for the provision of urban level services necessary to support future development.

Objective #1.F (Issues 4,6)

Commence the planning for growth within Nixa's three-tiers that establishes mutual expectations between the City, landowners/developers, and the County that sustains private investment and furthers the City's goals.

Activity #1.F.i

Proceed with the implementation of the three-tier planning process.

Objective #1.G (Issues 5, 11)

Update and implement current utility planning on an annual basis to assure that high-quality, low-cost utilities are available within the City.

Activity #1.G.i

Negotiate and execute long-term agreements with one or more companies for a stable supply of electricity for the City.

Activity #1.G.ii

Research the availability of fresh water sources to assure that long-term resources will be available to the City.

Objective #1.H (Issue 7)

Continue to work with Christian County Planning and Zoning Commission and County Commissioners to help ensure that urban-level development within Christian County, within Tier Two, is directed towards the City of Nixa in accordance with the goals and policies of the Nixa Comprehensive Plan.

Activity #1.H.i

Formalize cooperation with County jurisdictions by executing intergovernmental agreements that recognize the comprehensive planning efforts of all jurisdictions involved.

Objective #1.J (Issues 7,8)

Annex and grow the municipal boundaries of Nixa in a manner that is consistent with the goals, policies and strategies of the Nixa Comprehensive Plan.

Activity #1.J.i

Consider annexation of land contiguous with the City of Nixa’s existing city boundaries when property owners petition for annexation and avoid the use of “flag pole” annexation to achieve statutory contiguity requirements.

Activity #1.J.ii

When properties are surrounded on all four (4) sides by the City of Nixa’s city boundaries, thus creating an enclave, work with property owners to encourage them to annex their property in conformance with all applicable goals and policies of the Nixa Comprehensive Plan while considering the economic impact for current citizens.

Activity #1.J.iii

Research and analyze alternatives for encouraging annexations that have a positive economic impact on the City of Nixa.

Objective #1.K (Issue 9)

Maintain a high-quality City staff that is experienced with the City's growth patterns and services provided to citizens.

Activity #1.K.i

Develop and implement an employee salary and benefits survey every three years to determine if the City is keeping pace with local and comparable communities.

Activity #1.K.ii

Continue professional development activities for employees as required or needed to maintain high levels of employee efficiency and productivity.

Objective #1.L (Issue 10)

Increase the level of community involvement concerning growth management.

Activity #1.L.i

Continue to work with the local media to provide information to residents pertaining to the City's actual growth and decisions made to manage future growth.

Activity #1.L.ii

Continue to publish and distribute the *Nixa Now* newsletter as another means of communicating with residents.

Activity #1.L.iii

Plan and conduct semi-annual Town Meetings where issues related to growth are presented and discussed among the Board, the Planning and Zoning Commission and the general public.

2003 Comprehensive Plan

Economic Development



Overview

The primary key to Nixa's improved economic expansion will be as a result of its continued growth in general population, as well as the growth or retention of its daytime population. Daytime population is defined as 1) the number of residents who stay inside the City for work or 2) non-residents who come to the City for work. For example, the *2001 Citizen Survey* showed that over 75% of Nixa's residents work outside of the City, which has a significant impact on the City's general and daytime economies.

Both populations constitute an essential critical mass that is capable of sustaining community commercial and industrial activities. Without growth, the City's economy would become stagnant. Population growth is the basic economic premise of supply and demand. The growing population would demand additional commercial and industrial growth to provide more goods and services ("supply") Therefore, it is important that the City take necessary measures to support the City of Nixa's continued population growth.

Factors Affecting Locational Decisions

As Nixa continues its efforts to improve upon its economic base, the community needs to be aware that there are certain essential amenities and opportunities that influence the locational decisions of businesses that wish to expand or relocate. Factors influencing locational decisions include the availability of land, educational opportunities (for retention of graduates), housing (diversity and quality), recreational activities (passive and active), retail services (for self-sustainability) and cultural amenities. A continued emphasis by the community to enhance these attributes would improve upon the City of Nixa's economic fortunes.

Access to major highways and the preservation of the City's arterial street network is another locational consideration that would support a strong economic base. These corridors provide mobility to people and the movement of goods within the City. Accessibility to other modes of transportation is also significantly important to the economic viability of the Community. Other modes of transportation include proximity to the Springfield-Branson Regional Airport, trucking, and rail service (which is currently non-existent).

Proximity to other industries, or the grouping of industries together, provides a more efficient and effective use of land. Grouping of industries can have a dramatic effect on future

traffic's directional flows, such as morning and evening peak flows. In addition, there must be a discernable effort to effect compatible land uses in order to mitigate potential negative impacts. The premise that heavy industrial uses should not be sited near a school or residential areas is a planning technique that helps to develop and maintain a well-balanced, diversified economic base of industries that provide job opportunities while contributing to a dependable and more reliable tax base.

Another locational consideration for businesses is the presence of support organizations and community efforts that encourage existing businesses to expand. Similarly, the City needs to support the start-up and growth of existing businesses. It is also important to seek out available federal or state funding resources and other economic development opportunities that could

entice existing or new capital investments for industry expansion. The maintenance and growth of educational opportunities through shared campus facilities, mentoring programs for students, community college accommodations for continued educational opportunities, and teaching of technical skills would provide companies with a high-quality, well-educated workforce.

It is also essential that the City maintain and improve existing infrastructure so that it is capable of supporting the expansion of existing and future industrial growth. This could also include support for “e-business” growth in Nixa, such as expanding the fiber optic network and making the most of satellite communication opportunities.

There are several locational criteria that are necessary and essential in the support of accommodating viable economic growth in Nixa:

- Having large geographical land areas available with minimal physical constraints to construction;
- Accessibility to major arterial street systems without having to traverse lesser intensive land uses, such as residential;
- Separation of higher intensive uses from lesser intensive uses when physical buffer techniques or construction designs are incapable of mitigating potential impacts of the higher intensive use; and
- Preservation and enhancement of existing and future infrastructure and utilities so that they are capable of supporting economic growth.

Strategic Issues

The following strategic issues were developed by the Economic Development focus group and were prioritized by the Board of Aldermen and the Planning and Zoning Commission, where a score of “1” was the highest priority and “11” was the lowest priority:

Issue	Score
1 Planning for Development	33
2 Plan and Maintain Infrastructure Related to Economic Development	42
3 Funding Economic Development	54
4 Provide Support for Existing Businesses	58
5 Create a Market Plan	64
6 Develop / Maintain Jobs That Keep People in Nixa	66
7 Attracting New Businesses	75
8 Increasing Revenue Through Economic Development	76
9 Transportation Related to Economic Development	77
10 Maintain / Increase Community Involvement	89
11 Maintain Balance Between Housing / Population and Businesses	92

It was decided that Issue 9 will be covered in the Transportation chapter; Issue 10 related to community involvement was discussed in the Growth Management chapter. Each of the Goals, Objectives and Activities listed below addresses one or more of the remaining strategic issues.

Goals, Objectives and Activities

GOAL #2: Strive for a well-balanced, diversified and stable economic base in order to provide job opportunities for Nixa and a dependable tax base for the City.

Objective #2.A (Issues 1, 11)

Encourage desirable industrial and commercial development within the City in a manner consistent with the City’s overall growth policies.

Activity #2.A.i

Use the City’s annexation policies, land use authority and capital improvement policies to provide an adequate supply of both finished sites and raw land suitable for economic development that accommodate different requirements for a diversity of businesses.

Activity #2.A.ii

Use design techniques to ensure that industrial uses are wholly self-contained on site and have minimal impacts on adjacent properties.

Activity #2.A.iii

Encourage new industrial and commercial development to design sites to contribute positively to the quality of Nixa’s visual environment.

Activity #2.A.iv

Incorporate design techniques to plan and develop new business sites that are compatible with nearby or adjacent residential areas or that appropriate steps are taken to mitigate negative impacts.

Objective #2.B (Issue 2)

Plan and maintain the infrastructure needed to provide service(s) to existing business and to anticipate the needs for future business growth.

Activity #2.B.i

Reinvest in and improve, where appropriate and cost-effective, public infrastructure in older developed areas.

Activity #2.B.ii

Use the City’s various capital improvement plans as a blueprint for maintenance of existing infrastructure and development of new infrastructure extensions.

Activity #2.B.iii

Incorporate and follow the infrastructure-related policies and activities listed in the Growth Management chapter as they pertain to economic development, within the guidelines set by the Board of Aldermen.

Activity #2.B.iv

Examine the possibility of finding an outside funding source willing to provide funds to be used as “seed money” for infrastructure development.

Objective #2.C (Issue 3)

Research, develop and implement an overall plan for funding a city-wide economic development function.

Activity #2.C.i

Research the types of funding sources available through federal and state governments, private foundations, regional economic development agencies, businesses and other organizations to determine the availability of funding for economic development.

Activity #2.C.ii

Develop an overall plan for funding a City-wide economic development function in cooperation with the Chamber of Commerce, other government agencies and other interested private organizations.

Activity #2.C.iii

Apply for appropriate project funding in cooperation with professional, educational and government organizations as required by the funding organizations.

Objective #2.D (Issues 3, 4, 8)

Create and maintain a business environment that encourages the retention, growth and continued profitability of existing businesses, which benefit the City’s tax base and its citizens.

Activity #2.D.i

Use available tools such as federal, state or other economic development programs to facilitate capital investment for the expansion of existing Nixa businesses.

Activity #2.D.ii

Continue to support the Chamber of Commerce, other organizations, and community efforts that foster, promote and encourage existing businesses to remain and expand in Nixa.

Activity #2.D.iii

Improve the community's amenities such as educational, housing, recreational, retail and cultural opportunities that encourage local businesses to remain and expand in Nixa.

Activity #2.D.iv

Examine and analyze the economic and financial impacts of existing business retention and growth on the City's economic condition in terms of the City's tax base, revenues and expenditures.

Objective #2.E (Issue 5)

Develop a community marketing plan in cooperation with the Chamber of Commerce, Nixa R2 School District, and other organizations as a tool to promote the City and provide information about the City to potential businesses and industries.

Activity #2.E.i

Complete the pre-planning process, including the determination of participants, available funding and proposed budget, marketing and advertising methods to be used, logistics of activities, and publication of materials.

Activity #2.E.ii

Implement formal advertising and marketing strategies encouraging appropriate businesses within the community to grow and showing potential businesses the benefits of locating in Nixa.

Objective #2.F (Issues 3, 6, 7, 8)

Develop and maintain other efforts, such as recruitment, incentives and/or policy development, to attract businesses and industries that would find Nixa an attractive location that would benefit the City's tax base and its citizens.

Activity #2.F.i

Use available tools such as federal, state or other economic development programs to facilitate capital investment for the attraction of businesses and industries that benefit the City without creating an economic inequity between current business and new business.

Activity #2.F.ii

Continue support of organizations and community efforts that convey an overall positive image to firms wishing to locate in Nixa.

Activity #2.F.iii

Examine and analyze the economic and financial impacts of new businesses and growth on the City's economic condition in terms of the City's tax base, revenues and expenditures.

2003 Comprehensive Plan

Transportation



Overview

Transportation is one of the City's largest infrastructure investments and is one of the more visible infrastructures our residents and persons passing through our community observe. All citizens are affected by the City's transportation system, whether it is due to congestion, maintenance, improvements, signalization or its lack of adequate connectivity throughout the community. The fact that our street system is so observable lends itself to countless hours of discussion and debate, such as the unacceptable practice of chip and seal as a viable maintenance practice, right-of-way reservation and the inefficiency of not having an adequate east-west circulation pattern. Nixa's residents identified these and other transportation-related issues in the *2001 Citizen Survey*. Due to the significance of the City's transportation system, it is imperative that policies and strategies be adopted, through the comprehensive planning process, that accommodate a response to constituents' transportation-related perceptions and needs.

The City recognizes the automobile as the primary means of its citizens' mode of travel. Therefore, streets – construction, maintenance, operation, functionality, preservation of the level of service and reservation of future corridor expansion – are the primary focus of the City's transportation interests. Ideally, the City of Nixa's transportation system is designed and built for maximum efficiency, serves all travel demands, provides safety to its users, and, where possible, supports the integration of other alternative modes of transportation. The City's continued growth, where its boundaries constantly expand, also necessitates that the City continuously participate in a regional planning forum where outside assistance would provide help in addressing the City's long-range transportation needs.

The City of Nixa's transportation planning efforts must take into consideration previously adopted policies and decisions when dealing with current and future transportation issues. Transportation planning needs to be comprehensive. In reviewing and planning for the City transportation infrastructure, the City will not only assess the physical street, but will also examine additional issues related to transportation, including but not limited to:

- Environmental impacts;
- Maintaining neighborhood quality of life;
- Maximize efficiency of streets without hindering economic development;
- Stakeholder involvement in the process;

- Responding to the needs of citizens; and
- Accommodating the appropriate land use in accordance with the Comprehensive Plan’s goals, objectives, strategies and policies.

Another important consideration of a complete transportation system is non-vehicular, such as bicycles and pedestrians. While emphasis is placed on vehicular traffic in Nixa, attention must be paid to the safety and well-being of Nixa’s citizens by planning for these alternative modes of transportation where and when they can be implemented.

Strategic Issues

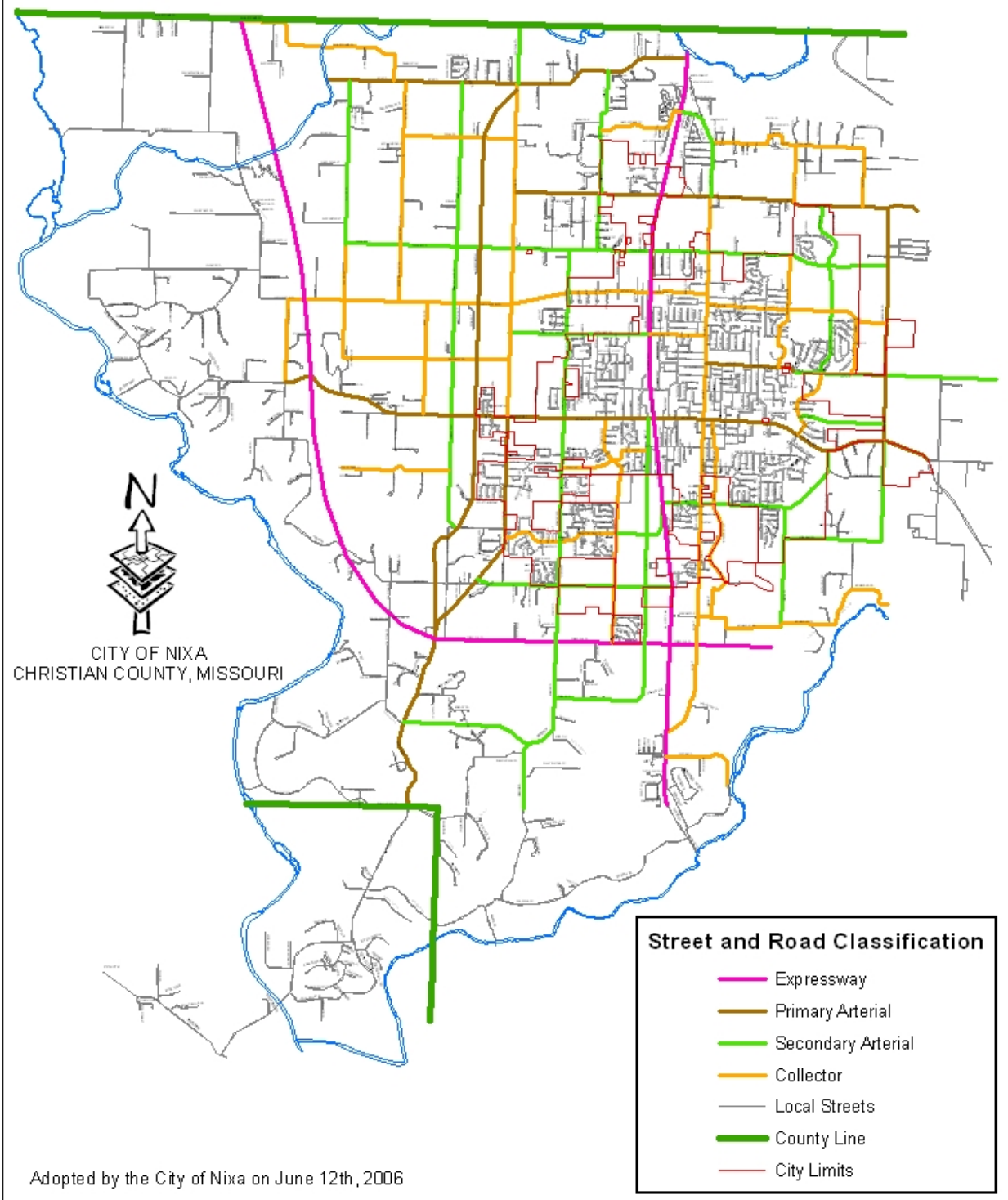
The following strategic issues were developed by the Transportation focus group and were prioritized by the Board of Aldermen and the Planning and Zoning Commission, where a score of “1” was the highest priority and “9” was the lowest priority:

Issue	Score
1 Public safety	23
2 Funding the maintenance and improvement of streets	25
3 Planning the future local and regional thoroughfare system	37
4 Manage access to arterials and some other streets	42
5 Maintaining working relationships with other govts, individuals, & org.	52
6 Land use versus transportation in terms of development	52
7 Pedestrian mobility	62
8 Serving an aging population	75
9 Examine the possibility of mass transit	82

Circulation

The Traffic Circulation Plan provides a framework for decision-making on transportation system improvements. While many of the policy statements contained in the circulation plan address long-range transportation needs, the plan also sets standards applicable in day-to-day decision-making on development proposals and capital investments. The policies and standards of the Traffic Circulation Plan are intended to achieve the goal of safe and efficient movement of vehicular and pedestrian traffic throughout the City of Nixa and the Nixa Planning

Traffic Circulation Map



Area.

Goal #3: Create and maintain a transportation system that promotes and supports all existing and planned land uses while providing an adequate, safe and efficient transportation system that is compatible with the natural terrain and economic development.

Objective #3.A (Issues 1, 3, 6)

Enforce the street functional classification system for existing and future development.

Activity #3.A.i

Development approval is contingent upon the developer providing on-site and off-site improvements, when warranted, to provide sufficient street capacity to handle the additional traffic.

Activity #3.A.ii

Development should be permitted only if planned system improvements will be completed within a reasonable period of time or the developer agrees to install the needed improvements.

Street Classification

The street classification system serves as an integral determinant of land use development patterns within the City. Streets are classified according to their intended function of providing for traffic movement and/or access to abutting properties. Enforcing the street classification system is vital to maintaining continuity and efficiency in the circulation system. The function classification of streets is noted as follows:

1. Expressway: Partial access control and high priority for traffic flow with at-grade signalized intersections for major streets. Intended for high-volume, moderate-to-high speed traffic movement across the metropolitan area with minimal access to adjacent land. May be designed as a highway with separation for adjacent land uses or as a street with controlled access to adjacent land uses. Service access should be provided from lower order streets.

2. Primary Arterial: Provides for high-to-moderate volume, moderate-speed traffic movement between through major activity centers. Access to abutting property is subordinate to traffic flow and is subject to necessary control of entrances and exits.
3. Secondary Arterial: Augments and feeds the primary arterial system and is intended for moderate-volume, moderate-speed traffic movement. Access to abutting property is partially controlled.
4. Collector: Collects and distributes traffic between arterial streets and local streets. Intended for short length trips while also providing access to abutting properties. Design of collector streets varies depending on the character and intensity of traffic generated by adjacent land development.
5. Local: Provides direct access to abutting property. Intended for low-speed, low-volume traffic movement and for short length trips. Design of local streets varies depending on the character and intensity of traffic generated by adjacent land development.

Objective #3.B (Issues 1, 2, 3, 6)

Continue to give high priority to the upgrading of substandard primary and secondary arterial(s) and collector streets and continue to plan for new major streets in the City and the City's planning area.

Activity #3.B.i

Maintain current City of Nixa street system through the City's annual Capital Improvement Program (CIP).

Traffic System Management

Existing streets not constructed to acceptable standards for their intended function will continue to pose safety, operational and maintenance problems. Improvements needed for major streets should be incorporated into a five-year Capital Improvement Program on an on-going basis. In those cases where substandard "major streets" (primary arterials, secondary arterials and collectors) are not likely to be improved during the course of development of adjoining property, improvements should be programmed at public cost or through special assessment.

Extensions of existing streets or construction of new streets should be prioritized on the basis of the need for servicing growth areas and for relieving traffic congestion on other streets. A priority system for upgrading substandard major streets should be developed, with priority assigned on the basis of the following factors:

1. Existing and projected traffic volumes;
2. Volume to capacity ratios;
3. Incidence of accidents;
4. Structural conditions;
5. Surface width;
6. Travel speeds; and
7. Sensitivity to surrounding neighborhoods.

The rapid pace of growth in Nixa requires the continued planning and reservation of adequate rights-of-way for upgrading the existing major street network as well as construction of new arterials and collectors.

Objective #3.C (Issues 1, 3, 4, 5, 6)

Maintain a traffic system that encourages the use of arterial streets for cross-town and regional trips, collector streets for movement of vehicular trips from neighborhoods to arterial streets and discourage the use of local streets to accommodate through traffic.

Activity #3.C.i

Provide adequate roadways to discourage diversion of cross-town and through traffic onto neighborhood collector and local streets.

Activity #3.C.ii

Work with local neighborhood groups to reduce traffic on neighborhood streets.

Activity #3.C.iii

Work with the Missouri Department of Transportation (MoDOT) to enhance the maintenance, improvement, signalization and traffic flow of US 160 and Hwy 14.

Activity #3.C.iv

Maximize the efficiency of arterial streets through access management, providing input to MoDOT concerning the number, spacing and timing of signalized intersections without hindering economic development.

Objective #3.D (Issues 1, 3, 4, 6)

Regularly assess and revise the City's Circulation Plan map and incorporate accurate technical specifications for each street classification's design and construction standards.

Objective #3.E (Issues 1, 3, 4, 6)

Preserve major street alignments by preventing development within corridors designated as rights-of-way for existing and future streets.

Activity #3.E.i

State law permits cities to adopt an official map of proposed street alignments and prohibit the issuance of building permits within the mapped right-of-way. Develop a map that will be based on the recommendations of the Traffic Circulation Plan that is sufficiently detailed to denote the limits of all rights-of-way for Primary Arterials, Secondary Arterials and Collector streets.

Objective #3.F (Issues 1, 3, 6)

Proposed development should bear a reasonable relationship to the street classification system and capacity level.

Activity #3.F.i

Require that a basic traffic analysis be submitted to all rezoning proposals, including but not limited to: projection of the number of vehicle trips generated by the proposed land use and the impact of these trips on the adjacent street system.

Objective #3.G (Issues 1, 2, 3, 5, 6)

Work with developers to assure that the City's transportation planning efforts are realized during actual development.

Activity #3.G.i

Developers and/or property owners will dedicate all necessary right-of-way in conformance with the City's right-of-way specifications.

Activity #3.G.ii

Discourage the construction of dead-end streets.

Activity #3.G.iii

Encourage the construction of sidewalks along all of the City's arterial and collector street system.

Objective #3.H (Issues 1, 3, 4, 5, 6, 7)

Balance land uses and the transportation system to maintain and improve current levels of mobility.

Activity #3.H.i

Coordinate transportation and land use improvements on a short-term and long-term basis.

Activity #3.H.ii

Monitor residential development and percentage of build-out to measure the accuracy of planned land use versus developed land use.

Activity #3.H.iii

Plan and design the transportation system to support and enhance current levels of Nixa citizens' quality of life.

Objective #3.J (Issues 6, 7, 9)

Examine and analyze options for local and regional modes of transportation other than vehicles.

Activity #3.J.i

Explore and develop alternatives for upgrading sidewalks or for creating new sidewalks where there is current pedestrian movement.

Activity #3.J.ii

Pursue transportation alternatives for Nixa's senior citizens, including partnerships with other government or private organizations.

Activity #3.J.iii

Work closely with the Springfield Metropolitan Planning Organization (MPO) concerning the expansion of transportation opportunities available to senior citizens and the disabled population, including planning, public education and implementation.

2003 Comprehensive Plan

Land Use



Overview

How the City of Nixa grows and develops its lands is of significant importance. Numerous, continuously-correlating functions of the City are affected by growth and the eventual land uses developed. Some of these functions include education, fire and emergency response, police protection, infrastructure investment and expansion, parks and recreational opportunities, etc. In addition, land use patterns, their character, harmony and aesthetic considerations also have a direct impact on the quality of growth and life in the City.

Most communities have a land use plan of some type. It can be the result of deliberate choices or it can result from default and inaction, i.e. it is seen as a logical progression of the City’s growth. Some elements that contribute to land use pattern decisions are the availability of transportation, economic development strategies, location and design of public spaces, and preservation of natural physiographic conditions..

The City of Nixa recognizes the neighborhood as the basic planning unit. Whether the neighborhood is industrial, commercial or residential, the neighborhood should include a mixture of land uses that serves, complements and sustains its employee or resident base. As growth continues, neighborhoods should be planned so that the City takes advantage of the most effective and efficient use of its lands.

Strategic Issues

The following strategic issues were developed by the Land Use focus group. These issues were then prioritized by the Board of Aldermen and the Planning and Zoning Commission, where a score of “1” denotes the highest priority and “7” is the lowest priority:

Issue	Score
1 Planning for future land use, local and regional	16
2 Develop partnerships for infrastructure extension	18
3 Planning annexations	18
4 Develop and maintain good relations with County et al	31
5 Apply development standards equally and equitably	32
6 Managing access to transportation	33
7 Voter apathy	48

Goals, Objectives and Activities

Housing

New housing construction should provide choices for all socio-economic levels in Nixa; people who work here should be able to afford to live here. This relates to the Economic Development chapter's objective of increasing the daytime population of the City. The City's Comprehensive Plan provides for housing diversity through different housing types, sizes, and numbers of residential units per acre, also referred to as density. The City of Nixa has four different density ranges for residential construction that range from very low-density residential to high-density residential areas.

The residential designations and corresponding density ranges within the Comprehensive Plan are not the same as adopted zoning. The suggested ranges entice consideration of a greater diversity of housing than a particular zoning district might; they specify neither a particular housing type, such as single-family, nor a particular zoning district, such as R7.

GOAL #4: Achieve a wide range of quality housing types to meet the needs of a variety of socio-economic groups and lifestyles.

Objective #4.A (Issues 1, 2, 5)

Plan for a variety of housing types throughout the City.

Activity #4.A.i

Use the following as locational criteria for residential housing:

➤ Very low density residential could:

1. include areas of historical, physical or physiographic significance needing to be preserved and protected;
2. be located away from more intensive land uses;
3. be located where utility capacity constraints exist.

➤ Low density residential (greater than 1 unit and up to 6 units per acre) could:

1. include areas that are or can be adequately buffered from adverse impacts of adjacent land uses;

2. be areas conducive to quiet residential settings;
3. include pedestrian accessibility to neighborhood or multi-neighborhood shopping, educational and/or recreational facilities.

➤ Medium density residential (greater than 6 units and up to 12 units per acre)

could:

1. include areas that can function as transitional zones between low- and higher density residential uses;
2. be areas that are inside of a one-half mile range of shopping, educational and recreational activities;
3. consist of areas having direct access to arterial or collector streets without having to pass through less intensive land uses;
4. include areas that could eventually be served by public transportation;
5. be areas where blight is occurring where medium density residential development could assist in the area's revitalization.

➤ High density residential (greater than 12 units per acre) could:

1. include areas that support pedestrian accessibility to schools, parks, and commercial shopping;
2. be areas that are relatively close to labor centers;
3. consist of areas immediately accessible to arterial streets without having to pass through areas of lesser intensity;
4. include areas where high-density residential is compatible with the surrounding neighborhood;
5. be areas that could eventually be served by public transportation;
6. have existing or planned extension of adequate public facilities and utilities;
7. consist of areas where blight is occurring and high density residential might assist in revitalizing the area provided that the other criteria are met.

Activity #4.A.ii

Ensure that land available for high-density residential development does not exceed 20% of total land available for all types of residential development.

Objective #4.B (Issue 1, 6)

Increase densities in residential neighborhoods when the proposed development demonstrates that it could be compatible with and complement existing residential neighborhoods.

Activity #4.B.i

Continually monitor Nixa's housing market and cooperate with the private sector in promoting the construction of housing types in short supply.

Activity 4.B.ii

Work to have land areas ready to support additional residential growth within the MSA, where that growth meets the needs and demands of the City's existing residents and new population growth.

Activity #4.B.iii

Continually update the City's regulations and policies that encourage a balance between housing need and supply.

Activity #4.B.iv

Regularly assess the implementation of new policies or the abandonment of existing policies to assure a constant supply of quality housing.

Activity #4.A.v

Designate land uses in new residential neighborhoods to accommodate a diversity of residential building.

Objective #4.C (Issues 1, 3, 5, 6)

Use a holistic planning approach to assure that new development does not negatively impact existing land uses and positively provides a cost-effective benefit to the whole community.

Activity #4.C.i

Continue to evaluate the adoption of Planned Unit Development policies and procedures

to accommodate and encourage mixed-use development, emphasizing the cost efficient delivery of urban level services through a more compact urban form.

Activity #4.C.ii

Protect existing residential neighborhoods from incompatible land uses and the location of existing or planned public facilities.

Activity #4.C.iii

Use City zoning and other methods to keep incompatible, non-residential development out of existing residential neighborhoods.

Activity #4.C.iv

Incorporate additional amenities when necessary for higher-density residential “in-fill” projects to assure compatibility with existing or other planned residential land uses.

Activity #4.C.v

Examine the possibility of residential auxiliary uses to provide housing for family members in need of assisted housing.

Activity #4.C.vi

Locate public facilities that minimize the negative impact on existing residential neighborhoods.

Activity #4.C.vii

Avoid building major streets and transportation facilities that would divide a neighborhood through planning and design.

Objective #4.D (Issue 5)

Ensure that the quality of life is maintained by monitoring the quality of housing and the condition of the City’s neighborhoods.

Activity #4.D.i

Work with property owners to upgrade the condition of deteriorating houses within the City.

Activity #4.D.ii

Develop a housing code enforcement program that follows the International Code, as amended, and educate homeowners and rental property investors in making code repairs to their housing properties.

Activity #4.D.iii

Respond to housing complaints as needed and provide assistance and information to property owners to obtain housing assistance for making necessary repairs.

Activity #4.D.iv

Regularly monitor the vehicular impacts on existing residential areas located along arterial streets.

Activity #4.D.v

Use infrastructure improvements such as sidewalks, curbs and gutters and parks to help maintain, enhance and preserve neighborhoods.

Objective 4.E (*Issues 1, 2, 3, 4, 5, 6*)

Use various planning techniques to address quality issues related to new residential development.

Activity #4.E.i

Promote high quality design for residential development so that the design contributes to neighborhood identity.

Activity #4.E.ii

Review and revise appropriate development policies and procedures so that residential development is at expected levels of quality.

Activity #4.E.iii

Evaluate the use of flexible zoning techniques, as appropriate, to promote residential projects that incorporate innovative design.

Commercial Land Use

The Comprehensive Plan deals more with the concept of functionality and locality requirements through land use conceptual designation, not through zoning classification. This is accomplished through categorizing commercial market trade areas, with the smallest being “neighborhood commercial” and the largest being “regional commercial”. It is the size of a commercial center’s trade market and adjacent vehicle volume that determines its classification, through its service orientation and specific location within the community. The use of these locational planners for commercial activity would then be more efficient and effective in serving our citizens’ needs.

The location of commercial development greatly influences vehicular movement or the use of alternative modes of transportation. The multi-neighborhood, community and regional commercial centers’ locations are dependent upon vehicular trips or availability of public and private transit. Locational requirements must also address surrounding land use compatibility, with emphasis on preserving and protecting existing and adjacent land uses.

The City of Nixa recognizes and supports the use of its major collector streets as a location for commercial activities. The City also supports the preservation of sufficient land areas at the intersection of two major streets to accommodate commercial nodes. However, the City recognizes that these sites will not fully develop until the adjacent neighborhoods are built up enough to have a certain number of people in the area, or “critical population mass”. For this reason, “strip” commercial properties along arterials should be made available to serve new markets in advance of the development activity at arterial street intersections.

Goal #5: Plan for the preservation of key sites at major intersections throughout the Municipal Service Area and Nixa Planning Area that would accommodate the construction of an adequate mix of all commercial-type functions, while efficiently serving the community’s needs with the least amount of impact on transportation, residential, industrial and other existing commercial land uses.

Objective #5.A (Issues 1, 2, 3, 5, 6)

Locations of commercial retail centers should complement the functionality of all of its adjacent land uses and visually enhance the adjacent neighborhood.

Activity #5.A.i

Use the following criteria as recommendations for site selection of Neighborhood Commercial Centers so that they are accessible for the residents or neighborhood trade area they are intended to serve:

1. Property size ranging from 2 to 5 acres with a typical gross leasable area of 30,000 to 100,000 square feet;
2. Market trade area radius of three-eighths to three-quarters of a mile;
3. Property fronts two intersecting collector streets or a collector street’s intersection with an arterial street;
4. Encourages pedestrian trade;
5. Center is designed as a pedestrian plaza with an adequate supply of landscaping, with signage and access control that helps integrate the center into the adjacent neighborhood
6. Provides for the sale of convenience goods (food, drugs and sundries) and personal services (laundry and dry-cleaning, barbering, shoe repairing) for the day-to-day living needs of the immediate neighborhood.

Activity #5.A.ii

Develop and update development policies and procedures to assure that neighborhood commercial development is integrated with and complements the character of the immediate neighborhood.

Objective #5.B (Issues 1, 2, 3, 5, 6)

Accommodate the location of multi-neighborhood scale commercial activities at the intersections of two major streets throughout the City that would serve the day-to-day commercial demands of Nixa's residents.

Activity #5.B.i

Include the following locational criteria for the positioning of Multi-Neighborhood Commercial Centers:

1. Property's size should be at least ten acres;
2. Market trade area radius of one to two miles, serving a population of 2,500 to 15,000 persons;
3. Minimum gross floor area of 100,000 square feet with a range between 100,000 to 450,000 square feet;
4. Property frontage is at the intersection of two arterial streets or at the intersection of multiple neighborhoods;
5. Complex is designed as a pedestrian plaza with adequate supply of landscaping, as well as sign and access control, that helps address negative impacts to the adjacent transportation system and existing or planned land uses;
6. Provides a wider range of facilities for the sale of soft lines (wearing apparel for men, women and children) and hard lines (hardware and appliances) where there is a greater variety of merchandise available and is built around a junior department store, variety store or discount department store.
7. Plan for future multi-neighborhood commercial centers through the Comprehensive Plan in accordance with the above-mentioned criteria.

Activity #5.B.ii

Encourage access management throughout the City by encouraging shared curb cuts and/or service roads to reduce the number of curb cuts onto the arterial streets, where doing so would not jeopardize the potential for economic development.

Objective #5.C (Issues 1, 2, 3, 4, 5, 6)

Focus on preserving and enhancing existing community commercial centers and plan for additional centers as needed in conformance with the City's Comprehensive Plan.

Activity #5.C.i

Include the following locational criteria for Community Commercial Centers:

1. Property size of 10 to 30 acres;
2. Market trade area of three to five miles in radius, serving a population of 10,000 to 30,000 persons;
3. A minimum gross floor area of 300,000 square feet, with a range between 300,000 to 850,000 square feet;
4. Property has frontage at the intersection of two arterial streets or at the intersection of multiple neighborhoods;
5. Anchors should include a supermarket, a junior department store, a large variety store, a super drug store, a home improvement center or discount store;
6. Consider amenities such as a pedestrian plaza and landscaping as well as sign and access control to address potential impacts on adjacent land uses;
7. Assess the economic impacts of new commercial development on existing community, center city and regional commercial development;
8. Provides for general merchandise, apparel, furniture and home furnishings in depth and variety, as well as a range of services and recreational opportunities where it is built around one or two full-line department stores.
9. Located adjacent to other relatively intensive land uses.

Objective #5.D (Issues 1, 2, 3, 4, 5, 6)

Actively promote and pursue the development of a Regional Commercial Center inside Nixa when a formal market analysis substantiates its need in compliance with all other goals and policies of the Comprehensive Plan.

Activity #5.D.i

Include the following locational criteria for the placement of a Regional Commercial Center:

1. Minimum of 80 acres;
2. Market trade area of 10 to 15 miles, serving a population of 50,000 or more;
3. Minimum of 600,000 square feet of total gross floor area with at least three major department stores;
4. Location at the intersection of two arterials where such streets and public transportation provide access for the entire City and regional market service areas;
5. Provides for extensive variety in general merchandise, apparel, furniture, and home furnishings, as well as a variety of service and recreational opportunities.
6. Adequate supply or delivery of existing and planned public facilities, utilities and services.

Activity #5.D.ii

Protect the area in the vicinity of U.S. Hwy 160 and Tracker Road as well as the area near Cheyenne Rd., Highway CC and North Street as regional commercial centers and protect them from the development of incompatible land uses.

Objective #5.E (Issues 1, 5, 6)

Work toward preventing commercial decline through proactive measures that maintain, preserve or transition existing land uses.

Activity #5.E.i

Use the City's regulatory powers and Capital Improvement Program to promote aesthetic and functional improvements to strip commercial areas that show signs of decline or abandonment.

Activity #5.E.ii

Make accommodation for office / residential uses in existing residences that have frontage or direct access to an arterial street, where feasible and appropriate.

Industrial Land Use

Land that is planned for, developed, or used for business and industry in the Nixa Planning Area is shown on the Comprehensive Land Use Designation Map. The Comprehensive Plan's land use designation should support both business and industrial parks as well as general industrial uses.

Objective #5.F (Issues 1, 2, 3, 5)

The location of industrial centers should complement all of its adjacent land uses, while keeping in character and harmony with existing and planned neighborhoods.

Activity 5.F.i

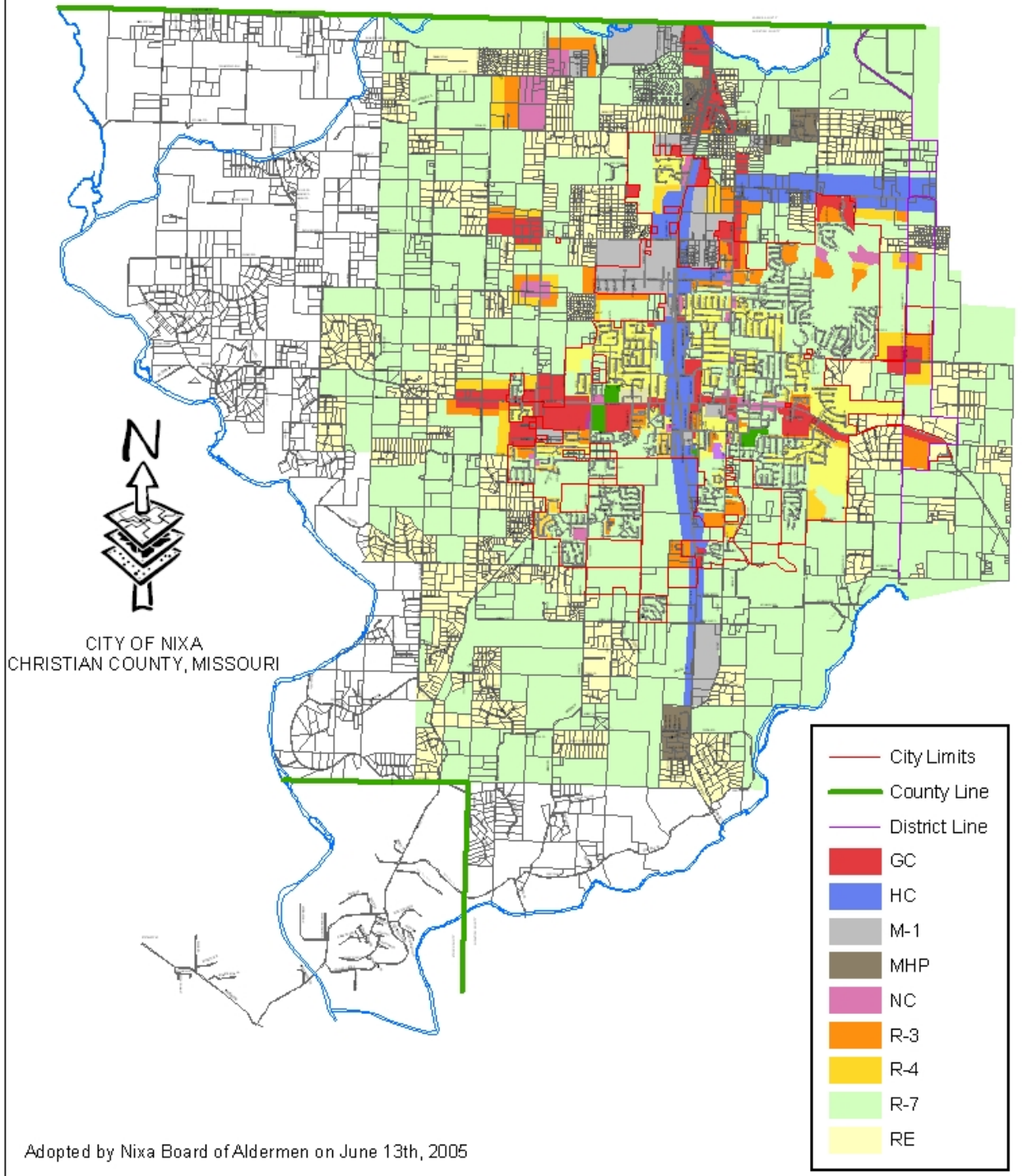
Encourage the use of the following locational criteria for business / industrial uses:

1. Immediate accessibility to major highways or the City's arterial street system without having to traverse lands of lesser intensive uses;
2. Adequately-sized sites with no extraordinary physical constraints to development;
3. Existing or planned uncommitted utility services such as water, sewer and electricity;
4. Away from residential and school facilities.

Sources of information used in this chapter include:

Beyard, Michael, et al. "Dollars and Cents of Shopping Centers™: 1993: A Study of Receipts and Expenses in Shopping Center Operations." Urban Land Institute.
"Longmont Area Comprehensive Plan." City of Longmont, Colorado: 2002

Future Land Use Designation



2003 Comprehensive Plan

Parks and Recreation

Updated in April 2006 through the
Parks and Recreation Master Plan



Overview

The Nixa Department of Parks and Recreation was established in 1989 and employs eleven full time positions. These positions are as follows: Superintendent of Parks and Recreation, Recreation Manager, two Recreation Specialists, one Aquatic Manager/Recreation Specialist, One Building Maintenance and one Grounds Maintenance, two Front Counter Specialists and one Secretary, and one Before and After School Coordinator. Throughout the year approximately seventy-five full and part-time seasonal employees assist in program implementation, lifeguarding, refereeing, etc. The Department's offices are located at McCauley Park inside the new Community Center at 701 N. Taylor Way. The Department also has two buses one of which was donated by McDonald's of Nixa.

Nixa's Community Center and Aquatic Center opened in 2002 on thirty-nine acres of park land located in northeast Nixa. There is also the ten-acre City Park located near Park Street and Highway 160.

Recreational amenities at McCauley Park include:

- Walking trail (which is under construction)
- Handicap accessible playground
- Restrooms
- Pavilion
- Outdoor aquatic center
- Open space

Recreational amenities at the Community Center include:

- One full size basketball court
- Café area
- Class rooms
- Meeting rooms
- Pre-school room
- Vending area
- 12,000 square foot aquatic facility
- Indoor walking track
- St. John's Fitness Center
- Locker rooms
- Family changing area
- Nixa Parks and Recreation Department offices

Recreation facilities at the ten-acre City Park include:

- Open space
- Tennis courts (2)
- Baseball fields (3)
- Playground areas (2)
- Open picnic area
- Picnic pavilion and gazebo
- Concession stand
- Restrooms (handicap accessible)
- Sand volleyball court
- Xeriscape stroll garden

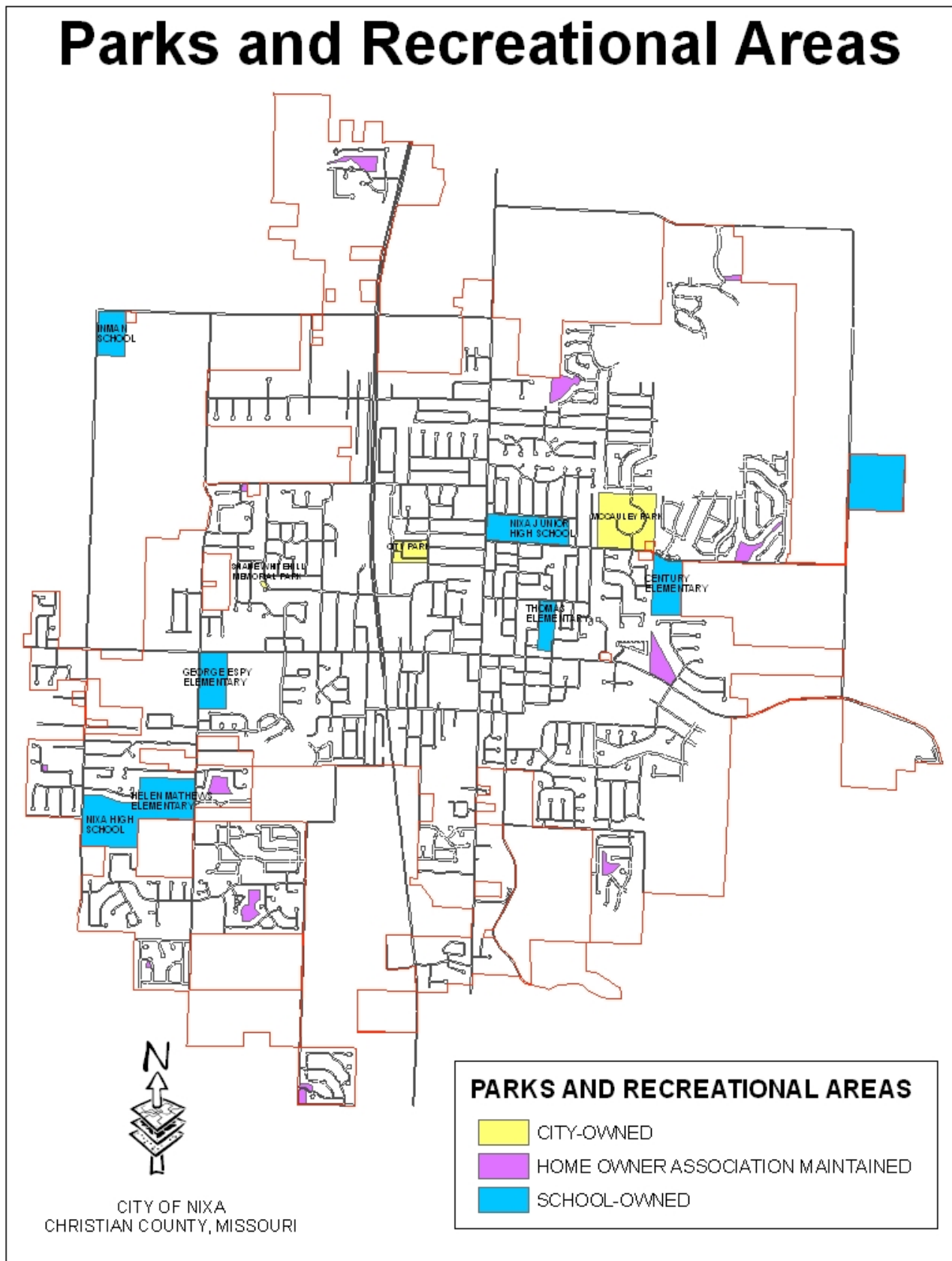
State and federal grants have helped the City of Nixa improve the existing ten-acre City Park so that all equipment is in good quality condition. The City Park is in constant use during the spring, summer and fall and McCauley Park drew an enormous crowd for its first year. The City Park does have a significant parking problem and ball games have to be scheduled late into the night because there are not enough fields available. The Department is currently borrowing five acres near the City Park for its expanding soccer program and the plan is to locate permanent fields at McCauley Park during 2003.

There are slightly over 18 acres of open space for recreational use through the residential subdivision platting process. One of these open space areas is a ¼ acre in the Wasson Park subdivision west of Highway 160, which has been dedicated to the City. In addition, seven acres, including walking trail, is located inside the Forest Park subdivision, which is owned and maintained by the respective neighborhood associations.

Standards established by the National Park and Recreation Association recommend that community parks provide a minimum of 2.5 acres per 1,000 people, with a minimum size of 20 acres (NPRA, 1988). Application of these acreage standards indicates that the present City Park acreage is inadequate to meet the recreational needs of Nixa's current population.

While park acreage standards certainly are valid criteria, perhaps a more appropriate measure of the adequacy of park and recreation facilities in a smaller city such as Nixa is the range or type of facilities and the accessibility of park land. With the development of McCauley Park, the Community Center and the Aquatic Center, Nixa has moved closer to meeting the recreational needs of the community; however, there is still need for additional open park space. Future planning should incorporate a variety of passive recreation activities, such as walking, and biking trails, all of which would better meet the interests of Nixa's various population groups.

Parks and Recreational Areas



Nixa will need additional park land in appropriate locations to meet the recreational interests of its growing population. The city should consider one large tract of land and perhaps several smaller lots in each quadrant of the city. With the aide of developers including open space in new developments, such as the Forest Park and The Park subdivisions, neighborhood parks could be established.

The city is currently looking at alternative ways to acquire park land. Faced with the all-too-real fact that land inside the city is quickly being developed, it is imperative that the City initiate discussions to acquire parkland within the corporate limits before it is developed.

Strategic Issues

The following strategic issues were developed by the Parks and Recreation Focus Group and were prioritized by the Board of Aldermen and the Planning and Zoning Commission, where a score of “1” was the highest priority and “8” was the lowest priority:

Goals and Objectives

Issue	Score
1 Funding sources	20
2 Staffing and volunteers	25
3 Maintenance of facilities	27
4 Land acquisition and preservation/set-aside & expansion	37
5 Evaluation of programs and trends	45
6 Communication and marketing	46
7 Develop and maintain partnerships with other organizations	58
8 Serving pedestrians and bicyclists	66

Goal #6: The City's parks and recreational facilities will be capable of providing diverse recreational and cultural opportunities for the community in harmony with preserving and improving the natural setting, resources and habitat.

Objective #6.A (Issue 1)

Provide a stable funding source for parks and recreation properties, facilities and programs.

Activity #6.A.i

Research the possibilities of various types of funding sources that are available to the City that could be specifically allocated to parks and recreation.

Activity #6.A.ii

Forecast and examine the financial needs of parks and recreational opportunities in both the long-term and short-term to determine what type(s) of funding sources would be appropriate.

Activity #6.A.iii

Work with the appropriate City staff and elected officials to obtain funding through the City's capital planning and annual budget processes.

Activity #6.A.iv

Continue to assess the actual costs of providing programs and assure that appropriate cost-recovery goals are being met for each program.

Objective #6.B (Issues 2, 3)

Maintain high-quality, professional staff and volunteers to plan, develop, and implement recreational programs and to maintain the City's parks and recreational facilities.

Activity #6.B.i

Develop and implement an employee salary and benefits survey as part of the City's overall human resources management processes to determine if the City is keeping pace with local and comparable communities.

Activity #6.B.ii

Continue professional development activities for employees as required or needed to maintain high levels of employee efficiency and productivity.

Activity #6.B.iii

Determine what type(s) of trainings are needed for volunteers and other non-paid program assistants and assure that all required trainings are available.

Objective #6.C (Issue 3)

Maintain all City parks and recreational facilities at a level that increases the benefit and useful life of the parks and recreational facilities within the City.

Activity #6.C.i

During the Capital Improvements Plan process and annual budget cycle, allocate funding for maintenance of parks and recreational facilities so that the value or useful life is maintained.

Objective #6.D (Issue 4)

Plan for future needs by acquiring and/or setting aside land for new parks and recreational facilities.

Activity #6.D.i

Work with developers to assure that land can be set aside for open space, neighborhood parks or other recreational uses.

Activity #6.D.ii

When possible and economically feasible, acquire land to be used for parks or recreational facilities.

Objective #6.E (Issue 5)

Continue to monitor and evaluate trends in recreational opportunities and adjust program offerings and recreational opportunities accordingly.

Activity #6.E.i

Research professional journals, publications, professional association materials and other data sources to remain current on trends in parks and recreation.

Activity #6.E.ii

Develop and implement evaluations for programs offered through the Department to determine the level of satisfaction with the program and other program factors.

Objective #6.F (Issue 6)

Increase levels of communication and marketing using various methods to reach the widest possible audience of potential participants and users.

Activity #6.F.i

Continue to provide information to families through the school district's distribution methods, such as flyers for children to take home, monthly school newsletters, etc.

Activity #6.F.ii

Increase the number of signs for parks and recreational facilities, including directional signs and informational signs.

Activity #6.F.iii

Work with local media outlets, as appropriate, to provide information about facilities, events and programs available through the Department.

Activity #6.F.iv

Continue to monitor and gather information concerning the regional users of Nixa parks and recreational facilities so that appropriate marketing methods can be directed most effectively.

Objective #6.G (Issue 7)

Continue to develop and maintain partnerships with other public, private and non-profit associations in order to provide the highest quality programs at the least possible cost.

Activity #6.G.i

Actively search for new partner organizations for the provision of programs and services, where duplication of service is avoided, if possible.

Activity #6.G.ii

Maintain current partnerships with other organizations so that the level of program quality is not decreased and program costs are not increased, where possible.

Objective #6.H (Issue 8)

Provide passive recreational opportunities geared toward pedestrians and bicyclists.

Activity #6.H.i

Complete walking trails and bicycle paths currently in development or construction.

Activity #6.H.ii

Work with Ozarks Greenways and other organizations to plan and begin development of a regional trail system.

Activity #6.H.iii

Continue to work with the school district and other organizations in the City to develop passive recreation opportunities in each quadrant of the City.

2003 Comprehensive Plan

Appendix A

2001 Citizen Survey Results

Please note: The formatting of the survey has been changed so that it will fit properly on this size page. All of the questions from the survey have been included here; the written comments have not been included in this report.

Part 1: About You

1. This survey was sent to my:

- Home: 1,339
- Industry: 5
- Commercial Business: 41
- No response: 16

2. How many years have you lived in Nixa?

- Less than 3 years: 450
- 3 to 7 years: 405
- 8 to 11 years: 259
- 12 years or longer: 255
- Not applicable: 16
- No response: 16

3. How many years have you managed or operated a business in Nixa?

- Less than 3 years: 64
- 3 to 7 years: 55
- 8 to 11 years: 31
- 12 years or longer: 26
- Not applicable: 1,086
- No response: 139

4. From where did you move to Nixa?

- Grew up in Nixa: 79
- Elsewhere in Christian County: 102
- Springfield: 457
- Greene County, not in Springfield: 106
- Elsewhere in Missouri: 327
- Outside of Missouri: 313
- No response: 17

5. Where are members of your household employed? *(Please check all that apply)*

- Nixa: 650
- Ozark: 406
- Springfield: 1,099
- Branson Area: 374
- Other: 444
- Retired: 633

Part 2: Quality of Life

5. Please tell us whether each of the following characteristics enticed you to move to Nixa and whether each is still evident today. Check the appropriate responses for each characteristic.

Characteristic	Is this why you moved to Nixa?				Do you still see it?			
	Yes	Somewhat	No	No Response	Yes	Somewhat	No	No Response
Quality of Schools	499	214	542	146	684	149	157	411
Utility Costs	196	318	742	145	290	380	320	411
Taxes	163	204	875	159	194	222	561	424
Cost of Housing	521	358	407	115	363	395	300	343

Part 2: Quality of Life, continued

Characteristic	Is this why you moved to Nixa?				Do you still see it?			
	Yes	Somewhat	No	No Response	Yes	Somewhat	No	No Response
Traffic	350	355	542	154	253	348	428	372
Small Town Atmosphere	766	335	187	113	504	396	210	291
Work in Nixa	186	58	965	192	250	69	568	514
Close to Springfield	906	237	151	107	886	162	59	294
Quality of Neighborhood	849	296	139	117	732	296	90	283
Low Crime Rate	747	310	218	126	711	292	82	316
Quality of Housing	684	380	219	118	629	374	98	300

6. In general, how would you rate the City’s efforts to enforce City Codes on such issues as animal control, overgrown weeds, storage of derelict vehicles and noise?

- Too strict: 40
- About right: 947
- Too lenient: 337
- No response: 77

7. When driving through the community, how do you think the City looks compared to other communities?

- Excellent: 193
- Good: 921
- Fair: 221
- Poor: 22
- No response: 44

Part 3: Housing

8. Please rate each of the following characteristics related to housing in Nixa:

	High	Medium	Low	Don’t know	No Response
Quality of housing	425	815	36	76	49
Cost of land	603	507	37	191	63
Cost of homes	399	788	55	107	52
Cost of rent	317	465	44	486	89
Quality of construction	242	795	119	190	55

	Too Much	Adequate	Too Little	Don’t know	No Response
Variety of housing	54	1,030	148	105	64
Size of residential lots	20	877	339	101	64
Quality of landscaping	31	1,000	227	85	58

Part 4: Your Neighborhood

9. Please rate each of the following characteristics related to your own neighborhood:

	Good	Fair	Poor	Don't know	No Response
Number of street lights	704	475	165	18	39
Traffic volume	623	596	117	12	53
Traffic flow	703	490	155	8	45
Condition of streets	786	438	143	2	32
Adequate speed limits	842	409	110	8	32
Safety of intersections	679	507	170	12	33
Peace and quiet	816	446	109	7	23
Police and fire protection	1,030	226	37	85	23

Part 5: City-Wide

10. Please rate each of the following characteristics related to the entire City of Nixa:

	Good	Fair	Poor	Don't know	No Response
Are there enough connecting streets?	723	465	123	56	34
Are existing streets wide enough?	545	575	222	18	41
Are existing streets taken care of?	606	604	121	33	37
Are there enough pedestrian/bicyclist routes?	107	281	652	290	71

2003 Comprehensive Plan

Appendix B

Population Projection Detail

City of Nixa Population Projection
Estimated Growth 2000 - 2002
Based on Residential Building Permits, Factoring Household Size & Vacancy Rate

Cohort	Total Pop	Number of		% of		Number of	% of Total Male Pop	Estimated Growth Rate	Projected 2002		Total Projected 2005
		Females	Males	Total Female Pop	Total Male Pop				Females	Males	
< than 5	1,143	566	577	8.8%	10.1%	577	10.1%	1.155	654	666	1,320
5 to 9	979	487	492	7.6%	8.6%	492	8.6%	1.155	562	568	1,130
10 to 14	860	435	425	6.8%	7.4%	425	7.4%	1.155	502	491	993
15 to 19	718	347	371	5.4%	6.5%	371	6.5%	1.155	401	428	829
20 to 24	770	427	343	6.7%	6.0%	343	6.0%	1.155	493	396	889
25 to 34	2,253	1,174	1,079	18.3%	18.9%	1,079	18.9%	1.155	1,356	1,246	2,602
35 to 44	1,925	986	939	15.4%	16.4%	939	16.4%	1.155	1,139	1,084	2,223
45 to 54	1,291	713	578	11.1%	10.1%	578	10.1%	1.155	823	667	1,491
55 to 59	432	240	192	3.7%	3.4%	192	3.4%	1.155	277	222	499
60 to 64	367	208	159	3.2%	2.8%	159	2.8%	1.155	240	184	424
65 to 74	699	406	293	6.3%	5.1%	293	5.1%	1.155	469	338	807
75 to 84	539	315	224	4.9%	3.9%	224	3.9%	1.155	364	259	622
85 and >	148	103	45	1.6%	0.8%	45	0.8%	1.155	119	52	171
TOTALS	12,124	6,407	5,717	100.0%	100.0%	5,717	100.0%		7,398	6,602	14,000

Assumes occupancy rate of 2.64 persons per household with a vacancy rate of 6%.

City of Nixa Population Projection
 Cohort Survival Approach 2002 - 2005
 Based on 1995 Projection Percentages

Cohort	Total Pop	# of Females	% of Total Pop		# of Males	% of Total Male Pop	Survival Rate		Survival Number		Fertility Rate by Mother Age	# of Births	Projected 2005		Total Projected 2005
			% of Total Female Pop	% of Total Male Pop			Females	Males	Females	Males			Females	Males	
< than 5	1,320	654	8.8%	10.1%	666	10.1%	0.999073	0.999135	653	666	0	0	777	810	1,587
5 to 9	1,130	562	7.6%	8.6%	568	8.6%	0.999999	0.998983	562	568	0	0	669	690	1,359
10 to 14	993	502	6.8%	7.4%	491	7.4%	0.999248	0.999564	502	491	0.00150	0.8	599	595	1,194
15 to 19	829	401	5.4%	6.5%	428	6.5%	0.996938	0.995983	399	427	0.05425	21.7	474	522	995
20 to 24	889	493	6.7%	6.0%	396	6.0%	0.995871	0.995728	491	394	0.14322	70.3	596	470	1,066
25 to 34	2,602	1,356	18.3%	18.9%	1,246	18.9%	0.996220	0.993019	1,350	1,237	0.11932	161.1	1621	1493	3,114
35 to 44	2,223	1,139	15.4%	16.4%	1,084	16.4%	0.993562	0.987868	1,131	1,071	0.02669	30.2	1354	1298	2,652
45 to 54	1,491	823	11.1%	10.1%	667	10.1%	0.994270	0.989256	819	660	0	0	993	788	1,781
55 to 59	499	277	3.7%	3.4%	222	3.4%	0.979112	0.962670	271	213	0	0	330	256	586
60 to 64	424	240	3.2%	2.8%	184	2.8%	0.968910	0.954237	233	175	0	0	285	209	494
65 to 74	807	469	6.3%	5.1%	338	5.1%	0.918456	0.890070	431	301	0	0	535	362	897
75 to 84	622	364	4.9%	3.9%	259	3.9%	0.875057	0.816190	318	211	0	0	400	257	657
85 and >	171	119	1.6%	0.8%	52	0.8%	0.511774	0.444637	61	23	0	0	93	30	122
TOTALS	14,000	7,398	100.0%	100.0%	6,601	100.0%			7,222	6,437		1,420.4	8,725	7,780	16,505

*Based on Christian County rates where births are equal to 33.4% of growth and migration is equal to 66.6% of growth; the City of Nixa used these same rates. Nixa's total births equal 1,112 or 33.4% of growth, and total migration equals 2,217 or 66.6% of growth, giving a total growth change of 3,329 persons.

City of Nixa Population Projection
 Cohort Survival Approach 2005 - 2010
 Based on 1995 Projection Percentages

Cohort	Total Pop	# of Females	% of Total Female Pop		# of Males	% of Total Male Pop		Survival Rate		Survival Number		Fertility Rate by Mother Age		Projected 2010		Total Projected 2010
			Females	Males		Females	Males	Females	Males	Females	Males	Females	Males	Females	Males	
< than 5	1,587	777	8.9%	10.4%	810	10.4%	0.999073	0.999135	776	809	0	0	894	953	1,847	
5 to 9	1,359	669	7.7%	8.9%	690	8.9%	0.999999	0.998983	669	689	0	0	772	811	1,583	
10 to 14	1,194	599	6.9%	7.6%	595	7.6%	0.999248	0.999564	599	594	0.00150	0.9	692	697	1,389	
15 to 19	995	474	5.4%	6.7%	522	6.7%	0.996938	0.995983	472	520	0.05425	25.6	542	615	1,157	
20 to 24	1,066	596	6.8%	6.0%	470	6.0%	0.995871	0.995728	593	468	0.14322	85.0	696	540	1,237	
25 to 34	3,114	1,621	18.6%	19.2%	1,493	19.2%	0.996220	0.993019	1,615	1,483	0.11932	192.7	1,876	1,732	3,608	
35 to 44	2,652	1,354	15.5%	16.7%	1,298	16.7%	0.993562	0.987868	1,346	1,282	0.02669	35.9	1,560	1,503	3,063	
45 to 54	1,781	993	11.4%	10.1%	788	10.1%	0.994270	0.989256	987	780	0	0	1,158	901	2,060	
55 to 59	586	330	3.8%	3.3%	256	3.3%	0.979112	0.962670	323	246	0	0	381	285	666	
60 to 64	494	285	3.3%	2.7%	209	2.7%	0.968910	0.954237	276	200	0	0	327	231	557	
65 to 74	897	535	6.1%	4.7%	362	4.7%	0.918456	0.890070	491	322	0	0	590	373	963	
75 to 84	657	400	4.6%	3.3%	257	3.3%	0.875057	0.816190	350	210	0	0	425	245	670	
85 and >	122	93	1.1%	0.4%	30	0.4%	0.511774	0.444637	47	13	0	0	69	16	85	
TOTALS	16,505	8,725	100.0%	100.0%	7,780	100.0%			8,545	7,617	1,700.4		9,983	8,902	18,885	

*Based on Christian County rates where births are equal to 38.6% of growth and migration is equal to 61.4% of growth; the City of Nixa used these same rates. Nixa's total births equal 1,298 or 38.6% of growth, and total migration equals 2,064 or 61.4% of growth, giving a total growth change of 3,361 persons.

City of Nixa Population Projection
 Cohort Survival Approach 2010 - 2015
 Based on 1995 Projection Percentages

Cohort	Total Pop		% of Total Female Pop		# of Females		% of Total Male Pop		# of Males		Survival Rate		Survival Number		Fertility Rate by Mother Age		# of Births		Projected 2015		Total Projected 2015
	Pop		Pop		Females	Males	Pop		Females	Males	Females	Males	Females	Males	Births	Females	Males	Females	Males		
< than 5	1,847		9.0%		894		10.7%		953		0.999073	0.999135	893	952	0	1002	1091	0	1002	1091	2,094
5 to 9	1,583		7.7%		772		9.1%		811		0.999999	0.998983	772	810	0	867	928	0	867	928	1,794
10 to 14	1,389		6.9%		692		7.8%		697		0.999248	0.999564	691	697	1.0	778	796	1.0	778	796	1,574
15 to 19	1,157		5.4%		542		6.9%		615		0.996938	0.995983	540	612	29.3	604	705	29.3	604	705	1,309
20 to 24	1,237		7.0%		696		6.1%		540		0.995871	0.995728	694	538	99.3	793	605	99.3	793	605	1,397
25 to 34	3,608		18.8%		1,876		19.5%		1,732		0.996220	0.993019	1,869	1,720	223.0	2115	1955	223.0	2115	1955	4,070
35 to 44	3,063		15.6%		1,560		16.9%		1,503		0.993562	0.987868	1,550	1,485	41.4	1751	1694	41.4	1751	1694	3,444
45 to 54	2,060		11.6%		1,158		10.1%		901		0.994270	0.989256	1,152	892	0	1316	1003	0	1316	1003	2,319
55 to 59	666		3.8%		381		3.2%		285		0.979112	0.962670	373	274	0	428	309	0	428	309	737
60 to 64	557		3.3%		327		2.6%		231		0.968910	0.954237	317	220	0	365	247	0	365	247	612
65 to 74	963		5.9%		590		4.2%		373		0.918456	0.890070	542	332	0	633	373	0	633	373	1,006
75 to 84	670		4.3%		425		2.8%		245		0.875057	0.816190	372	200	0	440	225	0	440	225	665
85 and >	85		0.7%		69		0.2%		16		0.511774	0.444637	35	7	0	50	8	0	50	8	57
TOTALS	18,885		100.0%		9,983		100.0%		8,902				9,801	8,739	1,970.5	11,142	9,937	1,970.5	11,142	9,937	21,080

*Based on Christian County rates where births are equal to 43.9% of growth and migration is equal to 56.1% of growth; the City of Nixa used these same rates. Nixa's total births equal 1,481 or 43.9% of growth, and total migration equals 1,893 or 56.1% of growth, giving a total growth change of 3,374 persons.

City of Nixa Population Projection
 Cohort Survival Approach 2015 - 2020
 Based on 1995 Projection Percentages

Cohort	Total Pop	# of		% of Total		# of Males	# of Females	Survival Rate		Survival Number		Fertility Rate by Mother Age	# of Births	Projected 2020		Total Projected 2020
		Females	Males	Female Pop	Male Pop			Females	Males	Females	Males			Females	Males	
< than 5	2,094	1,002	1,091	9.0%	11.0%	1,091	1,002	0.999073	0.999135	1,001	1,090	0	0	1099	1220	2,318
5 to 9	1,794	867	928	7.8%	9.3%	928	867	0.999999	0.998983	867	927	0	0	951	1036	1,987
10 to 14	1,574	778	796	7.0%	8.0%	796	778	0.999248	0.999564	778	796	0.00150	1.2	856	887	1,743
15 to 19	1,309	604	705	5.4%	7.1%	705	604	0.996938	0.995983	603	702	0.05425	32.7	659	788	1,447
20 to 24	1,397	793	605	7.1%	6.1%	605	793	0.995871	0.995728	789	602	0.14322	113.0	880	661	1,542
25 to 34	4,070	2,115	1,955	19.0%	19.7%	1,955	2,115	0.996220	0.993019	2,107	1,941	0.11932	251.5	2330	2155	4,485
35 to 44	3,444	1,751	1,694	15.7%	17.0%	1,694	1,751	0.993562	0.987868	1,739	1,673	0.02669	46.4	1920	1862	3,782
45 to 54	2,319	1,316	1,003	11.8%	10.1%	1,003	1,316	0.994270	0.989256	1,309	992	0	0	1460	1091	2,551
55 to 59	737	428	309	3.8%	3.1%	309	428	0.979112	0.962670	419	297	0	0	470	327	796
60 to 64	612	365	247	3.3%	2.5%	247	365	0.968910	0.954237	354	236	0	0	398	258	656
65 to 74	1,006	633	373	5.7%	3.8%	373	633	0.918456	0.890070	582	332	0	0	662	363	1,026
75 to 84	665	440	225	3.9%	2.3%	225	440	0.875057	0.816190	385	184	0	0	444	201	645
85 and >	57	50	8	0.4%	0.1%	8	50	0.511774	0.444637	25	3	0	0	34	4	38
TOTALS	21,080	11,142	9,937	100.0%	100.0%	9,937	11,142			10,958	9,775		2,223.8	12,164	10,853	23,017

*Based on Christian County rates where births are equal to 49.6% of growth and migration is equal to 50.4% of growth; the City of Nixa used these same rates. Nixa's total births equal 1,651 or 49.6% of growth, and total migration equals 1,677 or 50.4% of growth, giving a total growth change of 3,328 persons.

City of Nixa Population Projection
 Cohort Survival Approach 2020 - 2025
 Based on 1995 Projection Percentages

Cohort	Total Pop	% of Total		# of Males	# of Females	Total Pop	% of Total		# of Males	# of Females	Survival Rate		Survival Number		Fertility Rate by Mother Age	# of Births	Projected 2025		Total Projected 2025
		Female Pop	Male Pop				Females	Males			Females	Males	Females	Males			Females	Males	
< than 5	2,318	9.0%	11.2%	1,220	1,099	0.999073	0.999135	1,098	1,219	0	0	1182	1335	2,517					
5 to 9	1,987	7.8%	9.5%	1,036	951	0.999999	0.998983	951	1,035	0	0	1025	1133	2,158					
10 to 14	1,743	7.0%	8.2%	887	856	0.999248	0.999564	855	887	0.00150	1.3	923	969	1,892					
15 to 19	1,447	5.4%	7.3%	788	659	0.996938	0.995983	657	785	0.05425	35.6	706	862	1,568					
20 to 24	1,542	7.2%	6.1%	661	880	0.995871	0.995728	877	659	0.14322	125.6	958	710	1,668					
25 to 34	4,485	19.2%	19.9%	2,155	2,330	0.996220	0.993019	2,322	2,140	0.11932	277.0	2517	2327	4,844					
35 to 44	3,782	15.8%	17.2%	1,862	1,920	0.993562	0.987868	1,907	1,840	0.02669	50.9	2065	2006	4,071					
45 to 54	2,551	12.0%	10.1%	1,091	1,460	0.994270	0.989256	1,452	1,079	0	0	1587	1164	2,751					
55 to 59	796	3.9%	3.0%	327	470	0.979112	0.962670	460	314	0	0	505	339	843					
60 to 64	656	3.3%	2.4%	258	398	0.968910	0.954237	385	247	0	0	424	265	689					
65 to 74	1,026	5.4%	3.3%	363	662	0.918456	0.890070	608	323	0	0	677	347	1,024					
75 to 84	645	3.7%	1.9%	201	444	0.875057	0.816190	389	164	0	0	438	176	614					
85 and >	38	0.3%	0.0%	4	34	0.511774	0.444637	17	2	0	0	22	2	24					
TOTALS	23,017	100.0%	100.0%	10,853	12,164			11,978	10,693		2,452.1	13,029	11,633	24,663					

*Based on Christian County rates where births are equal to 55.5% of growth and migration is equal to 44.5% of growth; the City of Nixa used these same rates. Nixa's total births equal 1,801 or 55.5% of growth, and total migration equals 1,444 or 44.5% of growth, giving a total growth change of 3,245 persons.

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2003 Comprehensive Plan

Appendix C

2002 Traffic Counts

Table 6-1
City of Nixa, Missouri
Traffic Counts -- 1999 - 2002

Note: 1999 dates are not available

Street / Intersection	1999	2000		2001		2002	
	ADT	Date	ADT	Date	ADT	Date	ADT
NORTH - SOUTH STREETS							
Highway 160:							
South of Bentwater	21,561	10/16/00	27,096				
North of Tracker Rd.				9/19/01	23,047		
South of Tracker Rd.				9/19/01	23,942	10/28/02	25,035
North of Kathryn Dr.	21,511	10/18/00	28,796	10/9/01	21,237	11/1/02	24,023
South of Kathryn Dr.				10/9/01	23,587		
South of Northview Rd.				10/11/01	23,167		
South of Wasson Dr.	22,088	10/23/00	25,704	10/24/01	21,486	11/5/02	22,146
North of Hwy 14	19,185	10/2/00	23,450	10/29/01	20,646	11/6/02	24,060
South of Hwy 14				10/29/01	13,447		
North of South St.				12/18/01	13,994	11/5/02	13,323
South of South St.				12/18/01	7,258	11/5/02	11,216
Main Street:							
North of Hwy CC				12/6/01	11,519		
South of Hwy CC	9,308	10/23/00	10,878	12/6/01	9,964		
South of Tracker	9,125	10/23/00	9,401				
North of Aldersgate				12/4/01	6,930	10/28/02	11,882
South of Aldersgate				12/4/01	6,770	10/28/02	15,049
North of Northview				12/18/01	10,524		
South of Northview				12/18/01	10,394		
North of North St.				12/6/01	11,495	10/23/02	9,381
South of North St.		10/12/00	5,224	12/6/01	9,149	10/23/02	11,863
North of Hwy 14				12/3/01	5,707	11/6/02	10,770
South of Hwy 14				12/3/01	3,917	11/6/02	24,060
North of South St.				1/2/02	4,027	11/13/02	4,310
South of South St.				1/2/02	1,014	11/13/02	2,444
North of Willow	1,234	10/23/00	1,381				

Table 6-1, continued
City of Nixa, Missouri
Traffic Counts -- 1999 - 2002

Note: 1999 dates are not available

Street / Intersection	1999	2000		2001		2002	
	ADT	Date	ADT	Date	ADT	Date	ADT
NORTH - SOUTH STREETS							
Nicholas Rd. / M Highway:							
North of Tracker Rd.						10/17/02	1,133
South of Tracker Rd.						10/17/02	5,147
North of Hwy 14	4,292	10/25/00	4,818			10/17/02	6,949
South of Hwy 14		10/25/00	9,121			10/17/02	13,347
North of Bittersweet						10/22/02	4,270
South of Bittersweet						10/22/02	3,240
Gregg Rd.:							
North of Hwy 14	1,764	10/16/00	2,152	12/3/01	2,484	10/23/02	3,160
South of Hwy 14	5,199	10/16/00	6,343	12/4/01	13,656	10/23/02	7,256
North of Mathews Elem						10/22/02	4,715
South of Mathews Elem						10/22/02	3,944
Truman Blvd:							
North of Hwy 14				12/4/01	736		
South of Hwy 14				12/4/01	1,676		
Old Wilderness:							
North of Hwy 14				11/19/01	690		
Taco Bell Entrance:							
North of Hwy 14				11/19/01	1,450		
West Street:							
South of Hwy 14				11/14/01	1,359		
Village Center:							
South of Hwy 14				11/19/01	2,947		

Table 6-1, continued
City of Nixa, Missouri
Traffic Counts -- 1999 - 2002

Note: 1999 dates are not available

Street / Intersection	1999	2000		2001		2002	
	ADT	Date	ADT	Date	ADT	Date	ADT
NORTH - SOUTH STREETS							
McDonald's Entrance:							
North of Hwy 14				11/14/01	4,008		
Taylor Way (Comm. Center):							
At North St.						11/1/02	981
Tiffany Blvd.:							
South of Hwy 14						11/13/02	1,169
EAST-WEST STREETS							
Highway 14:							
East of Nicholas Rd.	15,637	10/25/00	11,136			10/17/02	13,347
West of Nicholas Rd.						10/17/02	7,915
West of Gregg Rd.				12/3/01	9,887	10/23/02	15,080
East of Gregg Rd.		10/16/00	14,711	12/3/01	16,112	10/23/02	14,753
West of Truman				12/4/01	15,733		
East of Truman				12/4/01	17,425		
East of West St.	15,637	10/2/00	18,897	10/23/01	18,897		
West of Hwy 160						11/6/02	22,024
East of Hwy 160						11/6/02	16,986
East of Village Center	12,540	10/2/00	14,658	10/29/01	15,617		
West of Main St.				12/3/01	17,118	11/6/02	14,024
East of Main St.				12/3/01	12,979	11/6/02	24,060
West of Tiffany Blvd.						11/13/02	13,044
East of Tiffany Blvd.						11/13/02	13,703
CC Highway:							
West of Main St.				12/6/01	5,337		

Table 6-1. continued
City of Nixa, Missouri
Traffic Counts -- 1999 - 2002

Note: 1999 dates are not available

Street / Intersection	1999	2000		2001		2002	
	ADT	Date	ADT	Date	ADT	Date	ADT
EAST-WEST STREETS							
Tracker Rd.:							
West of Nicholas						10/22/02	910
East of Nicholas						10/17/02	4,386
West of Hwy 160				9/19/01	7,178	10/28/02	5,103
East of Hwy 160				9/19/01	4,719	10/28/02	4,478
Kathryn St.:							
West of 160		10/18/00	4,240	10/9/01	3,627	11/1/02	1,922
Aldersgate Dr.:							
West of Main St.	2,548	10/12/00	4,758	12/6/01	4,056	10/28/02	5,935
East of Hwy 160	7,739	10/18/00	8,362	10/9/01	9,706	11/1/02	10,883
Northview Rd.:							
West of Hwy 160				10/11/01	3,938		
East of Hwy 160				10/11/01	7,286		
West of Main St.		10/12/00	5,248	12/18/01	4,644		
North St.:							
West of Taylor Way						11/1/02	2,897
East of Main St.	4,045	10/12/00	5,224	12/18/01	5,213	10/23/02	5,357
East of Missouri Ave.				12/6/01	2,895		
Wasson Dr.:							
West of Hwy 160				10/24/01	7,025	11/5/02	4,385
East of Hwy 160				10/24/01	6,797	11/5/02	6,662

Table 6-1, continued
City of Nixa, Missouri
Traffic Counts -- 1999 - 2002

Note: 1999 dates are not available

Street / Intersection	1999	2000		2001		2002	
	ADT	Date	ADT	Date	ADT	Date	ADT
EAST-WEST STREETS							
South St.:							
East of West St.				12/18/01	2,177		
West of Hwy 160						11/5/02	1,944
East of Hwy 160				12/18/01	11,121	11/5/02	9,596
West of Main St.						11/13/02	4,225
East of Main St.						11/13/02	4,484
West of Ozark St.				1/2/02	4,110		
East of Ozark St.				1/2/02	450		
Bittersweet Rd.							
At Nicholas Rd. / M Hwy						10/22/02	189
Mathews Elem School Entrance							
At South Gregg Rd.						10/22/02	1,798
Rosedale:							
West of Hwy 160				1/2/02	793		

2003 Comprehensive Plan

Appendix D

Focus Groups' Data

Growth Management

Economic Development

Transportation

Land Use

Parks and Recreation

The following lists of Strengths, Weaknesses, Opportunities and Threats were developed during a series of focus group workshops from July to October 2002. Participants brainstormed and discussed items, then each item was written down on flipchart paper. As a flipchart page was filled, the page was posted on the wall for all participants to see. It was the ideas written on these flipchart pages that fueled the discussion of strategic issues during the Friday workshop.

During these sessions, participants decided that “infrastructure” was defined as the actual pipes, wells, pumps, etc. that carry something to another place. “Utilities” were defined as the actual water, electricity, etc. that are carried by “infrastructure”. Streets are not included as part of “infrastructure” but are classified as a separate issue.

Also during the workshops, participants devised a list of strategic issues facing the City that related to that group’s topic. As part of the discussion, three primary questions were asked of each issue:

- What is the issue?
- Why is it an issue?
- What are the consequences if this issue is not addressed?

Growth Management

SWOT Analysis Results

Strengths

- New park / aquatic center / community center
- Park system: well-kept, good equipment
- Lots of green space
- Schools: education quality and facilities
- Geographic location: close to Springfield
- Planning for development
- Water and sewer systems capacities
- New City Hall, Utilities offices and Police station
- Financial stability
- Ability to stay in the City for services such as health care, home sundries, etc.
- Have niche industries such as boats and light manufacturing
- Low regional utility costs, especially gas and electric
- Overall quality of life
- Diversity of housing stock
- Perception as a “leader” and as a progressive community
- Availability of undeveloped property

- Cohesive Board of Alderman (at present)
- Stable City staff with low turnover
- “Ghetto” areas are relatively non-existent
- Diversity of religious opportunities
- Code enforcement and nuisance abatement are effective
- Low crime rate – feel safe in the community
- Two highways provide accessibility locally and regionally
- WalMart Supercenter
- Sense of community and high level of involvement
- Organizations work well together, community and government
- Close to lakes, national forest, natural resources
- Clean city, well cared for
- City looks “new”, not run-down
- Starting to get a variety of restaurants and other eating establishments
- Variety of retail / commercial businesses
- More stable land values

Weaknesses

- Highways divide the City of Nixa
- Accessibility to land adjacent to Hwy 160
- Not easy for kids to cross the highways
- Main Street doesn’t have a lot of businesses and buildings are in poor condition
- No “downtown” specifically defined
- Sinkholes / Karst topography limits land use
- Lack of employment opportunities within the City of Nixa
- People who work in Springfield have no incentive to shop here
- Low paying jobs in the City of Nixa
- Not a lot of professional offices in Nixa, such as doctors, attorneys, etc.
- Currently a bedroom community
- Negative impact on revenue sources from being a bedroom community
- Not as much community involvement from people who work in Springfield
- Can’t provide appropriate infrastructure to the intersection of Hwy 160 and Hwy CC such as water and sewer
- Growing away from Springfield rather than toward Springfield; limited opportunities available
- Not enough variety / diversity of shopping (men’s clothing, other specialty or niche stores)
- Drainage and stormwater management in certain places, safety versus system integrity
- Aesthetics of infrastructure
- Safety on rights-of-way in certain areas, such as drainage
- Not enough sidewalks
- Not enough neighborhood parks
- No easily accessible play areas for kids
- Not able to keep up with street improvements to address growth or past “errors”
- Absence of Planned Unit Development procedures

- Not enough east-west corridors south of Hwy 14
- Only one access to Springfield
- Limited personnel resources for providing services such as snow removal
- Not enough education of the public regarding certain City operations
- Lack of communication between the City and the County

Opportunities

- Availability of resources to handle more growth
- Kansas Expressway / Hwy 13 expansion
- Expansion of infrastructure
- Make Nixa more self-sufficient for utilities
- Develop long-term commitments for utilities
- Take advantage of regional economic development organizations
- Potential for specialized job opportunities
- OTC campus closer to the City of Nixa
- Communication between the City and the County
- Maintain quality City employees / staff and equipment
- Develop partnerships with schools to address growth with efficient resources
- Develop youth programs for positive activities
- More expansion of parks and recreational opportunities
- Encourage developers to include greenspace in new developments
- More north-south feeders to Springfield, either by expansion of existing roads or building new ones
- Identify and market to specific industrial partners
- New industrial parks for growth, focusing on niche or specialty companies
- Continue to bring population here and keep them here
- Advanced training and education available here
- New library branch in the City of Nixa
- Take advantage of aging baby boomers
- Regional hospitals and health care
- Large cemetery or other resting place
- Use retired people and volunteers to provide services

Threats

- Undesired land uses; unable to correct past actions
- Older areas could become blighted
- School district funding for growth is limited
- Protection of future roadway corridors
- Expansion of police and fire protection less than growth
- Increased crime rate
- Not enough activities for teens and “tweens” (kids ages 10-12)
- Lack of community action on some neighborhood problems
- Apathy of residents – will “talk-the-talk”, but not “walk-the-walk”
- No prosecutions of certain white-collar crimes such as bad checks; should work with the County

- Meth and other drug use and development
- Lack of enforcement of certain types of offenses, such as white-collar crime, bad checks
- Lack of City staff overall, including number of people and low salaries
- “Stretch the dollar” attitude; very low staff to population ratio compared to other cities
- “Above and beyond” work ethic is the expectation, which leads to burn-out of staff
- Not enough volunteers to fill all available slots
- Investment in infrastructure versus return on investment from development outside the City of Nixa Find a balance between accommodating growth and managing growth
- Fiscal impact analysis of the development at Hwy 160 and Hwy CC
- Extension of City services / utilities immediately outside of the urban limits placing a burden on current residents
- Potential financial limitations
- Deterioration of existing inner-city infrastructure as the limits are reached
- Overcrowded schools
- Labor / workforce quantity and quality
- Loss of industry / businesses due to lack of infrastructure
- Low income of residents affects housing; subsidized renters versus owners who live in the homes
- Potential shift in housing stock to lower quality / not well-maintained
- Growth patterns with regard to Ozark and Springfield; grow north and east first while we can, then grow south and west
- Availability of groundwater sources is limited

Strategic Issues

Issue 1. Planning Infrastructure for Development

It is an issue because:

- Will lose quality if we don’t plan
- It is the “hub” of growth
- Better to be proactive rather than reactive

Consequences of not addressing this issue:

- Historical experience tells us that we need to plan (“been there, done that”)

Issue 2. Maintenance of Existing Infrastructure

It is an issue because:

- Can’t rely on existing infrastructure to accommodate development of the periphery
- More spent on existing means less to spend on expansion
- Maintain high quality of services and stay compliant for safety and health regulations
- Saves money by maintaining rather than replacing

Consequences of not addressing this issue:

- Infrastructure problems will get worse
- Trickle-down effect will affect land values and housing quality causing people to leave

Issue 3: Maintenance and Expansion of the Street System

It is an issue because:

- Need to accommodate new growth
- Safety and convenience of residents
- Neighborhoods need to be accessible to feeder and arterial streets
- Maintain and improve connectivity and traffic flow

Consequences of not addressing this issue:

- Marginal accessibility for convenience and public safety
- Some businesses may suffer because of poor traffic flow
- Decreased land values and decreased sales tax revenues

Issue 4. Maintenance and Expansion of Utilities

It is an issue because:

- Need to maintain adequate supplies (water and electric)
- Utilities control things from accessibility to density to land costs
- No utilities available equals no growth

Consequences of not addressing this issue:

- Would slow or stop development
- Stagnated population growth
- Developers use other sources of utilities (wells, septic systems)
- Can affect community health issues

Issue 5. Opportunities for “Getting Around”

It is an issue because:

- There is no mass transit in town
- Sidewalk improvements are continuing
- City is split into four sections by Hwys 160 and Hwy 14
- Limited accessibility to Springfield (north-south) and regionally (east-west)
- Safety on rights-of-way
- Can’t easily get to various “nodes” (such as City Hall) within the City without a car

Consequences of not addressing this issue:

- Compromises safety
- Increases congestion
- Sacrifices the perception of being “one City”
- Neighborhoods and streets remain playgrounds; no way for kids to get to parks
- Decreased quality of life

Issue 6. Parking Opportunities

It is an issue because:

- Parking doesn't currently exist in some residential areas due to narrow street width
- Contributes to deterioration of neighborhoods
- Difficult to get in or out of some parking lots in commercial areas due to cross traffic
- On-street and off-street parking in neighborhoods blocks traffic and public safety vehicles

Consequences of not addressing this issue:

- Maintain status quo or worse
- More problems with public safety such as fire trucks and ambulances
- Narrow streets that are parked on both sides are not safe for kids
- No planned upgrade for older neighborhoods

Issue 7. Law Enforcement / Crime Prevention

It is an issue because:

- Response times have increased
- Increased number of calls for service
- Better sense of security
- Traffic safety
- Increased access to schools – have a presence there
- Increase in domestic violence and crime rate
- Growth brings in the best people and the worst people
- More diversity of call types
- Cultural and language difference create friction
- Unavailability of qualified officers

Consequences of not addressing this issue:

- Not enough manpower
- Need training on all types of issues
- Won't be able to keep high-quality personnel

Issue 8. Cultural Diversity

It is an issue because:

- Have other socio-economic groups moving in to the City of Nixa
- Can assimilate (positive) or be competitive (aggression)
- Have had problems in schools
- Teens protecting their “turf”; show they have ownership of the City of Nixa
- Few minorities or other cultures now, but that will change
- It is possible for “ghetto” mentality to develop when new residents don't feel like part of the City
- Neighborhood enclaves develop around cultures

Consequences of not addressing this issue:

- Stability of land values: quality versus ability to pay
- Education and quality of jobs decrease
- Appearance of the City not as nice
- Segregated areas create disunity

Issue 9. Fire Service and Emergency Medical Services (EMS)

It is an issue because:

- There is expansion of services – more types of calls and services
- Receive calls on situations not related to fire
- Getting more calls and have increased response time
- As baby boomers age, there are more medical calls

Consequences of not addressing this issue:

- No cooperation between Fire District and City means lower quality service and affects public safety
- No standards set for types of services and geographic location
- Residents do not know which organization provides which services

Issue 10. Community Involvement

It is an issue because:

- Creates a sense of community
- Need for bond issues, public safety, crime prevention
- Lots of volunteer opportunities
- Coalitions and partnerships developed
- Residents develop “ownership” of the City
- Overcome apathy
- Examine Nixa versus Christian County and the region to compare volunteer services

Consequences of not addressing this issue:

- Become diversified without pride in the City
- Create ghetto enclaves; neighborhoods against the City
- City Hall may become unapproachable and residents would not have input
- Costs the City to do things that volunteers would otherwise do
- Deterioration of the quality of life

Issue 11. Quality of City Staff

It is an issue because:

- Quality staff needed for providing quality services
- High demands from other jobs and markets
- Labor rates and wages competitive
- Plan for staff growth, not using stop-gap or temporary measures
- Environmental issues related to water and sewer staff
- City has high-stress jobs

- Need to see return on investment when employees are trained (police)
- Quantity alone not enough – need quality employees
- Legal liability issues from employees
- Availability of competent employees – putting a face with the voice on the phone

Consequences of not addressing this issue:

- Appearance of the City and facilities not kept up
- Would not be able to maintain greenspaces and parks
- Monthly administrative work, such as utility billing, with legal ramifications
- Decrease City’s public image

Issue 12. Develop relationships with the County and with property owners

It is an issue because:

- Using a three-tier planning approach involves City, County and property owners
- Assures that communication takes place
- Coordinated development and environmental impacts
- Work together toward mutual goals
- Maintain “presence” and contact between entities (school, county)

Consequences of not addressing this issue:

- City becomes reactive rather than proactive
- Revert to situation in the early 1990’s when there was almost no communication
- Segregating government entities
- Leads to lack of ownership (us versus them attitude)

Issue 13. Funding and Finance Growth

It is an issue because:

- Money makes things happen
- Directly related to community support (bond issues, taxes, etc.)
- Education on issues about bonds and taxes
- More education leads to more industry leads to more revenue leads to more education, etc.
- Need sound fiscal management and public perception of sound fiscal management
- Need to have accountability
- Market demand for services costs money
- Model for looking at the cost of development (impact fees?)
- Establish standards for approving development based on costs

Consequences of not addressing this issue:

- City would be bankrupt
- Growth would not pay for itself
- Would not be able to determine who pays for expansion and growth

Issue 14. Recycling Opportunities (related to services and the City's appearance)

It is an issue because:

- Recycling center helps keep trash out of landfills
- Need public information and education
- Things to encourage recycling, such as curbside pickup
- Having landfill in County would help decrease illegal dumping
- Demand for compost higher than supply
- Economics of recycling – need critical mass for resale of materials

Consequences of not addressing this issue:

- *(consequences were not discussed)*

Issue 15. Community Library and Cultural Activities

It is an issue because:

- People purchase a library card for Springfield's library
- County facility not convenient
- Would keep people here to spend money
- Staffing issues for library
- Citizens expect these types of services
- Facilities that are elsewhere would be in Nixa instead
- Positive effect on quality of life
- Positive revenue effects from people staying in Nixa
- "Pleasure" activities affect economic impact
- Create a holistic, self-sustaining community with sports, theater, etc.
- Helps move toward a self-sustaining community
- Balance small-town activities with big-city quality

Consequences of not addressing this issue:

- *(consequences were not discussed)*

Issue 16. Annexation

It is an issue because:

- Has significant effect on growth
- Only certain areas will grow
- Ability to "protect" corridors and plan for the future
- Be proactive so that other amenities can be available
- County is developing at an urban level immediately adjacent to City limits
- Involuntary versus voluntary annexation: could use involuntary annexation as a planning tool
- Communication levels and discussion before, during and after
- Have standards based on state statutes – could need more than that
- Reasons / goals for annexations

- Initiate new annexation legislation – if surrounded by the City, property would be automatically annexed within a certain number of years
- Use Neighborhood Improvement Districts (NIDs) for improvements when needed before initiating annexations

Consequences of not addressing this issue:

- *(consequences were not discussed)*

Issue 17. Environmental Concerns

It is an issue because:

- Water purity needs to be maintained
- Tree maintenance / disposal / renewal should be managed
- Arbor management is recommended
- Preserve existing trees when possible
- Model of City to see drainage and other features (geological and otherwise)
- Passive recreation issues need to be addressed
- Air quality needs to be monitored as industry and traffic emissions increase

Consequences of not addressing this issue:

- *(consequences were not discussed)*

Economic Development

SWOT Analysis Results

Strengths

- Good schools
- Location: close to Springfield but not a “traditional suburb”
- Centrally located (middle of the United States)
- Proactive police department / low crime
- Strong workforce – high quality and large number to draw from
- Close to major highways / airport / railroads
- Strong increase in assessed valuation of property
- Good communication, cooperation, and support between governments, businesses and other organizations
- Lower costs of development compare to other areas
- Low cost of utilities (and they work!)
- Lower cost of living
- City’s financial strength – we can do what we want to do
- Quality, affordable housing
- Strong support of businesses for each other
- Improving parks and recreational opportunities
- Current excess of capacity in utilities
- Strong residential base with continued growth
- Positive community attitude
- Having an industrial park

- Strong, active Chamber of Commerce
- Increased number of businesses
- Increased diversity – becoming self-sustaining
- Stable businesses – not as much turnover
- Access to higher education leads to higher quality workforce
- Strong emphasis on planning and being proactive
- Longevity and low turnover of City staff – staff has ownership of the community
- Continuing strong leadership – team effort
- Lack of political in-fighting within the City – cohesive
- Large inventory of undeveloped land for commercial, retail and/or industrial growth
- Presence of fiber optics and other technology
- Regional effort to improve arterial streets (Springfield, Branson, Ozark)
- Large regional workforce available for large employers
- Presence of well-established financial institutions
- Strong religious presence; variety of religions / denominations available
- Business owners are involved in the community
- Level of traffic on Highways 160 and 14
- Liberal sign ordinance – good for advertising
- Good place for retirees
- Local government willing and wanting input from citizens*
- Use of capital improvements*
- Keeping a keen eye on infrastructure – maintaining pace with development*
- Progressive fire department*

Weaknesses

- Lack of arterial streets for moving traffic – bottlenecks from neighborhoods to highways
- Lack of large businesses
- Not large enough job base
- People drive to Springfield to work (although percentage is dropping slowly)
- People don't shop here during the day – lack of daytime population
- Limited current school capacity – not keeping up quickly
- Lack of concept of what Nixa is
- Drawing baby boomers and older citizens
- Not “growing our own” to stay here
- Many people not involved; newer residents don't know others or know how to get involved
- When people are not involved, they don't know what is happening in the City
- No City-initiated industrial park with infrastructure already there
- Lack of cohesiveness in planning outside of the City
- Congestion at intersection of Highways 160 and 14
- Direct accessibility to Highway 160
- No completion schedule for improvements to Highways CC and 14
- Main Street traffic
- General traffic flow, within town and getting in and out of town
- Street maintenance and improvements can't keep up with growth

- Poor “streetscape” appeal – aesthetics of driving around the City
- Not enough north-south access to Springfield
- Access to I-44, Highways 60 and 65 not easy
- Geographical, geological and topographical restrictions to development
- Stormwater management / planning
- Lack of civic organizations (people are active in Springfield chapters during lunch hour)
- Lack of communication between governments and residents
- Business is spread out; people traveling through don’t know what is available away from the main highways
- Limited line of communication with the County; need coalition
- Sales tax revenue going to Springfield
- Can’t have direct rail service in Nixa
- No plan or prepared materials for marketing to potential industry or commercial businesses
- No formal master plan or market study including employment, economic base, etc.
- Haven’t looked at what types of businesses we already have or what types of businesses we need
- Lack of a good website
- Restricted in the types of industries we can attract
- No infrastructure for large industrial
- No land available within the current City limits for large industrial (would have to annex the land)
- Retail development incorporated with housing developments – bedroom community versus City*
- Decreased safety on Highway 160 due to speeding and running of stoplights*
- People using secondary streets as arterials to avoid traffic delays*
- City leaders don’t all live in the City (police chief cited as example)*

Opportunities

- Make positive use of topographical / geological problem areas, such as use as green-space
- Work with appropriate entities concerning traffic flow and volume
- Take advantage of location and regional amenities
- Use neighborhood or community improvement districts (NID or CID)
- Draw tourists here to benefit the City somehow
- Serve the retired community / population – attract and retain
- Develop marketing plans cooperatively for businesses
- Develop neighborhood concepts around community planning
- Increase communication between neighbors
- Create and maintain community spirit
- Develop and create community activities (theater, library, etc.)
- Attract specialized businesses of all sizes
- Regionalization of health care facilities
- Work with Springfield as it grows south concerning access and businesses available
- Create a City-managed industrial park

- Draw from OTC for easier access and labor
- Utilize school facilities for continuing education and employee training
- Increase and maintain a quality work force
- Keep people here who have grown up here
- Use current industry as a resource for attracting similar or other industries
- Attract long-term businesses that will stay in Nixa
- Compete successfully in the global economy
- Be proactive in helping residents save money on utilities (resource conservation, education campaigns, etc.)
- Grow current businesses
- Plan industrial / business park – can start from scratch
- Start to plan a new community center for the west side of the City
- Develop a historic district in the Main Street area
- Maintain connection and find balance between “old” and “new” parts of town
- Increase beautification efforts in the City, especially when driving on the Highways
- Bring in diversity of retail; increase types of products and services available
- Increase ability to be self-sustaining
- Examine different revenue structures to draw shoppers
- Examine each of the City’s “quadrants” to plan for services, schools, parks, etc.
- Extend utilities outside City limits to assure control later
- Develop plans for future planning, including maintenance of good relationships with property owners
- Purchase properties for future government use or sale
- Examine the use of impact fees for affected governments
- Develop and maintain utility sources, including electric, groundwater, etc.
- Work in conjunction with the surrounding cities as development approaches City limits to assure smooth transition*

Threats

- Springfield’s southward growth and other cities’ annexations toward Nixa
- Growing too fast for schools and governments to keep up
- State government – lack of grant funding and support for road improvements
- Keeping taxes low while growing
- Legislation changing tax structures, especially liberal use of sales tax to other government entities
- Undesired land use adjacent to and outside of the City
- Possibility of poor water quality in southwest Missouri
- Environmental changes that affect the City such as water quality and usage, electric
- Growth brings cultural diversity; current population not accustomed to it
- Competition from other communities; incentives offered to businesses
- Forgetting about existing development while planning new development
- Lack of maintenance of surrounding highways (I-44, U.S. 60 & 65, Kansas Expressway)
- Competition for development along Cheyenne Road
- Limited number of river crossings
- Bypasses planned too far from the City

- Relocation of businesses to be close to larger roads / arterials
- Deterioration of existing infrastructure if not maintained
- Growth patterns of Springfield and Ozark affecting Nixa's economic development and growth
- Lack of easy access to large highways – businesses won't come to Nixa
- Losing our quality job base if people can't work here and live here
- Become possible to "just live here" without support or ownership of community
- Educate children who then leave depletes the quality workforce
- Lack of cooperation between the City and the County continued
- Businesses and people going to other places due to lack of information about Nixa
- Increased land costs and lack of current facilities available; competition for businesses
- Overloading utilities with too much growth
- Not enough diversity of land uses – find balance between different types of residential, retail, commercial and industrial
- Not addressing housing needs to accommodate the population
- Wages earned versus cost of living – people can't afford to live here if they work here
- Not attracting businesses who pay enough for the employees to live here
- Lack of planning for future transportation needs

Strategic Issues

Issue 1: Funding Economic Development

It is an issue because:

- Money makes it happen, including coordination and organizing everything
- Everything we want to do costs money or takes time
- Used to develop interest and ownership
- Increases benefits from investment in economic development through grants and other outside funding
- Can be used for beautification, increasing civic pride

Consequences of not addressing this issue:

- Nothing happens or things happen more slowly
- People lose focus if there is no central point of organization
- Could be a lack of cohesiveness, with everyone doing his/her own thing

Issue 2: Transportation related to Economic Development

It is an issue because:

- The City caters more to vehicles than to pedestrian traffic
- We bring raw goods in and ship finished goods out
- People have to get to and from work
- Related services rely upon being able to get around
- Have to move customer base and labor to a work site
- Need to maintain user safety

Consequences of not addressing this issue:

- People will sit on Highway 160 for an hour-and-a-half getting home from work
- If traffic is gridlocked, can't move people or goods
- May lose potential businesses or residents if there's a perception of having too much traffic

Issue 3: Creating a Market Plan for the City

It is an issue because:

- The business environment is competitive and are pulled to various cities for various reasons
- Need to complete a needs assessment to identify problems
- Keep residents and organizations in the City (schools, City, Chamber, etc.) all going in one direction
- If people don't have the data they need to make location decisions, they won't consider Nixa as a possibility
- Currently have no avenue of communication to tell people that opportunities are here
- Would provide checks and balances for involved organizations
- Don't have maps of the City with advertising or other information

Consequences of not addressing this issue:

- Haphazard attraction of businesses instead of planned
- Other cities would get businesses instead of Nixa
- Potential conflict between organizations
- No way to measure progress or determine success
- Quality of life would deteriorate

NOTE: This issue would require some type of administrator to oversee and direct the actions directed by a market plan; many different options for this administrative oversight were suggested throughout the discussion.

Issue 4: Plan and maintain infrastructure related to Economic Development

It is an issue because:

- Concentrated planning and development affects infrastructure
- Businesses won't come here if the infrastructure isn't there and isn't properly cared for
- Businesses might leave if they can't grow at their current location
- Would prevent excess or shortage of the resource or infrastructure

Consequences of not addressing this issue:

- Depreciation of land values
- May leave poor impression upon first or other visits to the City
- City could lose its competitive edge
- Potential businesses wouldn't know where to go with questions about infrastructure
- Could possibly reduce revenues
- Less expensive to maintain than to replace
- Potential loss of new and/or existing industry

Issue 5: Planning for Development

It is an issue because:

- Land availability within City limits is finite
- Need to determine the economic needs of the community
- Location of industrial and commercial sites is important
- Plan for the segregation of land uses
- Use to measure progress
- Provide services and meet residents' needs
- Opportunities where the City gets the best value for its investment in infrastructure
- Communicates anticipated development activity
- Provides opportunity to communicate with other governments and organizations
- Is an organized means for all organizations to follow the same path

Consequences of not addressing this issue:

- Would not be able to think about or work on signs, beautification, City appearance
- Wastes resources
- Could create conflicts between land uses
- Would not control areas of growth; would not be proactive
- Would not maximize potential for development
- Detrimental to attracting firms from outside the City
- Negative effect on quality of life
- Diminishes the City's "desirableness"

Issue 6: Attracting new businesses

It is an issue because:

- Increases job base
- Increases land values and tax base
- More rounded community, more retail opportunities, more self-sufficient City
- More attractive to potential residents
- Diversifies industrial base – more recession-proof
- Increases wages paid
- Small business owners would be more interested in the community
- Different types of businesses would be possible (would need to determine which types were wanted)

Consequences of not addressing this issue:

- Stagnation or decline of the business community in Nixa
- Concept of the City or changes in the economy; would not be as adaptable

Issue 7: Maintain balance between housing / population and businesses

It is an issue because:

- Can't support regional economic businesses
- Would have to look for grocery and other services that would serve residents
- Need to have "critical mass" of population and housing for business to come

- Maintain a cycle of \$ from residents to \$ to businesses to \$ to other businesses, etc.
- Population, housing and business all overlap; each is not completely separate
- “Rooftops” drive retail

Consequences of not addressing this issue:

- Decreased quality of life
- Not as much reason to move here
- Construction / contractors work less, affecting cash flows and businesses from construction-related spending
- Lose ability and flexibility to address needs for schools, shopping and other services
- Bad economy could create major problems

Issue 8: Increasing revenue through Economic Development

It is an issue because:

- People need to shop in Nixa first
- Need to maintain tax base and local spending
- Should diversify with different types of businesses and set priorities for professional, service, industrial, etc.
- Wages depend upon skill level of labor needed and available

Consequences of not addressing this issue:

- Bad economy could significantly hurt revenues
- Increasing revenues affects the job market when examining skills versus wages

Issue 9: Develop and maintain jobs that keep people in Nixa

It is an issue because:

- Changing economy and technology affect the job market
- Changes in types of jobs available (telecommunications, biochemical)
- Trickle-down effect from diversity of jobs
- “Incubator industries” available to come here

Consequences of not addressing this issue:

- People may leave Nixa
- People may live in Nixa but work (and shop) in Springfield
- Lose a more skilled labor force
- Children and adult residents may not develop ownership of the community
- Has a direct effect on the local crime rate

Issue 10: Maintain and/or increase community involvement

It is an issue because:

- Some people only involved in one aspect of the community and don’t see the “big picture”
- Apathy of residents; don’t know and don’t care
- Communication and education about issues is important

- Provide support for revenue and bond issues; support comes from more than one organization
- Promote civic responsibility, including voting and participation in other activities

Consequences of not addressing this issue:

- Lose feeling of “one community”
- Would not have positive aspects or experiences here
- Loss of sense of security, crime awareness, low crime rate
- Decreased quality of life
- Could lose residents and/or businesses

Issue 11: Providing support for existing businesses

It is an issue because:

- Need to stay competitive to stay in business
- Businesses support the community in many ways
- Generates revenue for the City and other governments
- Opportunities for advertising, professional development and management training
- Chance for cooperation between governments and businesses
- Link governments and business through web or other technology support
- Businesses’ employees need to know about the community so they can provide assistance to visitors when needed

Consequences of not addressing this issue:

- Companies could go out of business
- Companies might relocate
- Negative image of the City through talking to other business owners, that no one cares and each business is on its own
- Less informal networking or assistance
- Businesses become less service-oriented and client-oriented

Transportation

SWOT Analysis Results

Strengths

- Street identification
- Good Street Department and superintendent
- Residential development mostly has streets in a “grid”
- Street Department can do many things in-house; no need for contracting a lot of work
- Good quality of new streets
- City has good street standards and codes that are being met and enforced
- Outstanding traffic enforcement
- MoDOT knows what the needs are for improving major roadways
- Street system serves as a regional corridor
- Strong community support for street improvement
- City participates financially with other governments for street improvements

- Close proximity to highways with controlled access
- Residential areas seem to have low traffic volume
- Good snow routes and quick snow removal
- Close to employment centers in Springfield for a short commute
- Member of Metropolitan Planning Organization (MPO), Southwest Missouri Council of Governments (SMCOG) and other regional organizations (planning and financing)
- Development pattern is compact, not sprawling
- Adequate street system for emergency response
- Preservation of corridors
- Good job of obtaining external funding
- Good job of managing high growth in short time (change management)
- Perception of a low number of vehicle accidents
- Good relationship with MoDOT
- City uses access management for streets
- City uses a regional planning approach and understands the needs
- City foresees problems and corrects them when they occur
- Leadership is receptive to non-conventional solutions and ideas
- Developing a mapping system

Weaknesses

- Some streets with heavy traffic weren't designed for high traffic levels
- Some streets not wide enough for emergency vehicles
- Lack of funding for all needs: to correct past errors, current needs or future needs
- Lack of left turn / center turn lanes
- Certain intersections need stoplights
- Need to synchronize stoplights throughout the City
- Traffic on Main Street very congested certain times of the day
- Limited control of Highway 160 north to Springfield
- Traffic flow when taking kids to and from school
- No pedestrian access to schools in most places
- No mass transit system
- Developers name their own streets – not consistent throughout the City (example given was Kathryn and Aldersgate)
- Too many regional entities who can't pool resources together
- Lack of interaction between the City and the County for street naming and for maintenance responsibilities
- Lack of education about jurisdictions of streets and highways
- Too many cul-de-sacs in some areas – no through streets make it difficult for school buses
- Limited right-of-way on older roads so improvements are not possible
- Some older roads do not have curb and gutter or sidewalk
- Lack of pedestrian crossovers or crosswalks on main highways
- Highway 14 already at capacity in many places
- Feeders and neighborhood streets are being used as collector streets as drivers try to avoid heavy traffic

- No major east-west arterial south of Highway 14
- Only one direct access to Springfield
- Bentwater subdivision has no northbound access to Hwy 160 without going southbound first
- Highway 160 projected to be three times capacity by the year 2020 and there are no plans to upgrade the highway
- Inadequate plans for additional north-south or east-west arterials
- Too much access on major highways and not enough outer roads
- Geological and topographical constraints for building new roads
- Drainage and stormwater issues still not resolved in some places
- Inadequate setbacks for future upgrades
- Changing from 4-lane highway to 2-lane highway south of Hwy 14 – needs to have longer merge lane past the stoplight
- Not enough time for pedestrians to cross busy streets before the stoplight changes
- Blind intersections due to parked vehicles
- No commuter parking lots for people who work in Springfield
- Not a lot of places for recreational transportation such as walking, bicycling, etc.
- Not enough right turn lanes at major intersections
- Use of chip and seal for pavement surfacing

Opportunities

- State legislation for upgrading development regulations for properties immediately outside of municipal boundaries
- State legislation for financing of roads and rights-of-way immediately outside of municipal boundaries
- Lack of interaction and cooperation with the County
- Gain credibility from being a member of regional organizations
- Create a traffic advisory board
- Complete joint projects with other jurisdictions such as the County, MoDOT and the MPO
- Find external funding for mass transit and other modes of transportation
- Development provides new routing for streets
- Encourage and facilitate carpooling for commuting
- Increased carpooling through marketing and public education
- Kansas Expy to come south from Greene County
- Extension of National Ave if topographical issues are overcome
- Possibility of funding enhancement / beautification through grants
- Examine innovative solutions to weaknesses and problems through developer agreements, Community Improvement Districts, etc.
- Develop a bicycle route program
- Develop a sidewalk program for older neighborhoods
- Work with the school district on sidewalks and other issues, including street widths for buses, turnouts, etc.)
- Cost-share on projects with MoDOT on state highways
- Implement “Traffic-calming” for slowing down traffic

- Obtain right-of-way for future roads
- Plan transit system for work and school
- Work with MoDOT on maintaining connections to state highways
- Focus on current versus new projects as per MoDOT funding
- Accelerating / decelerating lanes on major highways

Threats

- If there is no action there will be no improvements and traffic will be terrible
- Continued low-density development increases traffic
- Non-compliance with traffic laws
- No future MoDOT funding
- Psychology of urban sprawl – people always want to move outward
- Tax increases required for maintenance
- No economic growth or development
- Unprecedented growth without proper planning
- Short-term benefits versus long-term goals – using the “quick fix” instead of planning
- Increased road rage
- Increased congestion and accident rates
- Potential for federal legislation to cut funding or increase regulations
- Decreased air quality
- Not using a one-city viewpoint – focusing on neighborhoods rather than community-wide
- Lack of cooperation and/or communication between organizations and governments
- Proliferation of vehicles where only one person is in the car
- Increased emergency response times
- People using alternate forms of transportation without proper facilities for those forms (example given was golf carts with no sidewalks or paths)
- No safety for vehicles that move slowly or stop frequently (such as Postal Service vehicles and small school buses)

Strategic Issues

Issue 1: Serving an Aging Population

It is an issue because:

- People will need mass transit or alternative modes of transportation if they can't drive
- Safety could be compromised – slower reflexes
- Drivers who have poorer eyesight need larger signs and more lighting

Consequences of not addressing this issue:

- Increased accident rates and insurance premiums
- Senior population isolated – can't get goods or services
- People might move somewhere else where transportation is available

Issue 2: Public Safety

It is an issue because:

- Emergency response times should be as low as possible
- Pedestrians and bicyclists need to be safe
- People like to stay alive and healthy
- Need to encourage voluntary compliance with traffic laws
- Need adequate street lighting throughout the City
- No traffic advisory board to assist with safety issues related to transportation

Consequences of not addressing this issue:

- Increased accident and mortality rates
- Delayed response to emergency situations
- Decreased quality of life
- Kids not safe going to and from school or parks
- Where there are no sidewalks, parents have to drive, which increases traffic
- People will be afraid to walk or ride bicycles among vehicular traffic

Issue 3: Funding the maintenance and improvement of streets

It is an issue because:

- The City can't make changes if there is no money
- Service retention and improvements wouldn't be done
- There are limited revenues and revenue sources
- No one else will do the maintenance or improvements for us
- Need to make good use of the revenue we already receive

Consequences of not addressing this issue:

- Gridlock and congestion
- Decreased quality of life
- Could possibly stunt the City's growth
- Loss of economic development and the ability to attract businesses
- Decline of the local economy
- Decreased levels of service could lead to lower property values
- Development might be made piecemeal instead of all at once, creating problems for future planning

Issue 4: Manage access to arterials and some other streets

It is an issue because:

- Don't have money for all new streets, so maximize what is already there – get most “bang for the buck”
- Private businesses make it difficult to control access due to lack of understanding
- Safety of drivers and pedestrians is at risk
- Maintain traffic flow

Consequences of not addressing this issue:

- Increased accidents
- Increased gridlock if no synchronization of stoplights
- Works against beautification – so many “cuts” leaves no room for landscaping or other beautification

Issue 5: Planning the future local and regional thoroughfare system

It is an issue because:

- Need new arterials and connectors with new construction
- People are using residential streets as secondary arterials and collectors
- There would be a significant impact with City / County coordination
- Have to coordinate with the schools to manage traffic flows
- Potential for increased cooperation between area governments
- Would like to have a bypass west of the City
- Need to have action with the planning so that things are implemented

Consequences of not addressing this issue:

- Not enough right-of-way to expand for economic development
- Can't get to where we want to go – poor and/or heavy traffic flow
- Lose opportunity to develop / create new arterials
- Too much traffic on some streets if there are no other choices
- Would be reactive instead of proactive

Issue 6: Examine the possibility of mass transit

It is an issue because:

- Some people don't have a car or other means of transportation
- Roads are reaching saturation point
- Air quality is affected by heavy traffic
- Need to conserve resources (gasoline, etc.)
- Ages of the City's population – 26% of the City's population is too young (under 16) or too old (90 or older) to drive
- Possibility of federal funding can make it possible
- Need to expand or cooperate with the OATS program

Consequences of not addressing this issue:

- Someone else might offer transit alternatives from which the City would not benefit
- Could discourage potential residents / businesses from moving here
- Would use emergency services for transportation (such as taking an ambulance to get to the doctor's office)
- There would be more congestion as growth continues

Issue 7: Pedestrian Mobility

It is an issue because:

- People walk to get places
- There are safety and health benefits from walking
- Increased quality of life and recreational opportunities
- Knowing your neighbors increases the “one-city” perception we enjoy
- Provides ability for handicap access
- Shows need for marked crosswalks and signals or signs at intersections

Consequences of not addressing this issue:

- People drive for every trip needed
- Increased accidents, people hurt, injuries
- People stay within their own “quadrant” of the City – lose the “one-city” feeling
- Decreased health due to inactivity

Issue 8: Maintain working relationships with other governments and other individuals or groups regarding transportation

It is an issue because:

- Future projects will require cooperation and coordination
- It takes everyone to get a job done, especially financially
- No point in regional planning if there is no cooperation
- Regional economies and revenues are interrelated
- Relationships with developers increases the ability to affect changes
- Help to education the public about transportation needs
- Would have shared resources for planning and implementation

Consequences of not addressing this issue:

- Improvements, maintenance and/or construction would cost more in the long run
- Things wouldn’t get done
- Subdivisions would be built that blocked a planned right-of-way
- Wouldn’t or couldn’t pass funding issues on ballots

Issue 9: Land use versus transportation in terms of development

It is an issue because:

- They are interrelated – can’t tell which comes first
- Need to have sustainability
- Affects the levels and types of services that can be offered
- Tells us if the resources are there or not

Consequences of not addressing this issue:

- Resources might be wasted
- End results may not necessarily be what was desired
- May not get quality development
- People won’t know what it means to have a planned community

- Could negatively affect economic development
- Would not have the ability to balance growth and development with available resources

Land Use

SWOT Analysis Results

Strengths

- Location – proximity to Springfield
- Good schools
- Citizens supportive of schools and other organizations (such as bond issues)
- Good tax base / sales tax
- Leadership is interested in growth
- Diverse topography for different types of uses
- Good community reputation
- Land is available for growth
- Growth itself
- Proximity to major transportation routes
- Utilities are economical
- Have a small-town feel with lots of amenities
- Reasonable land costs – good value
- Plentiful groundwater and abundant natural resources
- Segregation between uses such as residential vs. commercial
- Commercial growth / retail opportunities are available
- Medical facilities coming to Nixa
- City is addressing stormwater issues
- Direct access to Highway 160 is limited
- Low crime rate
- Community facilities such as the Community Center
- Diverse housing available
- Good Fire Protection District
- Excellent web sites for the City, schools, etc. for getting information
- Pride in the community
- Quality of construction
- Sense of cooperation between governments, schools and other organizations
- Building codes are enforced equitably
- City owns electric distribution system
- Good water / well system
- Lots of community involvement, volunteerism
- Sewer capacity
- Excellent development opportunities available

Weaknesses

- Lack of secondary roads
- Poor quality of secondary roads

- Lack of coordination between the City and Christian County
- Not all cities have defined a “sphere of influence”
- Performance-based zoning in the County
- Irregular annexations
- Current annexation statutes
- Much of open land owned by people who are not willing to annex
- Inefficient capacity within certain areas of the City for streets, water, sewer, etc.
- Karst topography and sinkholes
- Lack of understanding and knowledge of sinkholes and available uses
- Quadrants created by Highways 160 and 14
- City is not “friendly” for bicycle and pedestrian traffic
- Lack of potential industrial sites
- Lack of first tier access to commercial zoned areas
- Price of commercial zoned land is too high in many areas

Opportunities

- Development of a golf course
- Bring in more industry
- Keep updating the comprehensive plan
- Regular meetings with the new County Commission
- Potential for coordination with the County and other cities
- Participation in regional planning throughout the MSA
- Available funding from outside sources
- Christian County Partnership meeting again
- Economic development and growth
- Smart Growth program available through the National Association of Realtors
- Planned unit developments
- Alternate uses for floodplains; examine other types of land uses
- Cooperation between developers and non-profit organizations and governments
- Using “non-traditional” zoning clusters
- Serve an aging population, including senior housing and assisted living
- Commercial development – strip development or arterial intersections
- Access management to balance traffic and business needs
- Ability to extend water and sewer service
- Control growth outside of the City through utility extensions
- Bring in more medical facilities
- Increase jurisdictional cooperation on infrastructure development, maintenance and upgrades (such as School District & County)
- Recruitment of industries and skilled trades
- New industrial park
- Aggressive annexation plan to accommodate areas poised for future commercial development
- Limited incentive programs for certain land uses (in partnership with the City)

Threats

- Poor economy / economic downturn
- Impact fees raised too high
- Perception of the City growing too fast
- Not enough public education or communication
- Poor planning / not enough foresight
- Overuse of natural resources
- Overcrowding the transportation system / exceeding traffic capacity of roads
- Not allocating or obtaining right-of-way before development
- Increased cost of development
- Competition from other cities and outlying areas
- Increased cost of land
- Development outside of City not meeting City development standards
- Growth outpacing City staff's ability to process and manage the growth
- Increased property or sales taxes
- Inability to extend infrastructure due to uncooperative property owners
- Conflicts with existing land use and development; mitigating incompatible land uses
- Deterioration of older properties / transitional uses
- Too many requirements for development
- Too long for permit approval / processing time
- Increased permit fees
- Non-cooperation between the City and the County
- Lack of conviction and participation in government
- Outstanding problems that have no easy solutions, such as roads
- Lack of balance of land uses
- Poor mix of tax base
- Limited properties on Highway 160 for larger developments
- No incentives for new companies versus giving incentives to new companies but not existing companies
- Increased utility costs
- Changing growth patterns before an area is built-out
- Lack of access will lead to diminished commercial development opportunities

Strategic Issues

Issue 1: Planning for future land use, both local and regional

It is an issue because:

- Nixa is not just growing in one direction
- Need to set aside land for parks, commercial, industrial, schools, etc.
- Need long-term planning, not just reacting to growth
- Analysis of where development already is versus where it could be has strategic implications
- Opportunity to encourage alternative development concepts such as Planned Unit developments or Cluster development would not be viable

Consequences of not addressing this issue:

- Would not have parks or defined areas for certain types of development
- Cost recovery takes time; would need to continue to provide services before funding was available from development
- Would not be able to take advantage of opportunities related to the new Ozark Technical College

Issue 2: Develop and maintain good relationship with the County and other jurisdictions

It is an issue because:

- Should cooperate to save money for taxpayers
- Need to protect rights-of-way for future use
- Need clear guidelines and standards for development
- Consistency of development – standards applied equitably
- School facility location affects surrounding land uses

Consequences of not addressing this issue:

- Loss of possible right-of-way opportunities
- City would not grow as quickly
- Decreased quality in development
- Might have to use involuntary annexation to protect right-of-way opportunities and needs

Issue 3: Voter apathy

It is an issue because:

- Can't get citizen input on issues
- Need educated or experienced people on Boards and Commissions

Consequences of not addressing this issue:

- Very few people make decisions that concern the whole City
- Difficult to pass funding issues on ballots without proper citizen involvement

Issue 4: Developing partnerships for infrastructure extension

It is an issue because:

- Need to look at sewer systems versus septic systems
- City would eventually be responsible for system problems
- Commercial versus residential use needs to be examined
- Possible lack of funding for maintenance or improvement within one government unit
- Could use leverage between jurisdictions for compliance
- Forces planned growth rather than reactive growth

Consequences of not addressing this issue:

- There would not be progressive growth – no control
- Some other community or the County would get new development but not the City
- If planning isn't inter-jurisdictional, can't effectively extend infrastructure in places

Issue 5: Awareness of other jurisdictions' standards and applying standards equally to all

It is an issue because:

- There have been problems with inequities in developer relations
- Need to maintain diversity of interests on Boards and Commissions
- Need to be more particular about Board and Commission members so that they have appropriate experience

Consequences of not addressing this issue:

- Development process becomes too political
- Could lose development to other places
- There would be no positive, consistent growth
- Developers would not know what to expect

Issue 6: Managing access to transportation

It is an issue because:

- Without access, commercial growth will not happen
- Existing businesses could suffer economic loss
- Could cause traffic congestion at certain intersections, both existing and new
- Commercial businesses typically help drive the local economy
- Balancing land use and transportation is necessary for development

Consequences of not addressing this issue:

- Missed development opportunities
- Slower economic development
- Dying or dead commercial areas (i.e. poor access will "kill" a shopping center)

Issue 7: Planning annexations

It is an issue because:

- Creates new land within the City's jurisdiction
- Allows the City to zone land for appropriate uses in advance of proposed development, thus "steering" future development
- Allows the City the greatest amount of control for future development, residential or commercial
- Creates development opportunities
- Possible to develop a Growth Boundary in order to manage growth effectively

Consequences of not addressing this issue:

- Loss of land to other jurisdictions
- Land developed in the County may not meet City codes when annexed
- Diminished development opportunities
- Makes land use planning less effective
- Less effective infrastructure planning for growth

Parks and Recreation

SWOT Analysis Results

Strengths

- Community Center
- Facilities are adequate for community and regional current populations, within time constraints
- Resources available for programs
- Community support
- Membership costs are affordable
- Shawna Flannery and the staff
- Pool and other amenities
- Administrative support from elected officials and other departmental staff
- City's contribution to support Parks and Recreation Department
- Partnerships with businesses, schools and other organizations
- Outside funding / grants
- Energetic community
- Diversity of age groups
- All ages participate and interact
- Senior citizen activities and participation
- High-quality programs offered
- Great safety record for staff and participants
- Availability of land for new parks and facilities
- Good reputation of the parks system
- Creative thinking of staff with new ideas
- Good educational opportunities to accommodate staff
- Colleges in the area provide staff and interns
- Availability of high school and junior high students for labor with the opportunity to learn
- Central location within the region
- Playground facilities and equipment
- Fully handicapped-accessible
- Good public relations – people come from throughout the region
- Good relationship with the school district
- Partnership with the Chamber of Commerce

Weaknesses

- Not enough neighborhood parks
- Fast growth – can't keep up with demand
- No stable funding source other than City's general fund
- Diversity and location of parks – currently all are in one area
- Parks and facilities are generally inaccessible by pedestrians or bicycles because of Highways 14 and 160
- Lack of trail system for walking or bicycling
- Need stronger community “buy-in” and involvement – need to make the Community Center the “center” of the community
- Pool serves as a regional facility – puts stress on the facility itself
- No regional “draw” for the City to show parks and recreational activities except during the summer – have the pool but nothing else “big”
- Lack of trust of the previous administration has effects today
- No golf course
- People are so new that they don't know anyone else – people don't know their neighbors
- Inadequate parks acreage for population
- Not enough softball, baseball and soccer fields
- Current facilities are stressed from overuse due to increase in population
- No indoor pool
- Need better communication tools, including the internet and e-mail
- Tendency to undervalue services and programs
- No standards for program cost recovery
- Offering more programs leads to needing more staff with longer working hours
- Need better signage at the facilities and need directional signs throughout the community

Opportunities

- Impact fees for new development
- Partner with other communities, governments, and OTC
- Use e-mail, the internet and web sites for communication
- Apply for more outside funding and grants
- Utilizing schools to expand programs
- Plan and preserve right-of-way, park lands right now so they're there for the future
- Be part of a regional trail system
- Expand before and after school programs
- Expand programs for younger and middle-age adults
- Offer weekend / one-day family activities
- Intramural sports
- Take advantage of resources available in the area
- Host business meetings and trainings
- Create sense of community through seasonal events (other than Sucker Days)
- Use relationship with the school district to increase sense of community
- Offer special programs before and after school for children in grades 5 – 8
- Better marketing for the parks and recreation programs within the City

- Participate more with St. John's once St. John's new facility is complete
- Participate in Welcome Wagon / Newcomers organizations
- Offer health-conscious programs and facilities
- Increased service to the senior citizen population
- More communication about facilities and programs
- Good planning – staying ahead of the curve and anticipating needs
- Serve teenagers through entertainment opportunities, such as a pep bus to high school away games
- Partnerships with landowners and developers for new parks
- Use Planned Unit Developments to increase amount of parks and greenspace
- Use proactive risk management to minimize liability

Threats

- Growth outpacing facilities and expansions
- Stable funding to maintain and develop new programs
- Maintenance of current facilities – guarding against overuse
- Changes in society and lifestyles throughout the U.S. (ie soccer versus baseball)
- Security and safety of participants
- Liability issues / risk management
- Decreased general fund revenues for as growth continues and funding has to go to other departments
- Land not preserved for future use; could lose the window of opportunity
- Competition from other programs and organizations
- Inability to retain high-quality staff
- Attempting to be everything to everyone – overextending staff and resources
- Stressing quantity over quality with facilities and programs
- Changes in trends over the years

Strategic Issues

Issue 1: Staffing / volunteer issues

Why is this an issue?

- Security / safety of participants
- Quality of staff and programs depends upon good staff

What are the consequences of not addressing this issue?

- Liability and lawsuits possible
- Less respect
- Poor participation
- Decreased participation leads to decreased revenues
- Affects life and health issues within the community

Issue 2: Funding sources

Why is this an issue?

- With increased growth, less money will be available for parks and recreation because it will go to other City departments
- Not an essential service, so it's easier to cut the budget
- Need to recover a certain percentage of program and facility costs
- Need a constant, reliable source of revenue

What are the consequences of not addressing this issue?

- Lose the ability to retain and hire staff
- Can't keep up with maintenance, can't build new facilities or parks
- Can't grow the parks system without the money needed to expand according to demand

Issue 3: Communication and marketing

Why is this an issue?

- Doesn't do any good to have programs if no one comes
- Need to educate and inform customers, especially about funding issues
- Need to know the trends in recreation
- Need to know how customers receive their information
- Increases community involvement and "buy-in"

What are the consequences of not addressing this issue?

- Ineffective in providing services
- Community not aware of facilities and programs
- Decreased trust and reputation

Issue 4: Serving pedestrians and bicyclists

Why is this an issue?

- Should provide ways for people to reach a destination as well as have accessibility to parks and facilities
- Provides passive recreation
- Need trail systems that connect
- Increase the number of people who are visible which increases the level of community policing-type activities; "getting to know your neighbors"

What are the consequences of not addressing this issue?

- Immobility of part of the City's population
- Increased reliance on vehicles
- Isolation of people who don't know their neighbors
- Decreased safety for children, pedestrians and others

Issue 5: Land acquisition and preservation

Why is this an issue?

- As the City continues to grow, have increased need for park land
- Once land is developed, the window of opportunity is closed
- Need more neighborhood parks – could use Planned Unit Developments to accomplish this

What are the consequences of not addressing this issue?

- Decreased health and environmental quality
- Lack of open space and green space
- Decreased choices available for recreation; should have land in all four quadrants of the City

Issue 6: Develop and maintain partnerships with other organizations

Why is this an issue?

- Provides monetary benefits to the City
- Helps to offset program and types of other expenses
- Need to work with the right type of businesses
- Opportunity to work with the school district and other organizations that have the same “customers” and share resources

What are the consequences of not addressing this issue?

- Many organizations try to do the same activity alone – stretches community resources too thin
- Can’t accomplish goals if we don’t work together
- “Just can’t do it” – provide high-quality programs and facilities to customers

Issue 7: Evaluation of programs and trends

Why is this an issue?

- Have to keep an eye on “what’s hot and what’s not”
- Assure that there is no duplication of services or programs
- Look at other areas and communities to see what they do
- Maintain high-quality programs

What are the consequences of not addressing this issue?

- Decreased reputation
- Decreased efficiency of service delivery
- Less participation / use of facilities

Issue 8: Maintenance and expansion of facilities

Why is this an issue?

- Continued growth means increased demand and use
- People's expectations are higher – they are used to having certain services and programs available
- Have to maintain facilities so we can use them for 60 – 70 years

What are the consequences of not addressing this issue?

- Can't expand services
- Deterioration of facilities
- Decreased quality of service and programs
- More vandalism – no pride or respect for facilities
- Affects all aspects of parks and recreation within the City

2003 Comprehensive Plan

Appendix E

Physical Environment

There are numerous elements of the physical environment which may enhance, or more often, constrain the direction and type of future growth of any community. These important physical variables include topography, geology, hydrology, weather and climate, geomorphology and soils. Evaluation of the physical environment allows for the identification of potential environmental constraints to development and the determination of environmental features which may be negatively impacted by urban development.

Topography

The City of Nixa is situated on the upland Springfield Plateau. The gently rolling landscape gives way to some steep slopes in the James River drainage basin along the northern edge of the City's planning area and along Finley Creek southeast of Nixa. Elevations range from a high of 1,325 feet above mean sea level in the southwest to a low of approximately 1,095 feet where the James River leaves the area. Slopes generally do not represent a serious hazard to development in the Nixa area.

The entire planning area is pock-marked with sinkholes, indicating that the surface topography is connected with the underground geological features. Sinkholes, which represent a potentially serious hazard to development in the Nixa area, are further discussed in the section on hydrology and drainage.

Geology

The Nixa area is underlain by two rock units and one unconsolidated unit. The majority of the region has Burlington-Keokuk limestone below the soil and the unconsolidated surface materials (or residuum). Weathering of the limestone bedrock has left the soil with a silt loam or cherty silt loam mixture. The depth through the soil and residuum to these bedrock units is greater than five feet throughout most of the planning area. The Burlington-Keokuk and Reeds Spring/Elsey rocks are found at the surface in a few places along the banks of the James River to the north and the Finley Creek tributaries to the southeast.

The Burlington limestone is generally flat lying with a slight westerly dip of one to five degrees north of the Battlefield Fault and an easterly dip south of the fault (Porter and Thompson, 1975). Weathering of the Burlington formation strongly influences the surface topography. The formation has an irregular surface containing many cutters and pinnacles with a known re-

lief of up to twelve feet (Porter and Thompson, 1975). Pinnacles of limestone pose a hazard and additional expense in excavating for foundations and footings.

Karst features are another geologic hazard in the Nixa area. Karst features (such as sinkholes, caves and disappearing streams) are potential avenues for ground water contamination. A potential hazard for shallow wells is created by these features, because polluted surface waters have direct access to the subsurface.

The Battlefield Fault (Sac River Fault) and lineaments are geologic features which pose a potential hazard for deep aquifer contamination. The Battlefield Fault strikes northwest, has a throw of up to 60 feet with the northeast being downthrown, and is characterized by a brecciated zone (McCracken, 1971). The brecciated area along the fault is a potential zone for pollutants to penetrate into the deep aquifers. Surface pollutants percolating down through this brecciated zone have a potentially rapid, non-filtered path into the upper end and lower aquifers. Similarly, lineaments may also be avenues for pollutants to reach the deep aquifers.

Hydrology and Drainage

The surface drainage of the Nixa planning area is divided between the James River to the north and the Finley Creek to the south. Approximately 70% of the area drains into tributaries of the James River and 30% drains into the Finley Creek. The James River carries approximately 176 cubic feet of water per second and the Finley Creek has an average discharge of 30 to 50 cubic feet per second; however, the flow for both streams fluctuates widely.

The area along the James River bordering the northern part of the planning area is mapped within the 100-year flood plain. Elevations lower than 1,130 feet are flood-prone and should not be developed with permanent structures. The intermittent stream located just to the southeast of Nixa is also listed as a flood-prone area but differs greatly from that of the James River. The James River has a wide flood plain ranging from 2,000 feet to 3,000 feet wide, while the flood-prone area southeast of Nixa is no more than 300 feet wide. The lower floor of the Aven Sink is also listed as a flood-prone area.

The Nixa Karst Field is located throughout the Nixa area but is most evident in the northwest. The Aven Sink and Deffenderfer Sink are located in Sections 2 and 3, Township 27N, Range 22W and Section 34, Township 28N, Range 22W. The west central section of that area drains to the Aven and Deffenderfer Sinks. Dye tests of the Deffenderfer Sink indicate that

Nixa Hydrology and Drainage Features



the drainage of this area enters the subterranean and resurfaces in Blue Springs, located in the Saunders Valley to the northwest of Nixa (see map on following page). Further studies of the sinkholes in the southern portion of the study area should be conducted to identify flow direction and characteristics.

There are over 265 sinkholes and 23 caves in the Nixa Karst area. Saunders Valley is an example of a sinking stream. The stream flow in this valley sinks and resurges at least five times before it enters a blind valley cave and eventually resurges at Blue Spring and flows into the James River (Porter and Thompson, 1975).

Studies show that the shallow aquifer is contaminated by animal and human wastes resulting in high coliform counts; water in the shallow aquifer has been declared unfit for human consumption. There is potential for the contamination of the deep aquifer as a result of improper casing of wells through the shallow aquifer. Data gathered by the Missouri Department of Natural Resources (DNR) to determine the extent of contamination of the deep aquifer in the summer of 1989 indicated a problem of well contamination in the Nixa area. More than 50% of the wells tested were listed as unsafe. Since the deep aquifer provides the majority of drinking water for the area's residences and businesses, actions have been taken to address the issue of groundwater contamination. In 1992, Christian County adopted regulations governing the installation, maintenance and repair of individual wastewater disposal systems in response to the growing concern for protection of groundwater quality.

Water Table

The average depths to the soil water table are divided into three groups: one to three feet below the surface ("perched"), four to six feet below the surface, and more than six feet below the surface. Approximately 50% of the area experiences a perched water table from December through April. The perched water table hinders construction and limits the area to homes and buildings without basements. The area in the flood plain along the James River has an average depth to the water table of four to six feet. Permanent structures should not be constructed in the flood plain.

The remainder of the area is not restricted by a shallow soil water zone except near sinkholes with slow drainage. A torrential downpour can cause karst areas with poor drainage to fill with water. A rapid rise in the soil water zone can cause problems for low-lying streets and

buildings with basements.

Soils

The Nixa planning area contains a variety of soils, but over 80% is covered with just three soil series — the Wilderness, Tonti and Goss. There are two major differences between the three soils in terms of development consideration. The Tonti soil is formed in wind-deposited materials called loess, whereas both the Wilderness and the Goss are formed in cherty limestone. Loessal soils tend to be of finer texture. The second major soil consideration which may affect development is the presence of fragipan in the Tonti and Wilderness soils. Fragipan appears as a cemented subsurface layer and restricts root penetration and the downward percolation of surface water; it restricts permeability. The major development considerations with respect to the soils in the Nixa area involve soil permeability and the perched water tables during the wet season. Due to the variability of soils throughout the Nixa planning area, construction should be preceded by an on-site inspection by a soil scientist to determine specific soil limitations for the development site.

Development Limitations

Certain soil characteristics of a soil can limit the type of suitable development for a piece of property. Building site development, recreational development, location of sanitary facilities and water management are all affected. The location of development on a particular piece of property can also be limited by the soils in the area.

Building Site Development

When planning for additional land uses and urban development, it is important to consider soil properties, site features and the observed / overall performance of the soils. Different types of development, such as buildings and roads, require a certain level of soil stability and strength. Table E-1 on the following page summarizes soil limitations that affect various types of development. Limitations are rated as slight, moderate and severe. “Slight” indicates that the soil and site features are generally favorable for that type of development. “Moderate” means that the soil and site features are not very favorable for that development and that special planning and design will be needed to minimize or overcome the limitations. Soils with “Severe”

limitations are very unfavorable for a specific type of development.

Recreational Development

In the case of recreational development, the degree of soil limitation is expressed in terms of slight, moderate or severe. “Slight” means that the soil is generally favorable and that limitations are minor and can be easily overcome. “Moderate” indicates that limitations can be overcome through planning and maintenance. “Severe” means that the soils are generally unfavorable for that development, and that the limitations could involve costly design, maintenance, and/or limited use. Table E-2 shows the Nixa area soil types related to various potential recreational uses.

Soils with slight limitations are those better suited for the various recreational areas. Captina soils are better suited for golf fairways and Needleeye soils are better suited for paths and trails. Both soils have low slopes (1% to 3%) and are not subject to frequent flooding. Peridge soils are better suited for camping areas, picnic areas, paths and trails, and golf fairways. They have low slopes (2% to 5%) are free from stones and boulders, and are not subject to flooding.

Sanitary Facilities

The issues of septic tanks, absorption fields and landfills are important to keep in mind when looking at the City of Nixa and the surrounding area. Christian County is covered by sinkholes and Nixa is no exception. Much of the area northwest of the City has sinkholes. These “sinks” greatly impact the location of future sewage lines and septic tanks.

It is important to consider the properties and abilities of the soils in the region when siting sanitary facilities. This will help in determining which soils are best suited for developing absorption fields as well as landfills. Table E-3 summarizes the data from the Nixa planning area and shows the limitations affecting the various types of sanitary facilities. The soil limitations are rated similarly to building site development. “Slight” indicates favorable conditions; “Moderate”, not favorable; and “Severe”, very unfavorable and difficult to overcome. A different rating system is used in determining suitability of the soils for use as daily cover for landfills. “Good” indicates that the soil and site features are favorable. Good performance and low maintenance can also be expected with these soils. A “Fair” rating means that the soils are

Table E-1
City of Nixa, Missouri
Soil Type and Building Site Development

Map Code	Soil Name	Shallow Excavations		Dwellings Without Basements		Dwellings With Basements		Small Commercial Buildings		Local Roads and Streets		Lawns and Landscaping	
		Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason
5C	Wilderness	Severe	Wetness	Severe	Wetness	Severe	Wetness	Severe	Wetness	Moderate	Wetness; frost action	Severe	Droughty
8B	Captina	Moderate	Too clayey; wetness	Moderate	Wetness	Severe	Shrink-swell; wetness	Moderate	Wetness	Severe	Low strength	Slight	--
8B	Needleeye	Severe	Wetness	Moderate	Wetness	Severe	Wetness	Moderate	Wetness	Severe	Low strength	Moderate	Wetness; droughty
21B	Peridge	Moderate	Too clayey	Slight	--	Slight	--	Slight	--	Severe	Low strength	Slight	--
43C	Goss	Moderate	Too clayey; large stones	Moderate	Shrink-swell; large stones	Moderate	Shrink-swell; large stones	Moderate	Shrink-swell; slope; large stones	Moderate	Low strength; frost action	Severe	Droughty
43D	Goss	Moderate	Too clayey; slope; large stones	Moderate	Shrink-swell; slope; large stones	Moderate	Shrink-swell; slope; large stones	Severe	Slope	Moderate	Low strength; slope; frost action	Severe	Droughty
44G	Goss	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Droughty; slope
44G	Gasconade	Severe	Depth to rock; slope; large stones	Severe	Depth to rock; slope; large stones	Severe	Depth to rock; slope; large stones	Severe	Depth to rock; slope; large stones	Severe	Depth to rock; slope; large stones	Severe	Large stones; slope; thin layer
45E	Clarksville	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Slope	Severe	Small stones; slope
81B	Tonti	Severe	Wetness	Moderate	Wetness	Severe	Shrink-swell; wetness	Moderate	Slope; wetness	Moderate	Low strength; wetness	Moderate	Wetness; droughty; small stones
92A	Cedargap	Moderate	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding
92A	Secesh	Moderate	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Moderate	Large stones; flooding
93A	Cedargap	Moderate	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Severe	Flooding	Severe	Small stones; flooding

Table E-2

City of Nixa, Missouri
Soil Type and Recreational Development

Map Code	Soil Name	Camp Areas		Picnic Areas		Playgrounds		Paths and Trails		Golf Fairways	
		Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason
5C	Wilderness	Severe	Wetness	Moderate	Wetness; small stones	Severe	Wetness; small stones	Moderate	Wetness	Severe	Droughty
8B	Captina	Moderate	Wetness; percolates slowly	Moderate	Wetness; percolates slowly	Moderate	Slope; wetness; percolates slowly	Severe	Erodes easily	Slight	--
8B	Needleye	Moderate	Wetness; percolates slowly	Moderate	Wetness; percolates slowly	Moderate	Slope; wetness; percolates slowly	Slight	--	Moderate	Wetness; droughty
21B	Peridge	Slight	--	Slight	--	Moderate	Slope	Slight	--	Slight	--
43C	Goss	Moderate	Slope; small stones	Moderate	Slope; small stones	Severe	Small stones	Slight	--	Severe	Droughty
43D	Goss	Moderate	Slope; small stones	Moderate	Slope; small stones	Severe	Slope; small stones	Slight	--	Severe	Droughty
44G	Goss	Severe	Slope	Severe	Slope	Severe	Slope; small stones	Severe	Slope	Severe	Droughty; slope
44G	Gasconade	Severe	Slope; depth to rock	Severe	Slope; depth to rock	Severe	Slope; small stones; depth to rock	Severe	Slope; large stones	Severe	Slope; large stones; thin layer
45E	Clarksville	Severe	Slope; small stones	Severe	Slope; small stones	Severe	Slope; small stones	Severe	Small stones	Severe	Slope; small stones
81B	Tonti	Moderate	Wetness; percolates slowly; small stones	Moderate	Wetness; percolates slowly; small stones	Moderate	Slope; wetness; percolates slowly	Severe	Erodes easily	Moderate	Wetness; droughty; small stones
92A	Cedargap	Severe	Flooding	Severe	Flooding	Severe	Flooding	Moderate	Flooding	Severe	Flooding
92A	Secesh	Severe	Flooding	Slight	--	Moderate	Small stones; flooding	Slight	--	Moderate	Large stones; flooding
93A	Cedargap	Severe	Small stones; flooding	Severe	Small stones	Severe	Small stones; flooding	Severe	Small stones	Severe	Small stones; flooding

moderately favorable for that use, but one or more properties of the soil make it slightly less desirable. Soils rated “Poor” are those that have one or more properties unfavorable for the use. Overcoming these limitations would require special design, extra maintenance and additional costs.

None of the soils in the Nixa area are very favorable for daily cover for landfills, but the Peridge soils would probably be the best option for development. The Gasconade soils are unsuitable for on-site waste disposal because of their slope and shallow depth to bedrock. Flooding makes the Cedargap-Secesh and Cedargap (93A) soils unsuitable for on-site waste disposal. The Tonti, Captina-Needley, and Wilderness soils are unsuitable for septic tank filter fields because of their slow permeability and seasonal wetness.

The Clarksville soils are generally suitable for sewage lagoons because of seepage and slope. The Goss and Peridge soils are better suited for on-site waste disposal, sewage lagoon areas, and septic tank filter fields as long as proper design and construction techniques are used. With the Goss soils, stones should be removed from the site. Sites on all of these soils should be properly sealed in order to compensate for moderate permeability and prevent seepage.

Climate

The Nixa area has a humid continental climate, characterized by mild winters and hot summers. The average yearly temperature is in the fifties (F^o) and the average relative humidity is 73%. Total precipitation for years of record range from a low of 25.21 inches in 1953 to a high of 63.19 inches in 1990, with an average annual precipitation normally ranging between 30 to 50 inches.

Soils in the Nixa area have a moisture capacity ranging from 1.77 inches to 2.07 inches, depending on the soil series. This variability of available soil moisture is such that, when precipitation is in excess, erosion rates will increase on soils with low storage capacities. Likewise, in dry years, soils with low storage capacities will dry out severely, resulting in loss of vegetative cover and enhanced susceptibility to erosion. Erosion by running water is an active geomorphic process in the Nixa area during nine months of the year, but more common during the fall and winter seasons.

Table E-2

City of Nixa, Missouri
Soil Type and Recreational Development

Map Code	Soil Name	Camp Areas		Picnic Areas		Playgrounds		Paths and Trails		Golf Fairways	
		Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason	Rating	Reason
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8B	Needleye	Moderate	Wetness; percolates slowly	Moderate	Wetness; percolates slowly	Moderate	Slope; wetness; percolates slowly	Slight	--	Moderate	Wetness; droughty
21B	Peridge	Slight	--	Slight	--	Moderate	Slope	Slight	--	Slight	--
43C	Goss	Moderate	Slope; small stones	Moderate	Slope; small stones	Severe	Small stones	Slight	--	Severe	Droughty
43D	Goss	Moderate	Slope; small stones	Moderate	Slope; small stones	Severe	Slope; small stones	Slight	--	Severe	Droughty
44G	Goss	Severe	Slope	Severe	Slope	Severe	Slope; small stones	Severe	Slope	Severe	Droughty; slope
44G	Gasconade	Severe	Slope; depth to rock	Severe	Slope; depth to rock	Severe	Slope; small stones; depth to rock	Severe	Slope; large stones	Severe	Slope; large stones; thin layer
45E	Clarksville	Severe	Slope; small stones	Severe	Slope; small stones	Severe	Slope; small stones	Severe	Small stones	Severe	Slope; small stones
81B	Tonti	Moderate	Wetness; percolates slowly; small stones	Moderate	Wetness; percolates slowly; small stones	Moderate	Slope; wetness; percolates slowly	Severe	Erodes easily	Moderate	Wetness; droughty; small stones
92A	Cedargap	Severe	Flooding	Severe	Flooding	Severe	Flooding	Moderate	Flooding	Severe	Flooding
92A	Secesh	Severe	Flooding	Slight	--	Moderate	Small stones; flooding	Slight	--	Moderate	Large stones; flooding
93A	Cedargap	Severe	Small stones; flooding	Severe	Small stones	Severe	Small stones	Severe	Small stones	Severe	Small stones; flooding

leave blank

2003 Comprehensive Plan

Appendix F

Resolutions Amending the 2003 Comprehensive Plan

RESOLUTION NO. 2005-61

**A RESOLUTION AMENDING CHAPTER 7
OF THE 2003 COMPREHENSIVE PLAN:
CITY OF NIXA, MISSOURI TO INCLUDE
A FUTURE LAND USE DESIGNATION MAP**

Be it resolved by the Board of Aldermen of the City of Nixa, Missouri as follows:

That Chapter 7 of the Comprehensive Plan shall be amended to include the attached Future Land Use Designation Map.

This Resolution shall be in full force and effect from and after the date of its passage.

Passed and approved this 23rd day of June, 2005.



Mayor

ATTEST:



City Clerk

RESOLUTION NO. 2006-62

**A RESOLUTION OF THE BOARD OF ALDERMEN
OF THE CITY OF NIXA AMENDING
CHAPTER 6: TRANSPORTATION
OF THE CITY OF NIXA COMPREHENSIVE PLAN**

BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF NIXA,
MISSOURI AS FOLLOWS:


That Chapter 6: Transportation of the City of Nixa Comprehensive Plan is amended to
include a revised Traffic Circulation Map and revised classifications for streets.

Passed and approved this 12th day of June, 2006.



Mayor

ATTEST:



City Clerk

RESOLUTION 2006-41

**A RESOLUTION OF THE BOARD OF ALDERMEN
OF THE CITY OF NIXA, MISSOURI,
AMENDING CHAPTER 8 OF THE 2003 COMPREHENSIVE PLAN
TO INCLUDE THE 2006 PARK, BICYCLE AND
PEDESTRIAN MASTER PLAN**

BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF NIXA AS FOLLOWS:

Chapter 8 of the 2003 Comprehensive Plan shall be amended to include the Nixa Park Department Bicycle and Pedestrian Master Plan "The Plan".

Passed and approved this 10th day of April, 2006.



Mayor

ATTEST:



City Clerk