



BUFFALO



COMPREHENSIVE PLAN

2018





Adoption Resolution

RESOLUTION NO. 2018-03
RESOLUTION ADOPTING THE BUFFALO COMPREHENSIVE PLAN

WHEREAS, it is in the best interests of the City of Buffalo to update their plan – adopted in 1995 – to establish guidance for the future growth of the City and that promotes the health, safety and welfare of the public, protection of the natural and man-made environment, and the efficient use of resources; and

WHEREAS, the City of Buffalo contracted with the Southwest Missouri Council of Government which conducted extensive study and has developed a Comprehensive Plan for the City of Buffalo; and

WHEREAS, proper notice was published in the Buffalo Reflex, which has general circulation within the City of Buffalo, at least fifteen (15) days prior to the public hearing; and

WHEREAS, the President of the Planning Commission of Buffalo, Missouri called the meeting to order and opened a public hearing for the Buffalo Comprehensive Plan on August 30, 2018; and

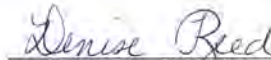
WHEREAS, the report titled “Buffalo Comprehensive Plan”, maps, and charts were discussed; and

WHEREAS, it was moved and seconded that the report titled “Buffalo Comprehensive Plan”, maps, and charts contained therein, be approved as the Comprehensive Plan for the City of Buffalo, Missouri, and that copies to be certified to the Board of Aldermen and City Clerk, and that one (1) copy be recorded in the office of the Dallas County Recorder of Deeds; and

WHEREAS, the motion carried unanimously.


NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Buffalo, Missouri, that said Comprehensive Plan and all maps and charts included therein are hereby adopted.

Passed and Adopted by the Planning Commission on this 30th day of August 2018.



President, Buffalo, Missouri
Planning Commission

ATTEST:



Secretary, Buffalo, Missouri
Planning Commission

City Officials



Mayor

Brandon Kenall

Board of Aldermen:

Jason Umbarger – Ward 1

Jamie George- Ward 1

Scott Decker – Ward 2

Brandon Stewart – Ward 2

James Ferrell – Ward 3

Terry Lane – Ward 3

Planning & Zoning Commission

Terry Lane

Gary Stephenson

Bill Hensen

Troy Abmeyer

Jack Dill

Denise Reed





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01 | Introduction

Planning Principles

Community planning provides an opportunity for a community to come together. Elected officials, government employees, business and industry leaders, and citizens work together to develop a cohesive long-term vision for the community. Professional planners help facilitate the process, gathering data and information and providing valuable expertise. It is the role of the planner to guide the community in creating a valuable set of goals and objectives to drive future decisions.

Planning Process

A good planning process should reflect seven principles:

- **Comprehensive**- all significant options and impacts are considered.
- **Efficient**- the process should not waste time or money.
- **Inclusive**- people affected by the plan have opportunities to be involved.
- **Logical**- each step leads to the next.

- **Informative**- results are understood by stakeholders (people affected by a decision).
- **Integrated**- individual, short-term decisions should support strategic, long-term goals.
- **Transparent**- everybody involved understands how the process operates. (Litman, 2013)



The Seven Principles of the Planning Process

Introduction

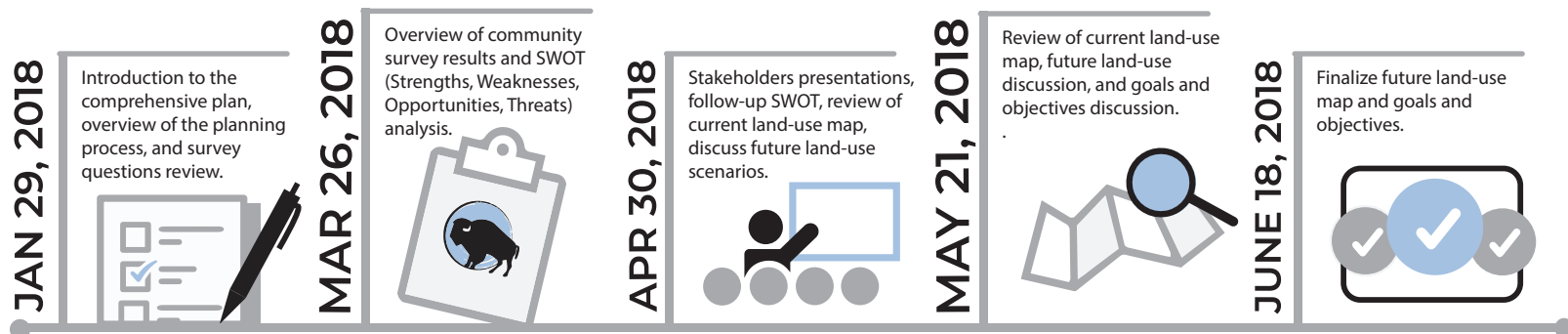


Buffalo utilized a planning committee with members from various interests in the community. The committee members include:

- **Brandon Kenall** | Buffalo Mayor
- **Bill Monday** | O'Bannon Bank & Dallas County Community Foundation
- **Clara Boggs** | Buffalo Chamber of Commerce Chair
- **Ed Pyatt** | Local Business Owner & Resident
- **Hollie Elliott** | Dallas County Economic Development
- **Myra Glor** | Retired Teacher & Resident
- **Nicole Bryan** | Local Business Owner & Resident
- **Suzanne Powers** | Dallas County R-I School Board
- **Tanya Watson** | Buffalo Chamber of Commerce
- **Terry Lane** | Buffalo Alderman & Dallas County Emergency Management
- **Debby Polston** | Buffalo City Treasurer
- **Martha Swearingin** | City Clerk

The Southwest Missouri Council of Governments (SMCOG) staff facilitated a series of meetings through the planning process.

Meeting dates and topics are provided below.





Introduction



Buffalo's Open House Public Meeting

A community-wide survey was available online for residents to provide input from February 15 - March 18, 2018. A link was placed on the SMCOG website and provided on the City of Buffalo website. A press release was sent to the Buffalo Reflex and an article printed on February 21, 2018 notifying residents of the opportunity to weigh-in on Buffalo's future.

Additionally, the City included hard copies of the survey with water bills and collected completed surveys at City offices.

The City of Buffalo and SMCOG planners hosted a public open house on July 30, 2018 at the City Municipal Building. This provided residents the opportunity to offer input and feedback on maps and goals and objectives. Resident feedback is provided in **Appendix A**.

Introduction



Purpose of the Comprehensive Plan

The 2018 Buffalo Comprehensive Plan should help to guide and direct future decision making. A comprehensive plan has a long-range perspective, looking 10-20 years in the future. This document is an update to the 1995 Buffalo Comprehensive Plan, and reviews existing conditions, provides recommendations for land-use and development, city services, community facilities, retention and expansion of the community economy, improved transportation, and protection of natural environment and public health. A comprehensive plan provides a legal basis for land-use regulations and guide for the City and capital improvements. (Daniels, Keller, Lapping, Daniels, & Segedy, 2007)

Within this document are established goals and objectives to be used as an outline for future public official decision making. Actions and implementation strategies are also provided to give the community specific steps to take to accomplish the developed goals and objectives. Included in this plan are recommendations

for future-land use and improved transportation.

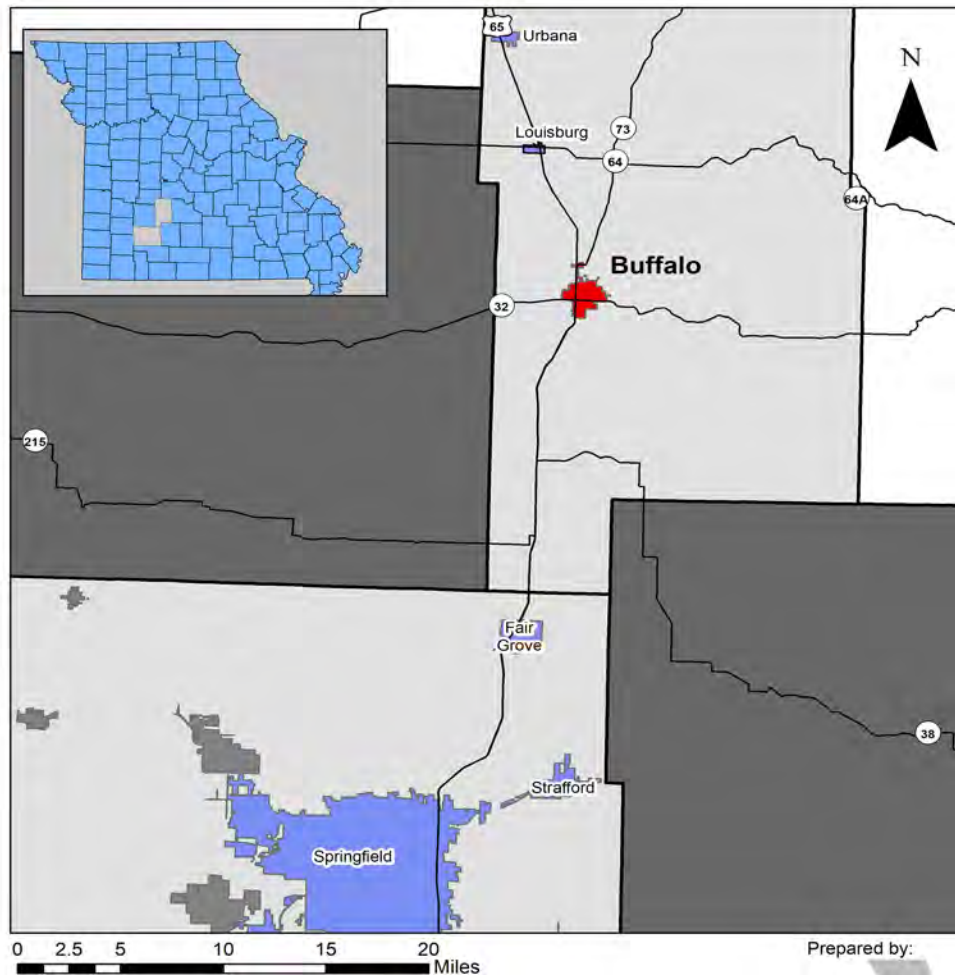
Note: a comprehensive plan is not a legally-binding document but may be used to uphold decisions of the municipality. Policy and development decisions should have basis in the adopted plan, which was developed with community input. The plan provides a guide for future decision making to promote the health, safety, and general welfare of the community.

Community Overview

Buffalo is located in central Dallas County, approximately 30 miles north of Springfield in southwest Missouri. Buffalo is the county seat and the largest incorporated community in Dallas County. Figure 1.1 (see next page) shows the location of Buffalo in relation to surrounding communities.



Introduction



The city has experienced some growth over the past several decades, likely due to the location along State Highways 65 and 32. Highway 65 runs north-south through the community and Highway 32 runs east-west. Buffalo is in the 129th State House of Representatives District, the 28th State Senatorial District and the 4th U.S. House of Representatives District.

Figure 1.1 Buffalo Location

02 | History & Demographics



Buffalo began as a settlement on land owned by Martin Randleman and William E. Williams. The initial residents built the first buildings in 1838, and the town was officially founded in 1839. Situated on the edge of the Buffalo Head Prairie and the Niangua River hills and woodlands, Buffalo was first surveyed in 1841 and built its first post office in 1845. “Buffalo” comes from the Buffalo Head Prairie, which is named after an 1833 event when one of the first settlers, Mark Reynolds, drove a buffalo skull through a stake in the ground and declared it a monument.

During the Civil War, Buffalo and Dallas County were pro-Union, which led to the area experiencing many raids. Confederate troops damaged much of the city, the most notable of which occurred in 1863, when the county courthouse was burned to the ground then in 1864, a Methodist Church that was being used as a temporary county courthouse was also burned.

In the years following the Civil War, a railroad was expected through Buffalo and the surrounding counties. The county issued

\$250,000 in bonds between 1868 and 1871. The rail beds and bridges were partially constructed; however, no railroad was ever laid. Because of this, Dallas County residents refused to pay back bondholders, which led to a frenzy of bondholders suing the county. By 1906, the debt had grown to over \$2 million, and citizens were still refusing to pay. It wasn’t until 1919 that the citizens of Buffalo and Dallas County finally agreed to a tax that would collect money to pay a greatly reduced amount of \$300,000 back to the bondholders, and the final payment was made on July 1, 1940, 72 years after the bonds were first issued.

Since WWII, Buffalo has seen steady growth thanks to the city’s growing economy and its proximity to Springfield. Although many people are now working in light industry or commuting to Springfield for service sector jobs, many residents in and around Buffalo still make their living through agriculture, primarily with livestock, lumber, and grain farming. Buffalo has been able to prosper throughout the start of the new millennium.



History & Demographics

Demographics

Understanding the demographic trends of Buffalo today, helps plan for the Buffalo of tomorrow. This section provides a demographic analysis of Buffalo.

Population Growth Trends

Buffalo, along with the other communities in Dallas County, have experienced steady growth over the past 30 years. This is likely due to the emergence of Springfield as an economic center and increased development in the area. The need for affordable housing, easy commutes to employment, and the small town atmosphere have all contributed to the attraction of young families and retirees to Buffalo. However, between 2000 and 2010, population growth rate declined, likely due to the economic recession that occurred in 2007.

Population Projections

In order to help plan for the future, population projections have been developed for the next three decades. Projections are based on the past trends of the city, and it is assumed that Buffalo will continue to experience a slight rate of population growth.

Household Characteristics, 2000-2010

	# of Occupied Households (2000)	# of Occupied Households (2010)	# of Family Households (%)	# of Non-Family Households (%)	Family w/ Children <18 yrs (%)	Average Household size
Buffalo	1213	1266	739 (58.4%)	527 (41.6%)	487 (38.5%)	2.1
Louisburg	56	57	29 (51.0%)	28 (49.0%)	20 (34.7%)	3.2
Urbana	173	163	106 (65.2%)	57 (34.8%)	66 (40.4%)	2.2
Dallas County	6030	6524	4756 (72.9%)	1768 (27.1%)	2251 (34.5%)	2.5
Missouri	2194594	2375611	156352 (34.2%)	812459 (34.2%)	757820 (31.9%)	2.4

Table 2.1 Source: US Census Bureau

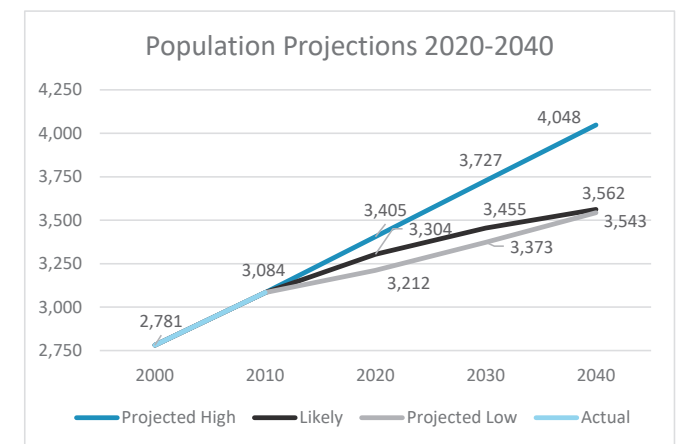


Figure 2.2 High, Low, Likely Projections
Source: U.S. Census Bureau

History & Demographics



a low projection, and a most likely projection. It should be noted that there is a greater chance of error in forecasting population growth for smaller communities. For infrastructure planning purposes, it is recommended that the higher projections be used so that the city is able to accommodate increased development if it wishes. When planning for future financial resources, lower or likely projections will be more prudent. This is recommended so the city can strive to reach its revenue goals.

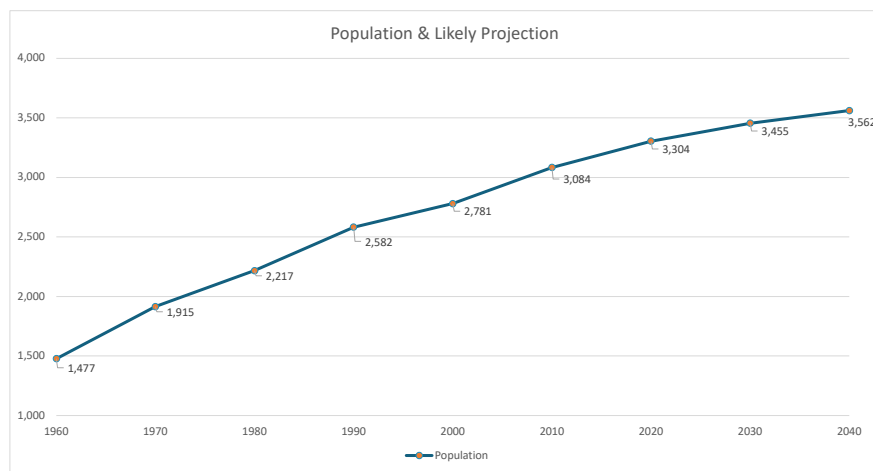


Figure 2.3 Population and Likely Projection
Source: U.S. Census Bureau

Figure 2.2 displays the projections for three scenarios, including projected high, low, and likely, while Figure 2.3 shows the population and the likely projection of Buffalo from 2020-2040.

Household Characteristics

Understanding the makeup of Buffalo's households in comparison to other communities helps better discern what role families play in the community, and to plan for services that may be needed. A household is defined as an occupied housing unit. Table 2.1 represents the household characteristics of Buffalo and the surrounding region. Buffalo has seen a slight increase in the number of households in the last 15 years, due to increasing population.

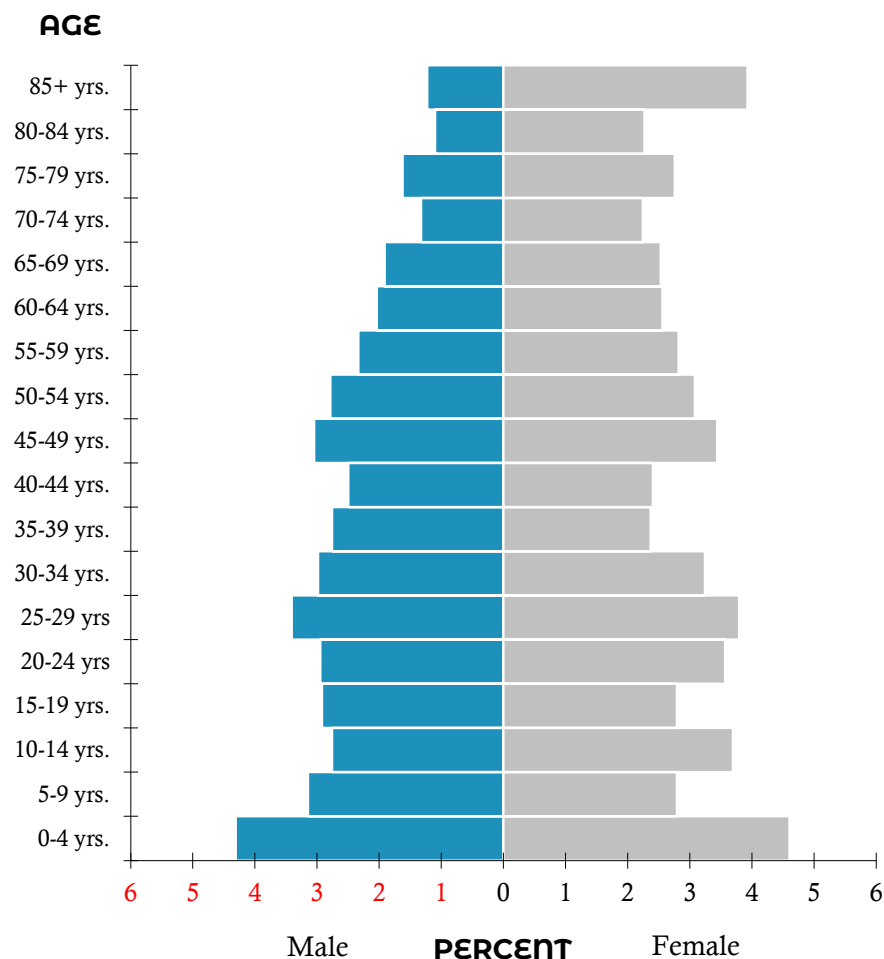


History & Demographics

A family household is defined by the U.S. Census as “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together.” Buffalo also has a higher percentage of family households than both Dallas County and the state of Missouri, which is likely due to the Dallas County R-I’s schools being located in Buffalo. Buffalo has the smallest average household sizes in the county, at only 2.1 persons per household

. Age-Sex Composition

Planning for future needs of the community is influenced by the age distribution. A healthy growing community will have higher percentages of younger population. In 2010, 27% of Buffalo’s population was youths aged 0-19. This is on par with the state of Missouri (26.7%) and Dallas County (27.2%). Figure 2.5 displays the age-sex pyramid for Buffalo. This pyramid shows the percentages of population in each age group by male and female. Buffalo’s population indicates a growing



Population Pyramid, Buffalo, Missouri – 2010 Census
Figure 2.5 Population Pyramid Source: U.S. Census Bureau

History & Demographics



community with the largest two age groups being 0-5 year olds (8.9%) and 25-29 year olds (7.2%), meaning that there is a large population of young families. Retaining these young families is important for ensuring the success of the school system, sustaining or growing housing stock, and increasing community facilities. Additionally, the population pyramid shows that greater than 17% of Buffalo's population is over the age of 65, which means that the city must be able to provide services to its senior citizens. Improvements to the Engels Memorial Senior Center will assist in providing valuable services to senior residents.

Income

Buffalo is home to many different types of industries. According to the U.S. Census 2016 data estimates, the three largest industries in Buffalo, in terms of employment, are manufacturing, retail trade, and healthcare. These industries are similar to other cities in the area, such as Bolivar and Marshfield.

Median household income is defined as the point at which fifty percent of households have income higher and fifty percent have income lower. According to 2016 ACS data, the median household income in Buffalo is about \$24,000, which is lower than most of its surrounding area, with Dallas County's median income being roughly \$38,000 and Springfield's median income being about \$33,000.

However, since 2010, Buffalo's median income levels are estimated to have risen 31%, which is much higher than Dallas County's (-1.1%), Springfield's (2.1%), and the state of Missouri's (7.2%). This implies that the residents of Buffalo may have received pay increases, found new higher paying jobs, and/or the poorest of residents have moved away. It should also be noted that census estimates for small communities have a higher margin of error.



History & Demographics

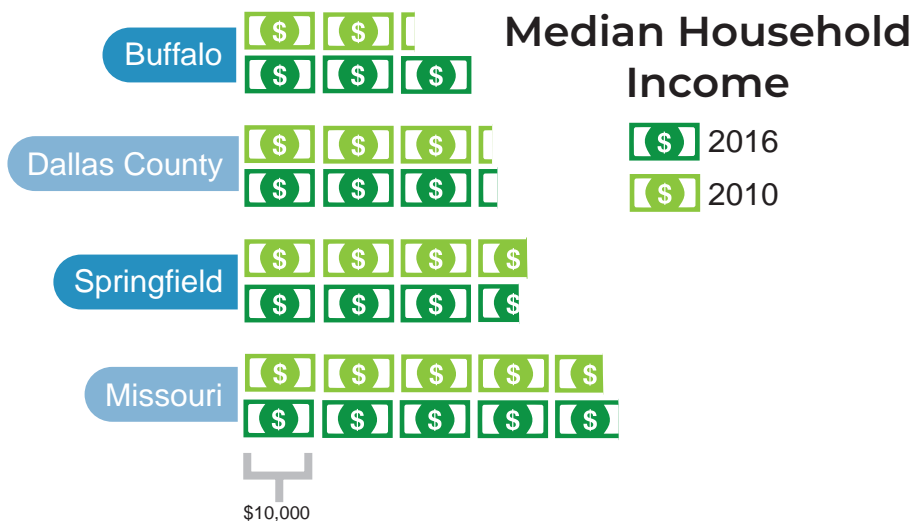


Figure 2.6 Median Household Income Source: U.S. Census Bureau
Percent Below Poverty 2013-2016

	2013	2014	2015	2016
Buffalo	28.1%	29.2%	25.8%	23.8%
Dallas County	22.8%	22.7%	21.9%	18.2%
Missouri	15.5%	15.6%	15.6%	15.3%

Table 2.7 Poverty Changes Source: U.S. Census Bureau

Poverty

The U.S. Census Bureau measures poverty by comparing a family's income with a set income based off of how many people are in the family, regardless of geographic location. The percent of residents living in poverty in Buffalo is higher than both Dallas County and the state of Missouri. Table 2.7 shows the change in poverty levels from 2013 to 2016. Since 2013, the poverty level in Buffalo is estimated to have decreased 4.3%, which is roughly the same percentage as Dallas County. Both Buffalo and Dallas County saw a greater reduction in poverty rates than the state of Missouri, which only saw a drop of 0.2% in its poverty rate.

Education

Education is an important social factor to consider in the planning process because it impacts the community, workforce, and economic development. Figure 2.8 displays the education attainment of people 25 years and older in Buffalo, Dallas

History & Demographics



County, and the state of Missouri.

The vast majority of Buffalo's residents have, at minimum, a high school diploma. About 12% of residents have a college degree, which is on par with Dallas County. However, both are way behind the state of Missouri, in which 28% of its residents has earned a college degree.

This data, coupled with the poverty rates and household income of Buffalo, suggest that the city may be home to many people who work low wage jobs due to lack of post-secondary education, which is not ideal for the large population of families residing in the area.

This demographic data can help shape the future of Buffalo's planning and decisions as the community's character must be taken into account. Information can impact steps the City takes and priorities for community action, housing options, economic development, transportation, and all the other aspects of this plan.

Percentage of 2016 Education Attainment

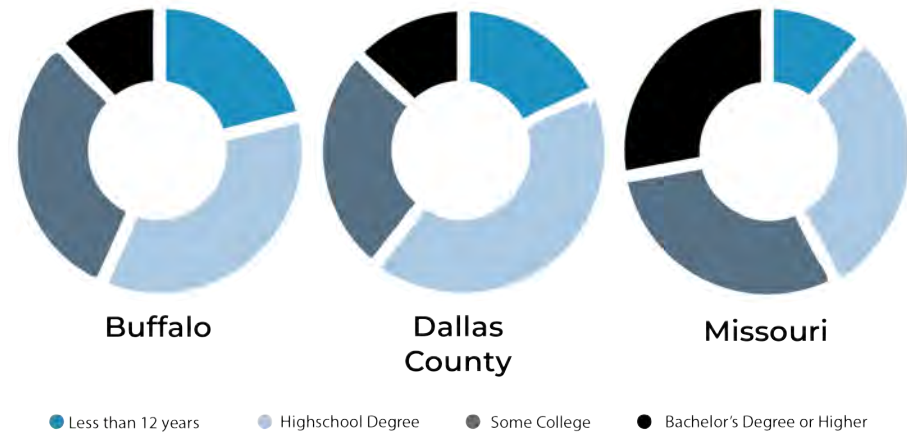


Figure 2.8 Education Attainment Source: U.S. Census Bureau



03 | Community Facilities

Buffalo, Missouri Community Facilities

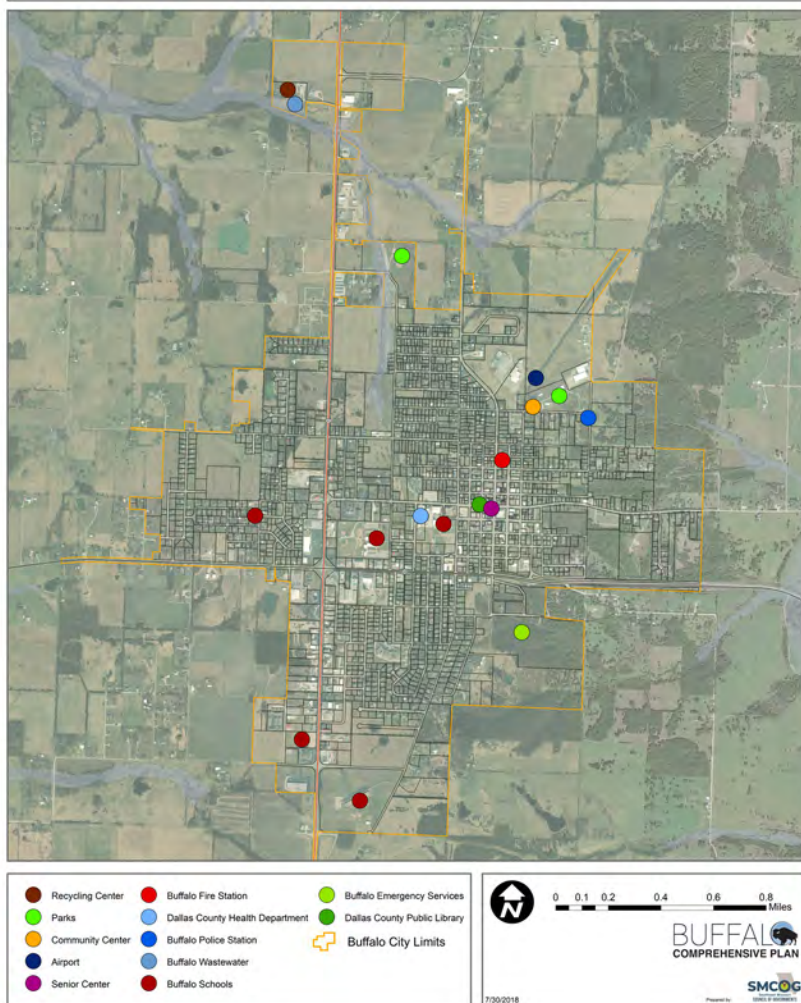


Figure 3.1

The City of Buffalo is home to a wide range of community facilities, offered by both the city and by Dallas County. This section includes: Police and fire departments, emergency services, Dallas County R-I School District, Dallas County Library, Engles Senior Center, city utilities, parks and recreation, the Dallas County Health Department, the Buffalo Municipal Airport, and the O'Bannon Community Center. Relevant results from the community survey and goals & objectives are included at the end of this section.

EMS-Fire-Police

EMS: Dallas County Emergency Services are located and based in Buffalo. The service, which began in the 1990s, is provided solely by Mercy Hospitals with no tax support. They employ 13 staff members who work 70 hour workweeks and utilize two ambulances for the entire county. Dallas County Emergency Services not only responds to calls within Dallas County, but in neighboring counties as well, if needed. Due to staffing and resource limitations the service typically misses about 250 calls a year.

Community Facilities



Buffalo Fire Station

Fire: The Buffalo City Fire and Rescue provides service to Buffalo and surrounding areas. The department responds to over 600 calls a year, and has two full-time and two part-time firefighters, with the rest being volunteers. The department utilizes three engines, one brush truck, and one rescue truck. There are plans to purchase a new fire engine in 2023 to replace an older model, which could remain in service as a reserve engine. Buffalo City Fire and Rescue would like to expand the department building as well as its staff.

It plans to expand the fire station by adding another bay to the west side once the water tower is removed. There are currently four vehicles being housed in three bays. Since there is no space at the fire station, the brush truck typically remains parked at the airport when not in use. Expanding the fire station would give the City the opportunity to integrate a FEMA storm shelter into the new building. A FEMA grant could be sought for the shelter and thus assist in the construction cost of the expansion.

Collaboration with the Buffalo school district should be sought to offer students volunteer and training opportunities that may encourage careers in fire safety. The addition of newly trained volunteers would also benefit the department.

Police: The city of Buffalo's police department employs five full-time patrol officers and a working police chief. These officers currently operate in six patrol cars, with the most recent addition delivered in August 2018. Buffalo police utilizes the Dallas County jail for its arrests and holdings. Funding has always been an issue for



Community Facilities



Buffalo Police Station

the police department, as Buffalo officers are some of the lowest paid in the area. Budget increases for the department should be sought so that additional officers can be recruited and current officers can receive pay raises. Pay increases would assist in ensuring a stable police force. The officers fielded 3,800 incident reports in 2017, which equates to over 900 per officer per year.

A citizen's police academy could be implemented in order to assist in community and resident education. The

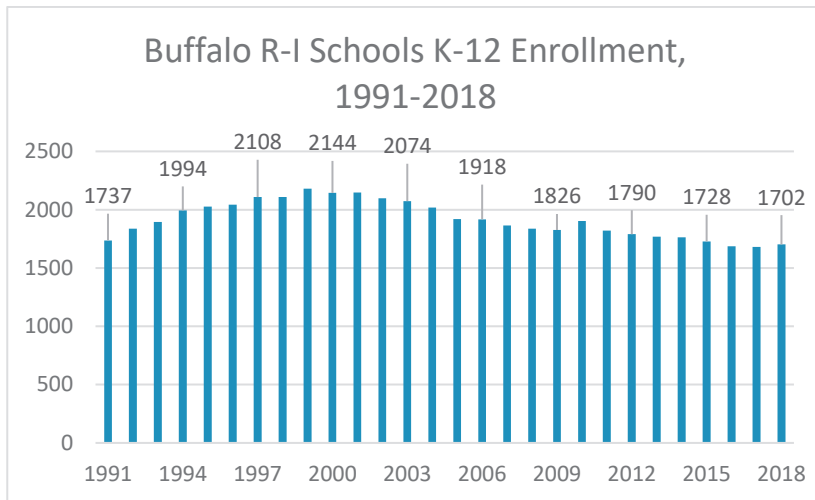
citizen's academy would offer trainings and workshops to citizens and allows them to experience some of the duties that the police department does regularly. This will help provide citizen awareness, protect the community, as well as cultivate interest in public safety careers.

Schools

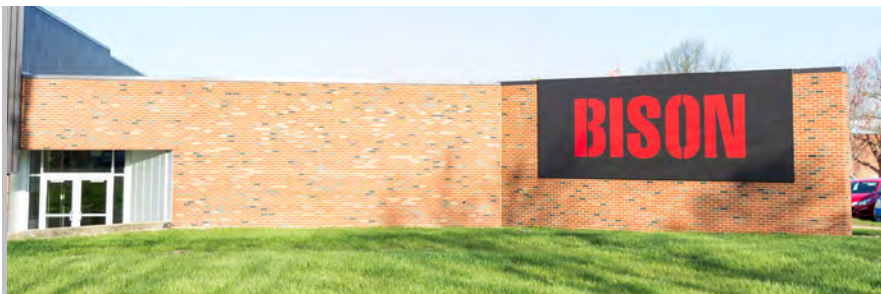
Dallas County R-I School District has seen a steady decline in enrollment since its peak of 2,180 students in 1999. In 2018, there were 1,702 students enrolled, which was the first increase in enrollment in over 26 years. Graph 3.1 displays historical enrollment data. The enrollment is expected to stay steady over the next five years

The school district currently operates in six buildings: D.A. Mallory Elementary School, Buffalo Prairie Middle School, Buffalo High School, Dallas County Technical Center, Dallas County Early Childhood Center, and the Dallas County R-I Schools Central Office. All buildings except the Technical Center are located in Buffalo, with the elementary school, high school, Early Childhood Center, and central office being located all within three blocks of each other in the center of town. Built in 1994, Buffalo

Community Facilities



Graph 3.1



Buffalo High School

Prairie Middle School is located on the south side of town just off of Highway 65 and Truman Rd. Since 2015, there have been a number of improvements to the district's buildings, including a resurfacing of Buffalo High School's exterior, interior improvements in the central office building, and the development of an early childhood center.

In the coming years, the school district is planning to expand the track at the high school to regulation size with a modern running surface. There are also plans to move the technical center from its current location in Louisburg to Buffalo to help reduce travel for most students and faculty, and to move it out of the old building in which it currently operates. Sports facilities at the schools include a football field with a dirt track at the high school; a multipurpose baseball/softball field, recreational soccer fields, and an outdoor basketball court at the middle school; and a baseball field and a softball field at the elementary school.



Community Facilities

Library

The Dallas County Library is located in Buffalo. The library opened in its current location in 1972, and has been serving the residents of Buffalo and its surrounding areas since. The Dallas County Library also operates “Friends of the Library” in the building next door, which sells donated books, tapes, and puzzles. Friends of the Library is supported by a group of members who pay annual dues and attend monthly meetings. Residents would like to see updates to the county library. There is a desire for a larger space with increased computer stations and a wider variety of book selections. This would help better address the needs of the community and its connectivity to resources.

Senior Center

The Engles Memorial Senior Center is operated by the Dallas County Council on Aging. The senior center is located in Buffalo on the square. The historic building is being updated in 2018 to become ADA compliant, create more usable space, and to have room

for a broader range of activities to occur simultaneously. The current building has been owned by the Dallas County Council on Aging, Inc. since 1985 and has had no renovations since its original conversion from a five and dime store.

Utilities

The City of Buffalo provides water, sewer, and trash services to all of its residents. Water is provided through a series of six inch main lines, and three-quarter inch lines for individual lots that are all ran a minimum of 36 inches underground. The water system currently has 27% open capacity (based on a 1 day storage capacity), but the City plans to expand the system. When the water tower adjacent to the fire station is removed, it will be replaced by a larger tower bringing storage capacity to 43%. Sewage is provided through a series of eight inch main lines and four inch lines for individual lots, in which subdividers are responsible for installing. Buffalo is currently undergoing a review of the sewer system in order to develop a maintenance plan. The wastewater treatment

Community Facilities



Engles Memorial Senior Center

facility was expanded in 2008, but there are concerns with infiltration. Once current issues are corrected, Buffalo will be in a good position for growth at a capacity for a population of 5,750.

Telephone services are provided by CenturyLink, and cable services are provided by Fidelity Communications. Broadband internet is provided to the community by both CenturyLink and Fidelity Communications.

Liberty Utilities began providing electricity on January 1st,

2017 after purchasing Empire Electric, the previous electric provider. In the year and a half following the consolidation, few changes have occurred and rates have stayed the same. The city is supplied by electricity generated from all over the area, and is serviced by two substations just outside of city limits. According to Liberty Utilities, the city has ample electrical infrastructure to sustain future growth, and if necessary the electric company would install more.

The City of Buffalo also operates a recycling center on the northern part of town that is available for use by all citizens of Dallas County.

Parks and Recreation

Buffalo has two parks, the Buffalo City Park and the Dallas County Community Park. Both parks are maintained by the city and under the jurisdiction of a recently created Parks Committee. The Buffalo City Park consists of a swimming pool, play equipment, picnic tables, and pavilions. The Dallas County



Community Facilities



Dallas County Community Park

Community Park has two baseball fields, a playground, an outdoor basketball court, three soccer fields, picnic tables, and a .7 mile walking trail. Also, while not an official park, there is a large open space near the middle school that houses a disc golf course, soccer goals, a playground, outdoor basketball hoops, and a baseball field.

Residents would like to see increased recreational activities

for the youth in the city. There is a strong desire for the parks to be better maintained and updated with additional playground equipment added. This can be done by the City seeking grant funding for park improvements as well as increasing the budget for the Parks Committee. Increasing the availability of recreational activities by incorporating pocket parks into existing and future neighborhoods will offer more opportunities for residents to use the public spaces. This can be correlated with the expansion of the current walking trail to commercial and recreational spaces. Expansions to downtown, the south side, and the eventual pocket parks will promote connectivity to community amenities. Funding opportunities such as the Land and Water Conservation fund should be utilized, which will assist the City in connecting the community's recreational spaces.

Renovations to the pool is also desired by residents. Adding lighting and shade to the pool area, as well as extending hours will allow the pool to be used more frequently.

The majority of youth sports in Buffalo are run by the Dallas

Community Facilities



County Area YMCA. The city previously administered youth sports, but because of lack of resources, the number and variety of sports began to dwindle. The YMCA, saw a need in the community and began to offer youth sports leagues for the residents of Buffalo and its surrounding areas. Because of this, coupled with a lack of funding, the city eventually ceased operations of its own leagues, and now endorses the YMCA and its youth sports programs.

Dallas Co Health Department

The Dallas County Health Department is funded by the state and the county, and is located in Buffalo. The mission of the Dallas County Health Department is to protect the health of the citizens of Dallas County through disease prevention and intervention, and through promotions of a healthy community and environment.

Dallas County Health Department offers a varying degree of services, from providing immunizations and vaccinations, to monitoring environmental health outbreaks. One problem facing the health department is lack of funding. The department has not received



Water Treatment Center

an increase in funding since 1954, and does not receive any funding to combat substance abuse, one of the biggest health concerns facing Buffalo.

Airport

The Buffalo Municipal Airport is a city owned public use airport. It is located on the north side of Buffalo and services an average of 137 aircraft operations per month. The airport provides one runway and one helipad, both composed of an asphalt surface. The helipad allows for quicker emergency transportation to hospitals in Springfield.



Community Facilities

Community Building

The O'Bannon Community Center, located near the Buffalo City Park, is owned by the City of Buffalo and hosts numerous events and receptions each year. Inside, the community center houses a grand room with an elevated stage, a concession stand, and a small multipurpose room, along with both men's and women's restrooms.

While the center has the basic necessities of a community building, it is outdated and in need of improvements. The City should work with the community to determine what types of improvements should be made in order to make it a useful community center. After the City determines what renovations are necessary, it should work towards submitting a community development block grant application to help fund renovations. Equipment and items to outfit a renovated building could be sought through a United States Department of Agriculture community facilities grant. Renovating the O'Bannon Community Center with amenities that residents desire will create a functional recreational center that the entire community can enjoy.

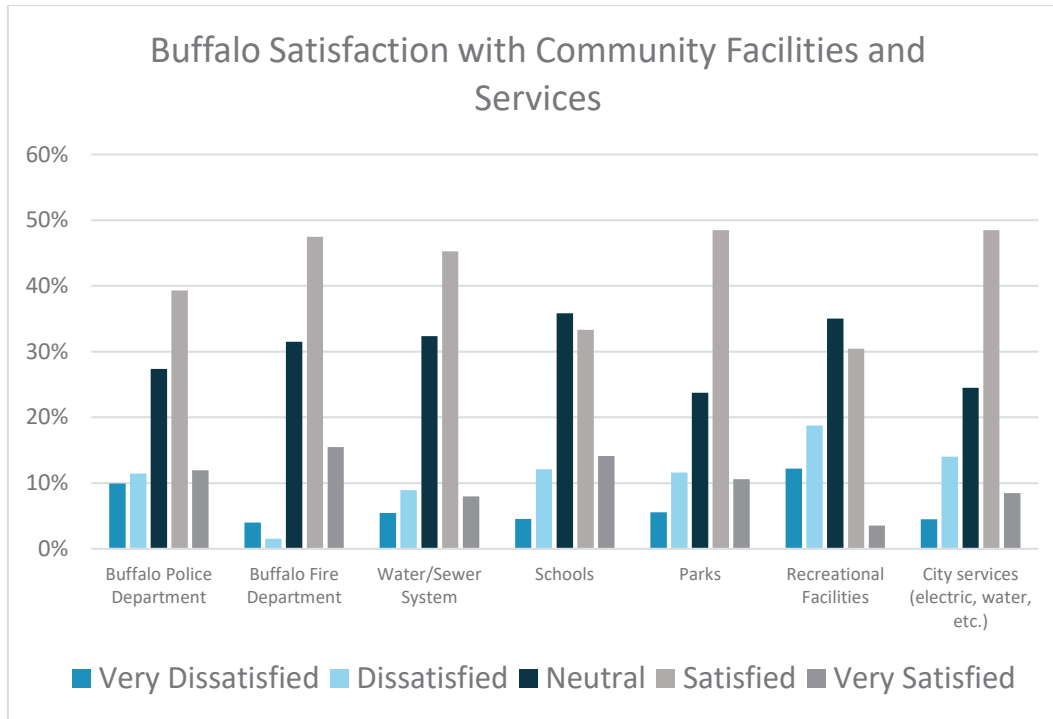


The O'Bannon Community Center

Relevant Survey Results

Survey respondents were asked a series of questions regarding their satisfaction with community facilities in Buffalo, and Graph 3.2 provides a summary of these responses. For the most part, the majority of respondents were either satisfied or very satisfied with the services they were receiving. However, the schools and the recreational facilities saw lower satisfaction rates.

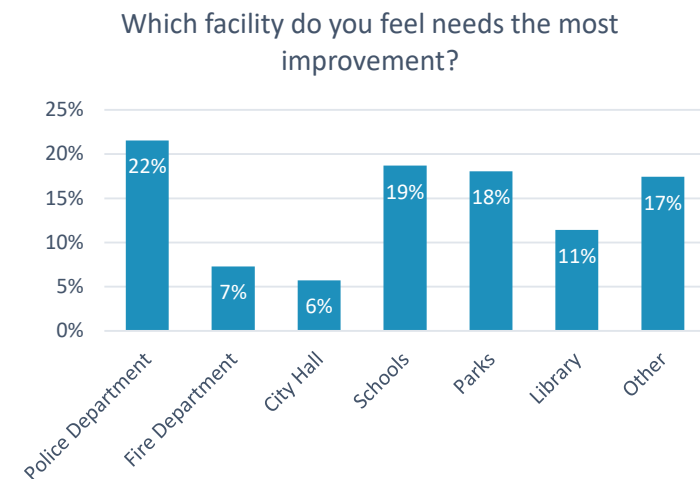
Community Facilities



Graph 3.2

Recreational facilities had 34% of respondents who were satisfied or very satisfied with the facilities, whereas 31% of respondents were either dissatisfied or very dissatisfied. The deficits come from the 36% and 35% of respondents who rated the facilities as neutral or were neither satisfied nor dissatisfied. Respondents were asked what facility they feel needs the most improvement.

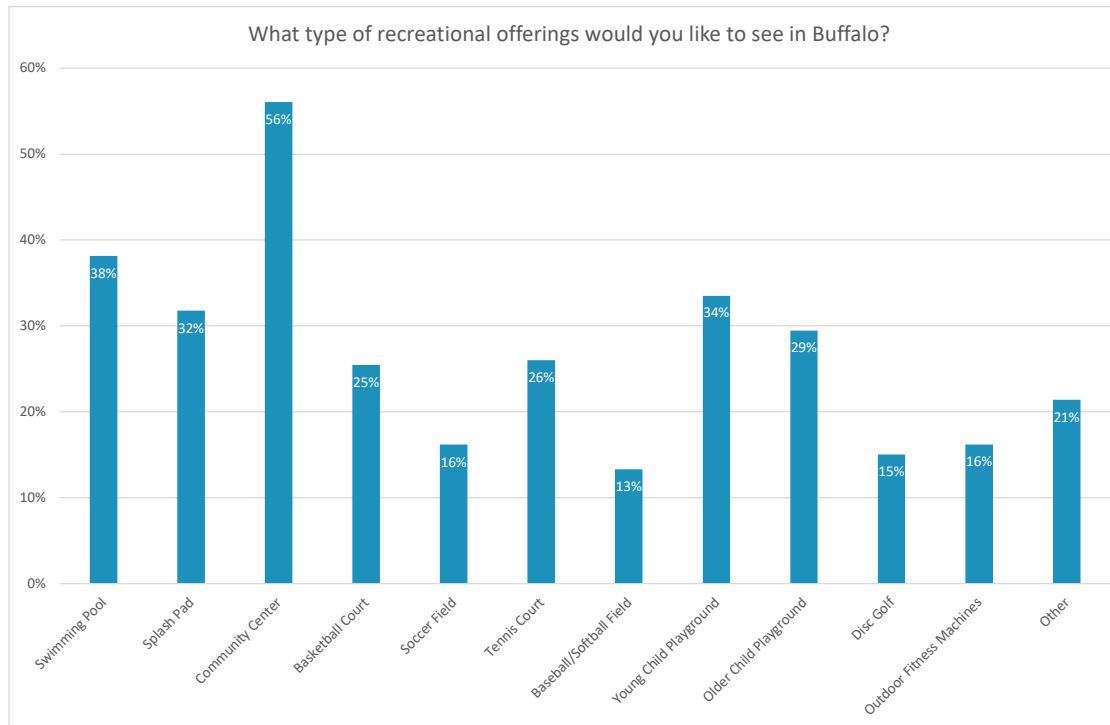
The top responses were the police department, schools, and parks, or as shown in Graph 3.3 (below). When asked what specific type of improvements they would make to each of these departments, respondents stated that in regards to the police department, they would



Graph 3.3



Community Facilities



Graph 3.4

like to see an increased number of officers, the drug problems addressed, increased officer training, and better wages for the department. Top responses for improvements to the schools were safety, improvements, teacher improvements, and the elementary school

to be remodeled/updated. Respondents also stated they would like to see for the community parks updated and increased playground equipment, for the parks be cleaned up, and that the pool be updated. The survey asked what type of recreational offerings residents would like to see in Buffalo. The top two responses were that 56% would like to see a community center, and 38% responded with a swimming pool, as displayed in Graph 3.4. The City currently offers both of these recreational amenities, but they are underutilized. Updates and promotions of these amenities should be a top priority for the City.

goals + objectives

1 ensure public safety facilities grow along with the community



Construct Additional Public Tornado Shelters

- Retrofit existing city facilities to serve as public shelters during severe weather events
- Integrate new shelters into new public facilities, such as the fire station.
- Require new platted neighborhoods to include community shelters.



Expand the Police Department

- Seek funding and increase budget to allow for pay increase.
- Recruit additional officers and expand police force
- Increase the budget to allow for future pay increases
- Implement a citizen's police academy to educate residents and cultivate interest in public safety careers.



Enforce Updated Building Codes

- Continue using contract inspector to enforce code on all new construction and applicable renovations.
- As the community grows, assess the need for hiring a full time building code enforcement officer.



Expand the Fire Department

- Renovate and expand the fire station.
- Collaborate with the school district for fire department volunteers and offer training opportunities.

2 maintain and develop current recreational facilities



Renovate, Expand, & Promote the O'Bannon Community Center

- Seek community input to determine what citizens want improved
- Apply for grants and issue bonds to help pay for construction/renovation



Update the Community Pool

- Incorporate areas of shade, such as building overhang, umbrellas, or tree canopy.
- Add lighting to allow for expanded hours.



Incorporate pocket parks into existing + future neighborhoods

- Approach owners of vacant and unbuildable lots for potential community spaces
- Add development requirements for newly plated neighborhoods to include pocket parks



Continue Updating & Maintaining Parks

- Seek new funding (tax) for park improvement
- Increase Parks Committee budget to help fund new playground equipment, more landscaping, etc..



Improve Accessibility of Facilities

- Conduct a self-evaluation to determine compliance with the Americans with Disabilities Act
- Create an ADA Plan implementation program to bring facilities into compliance.



Connect recreational & commercial spaces with a walking trail

- Expand trails to downtown and south side of town.
- Promote connectivity of neighborhood pocket parks with trails.
- Identify funding opportunities such as the Land and Water Conservation Fund and Recreational Trails Program.



04 | Housing

Housing can create community and sense of place, which is the foundation for the well-being of current and future residents. There are a variety of ways a city can improve and grow its housing stock in order to prepare for the future. Buffalo's housing stock offers single-family, multi-family, and senior living options. The housing stock in Buffalo consist of comfortable and affordable options and is predominantly single-family with opportunities to own or rent. This chapter will detail Buffalo's current housing stock and its conditions, provide recommendations for maintaining or improving current residential structures, and guide the community's future development. It is important for Buffalo to analyze its current housing stock to determine the density and location of future residential development. Maintaining the established residential neighborhoods while also expanding housing options to allow for future growth is important when planning the future of the community.

Existing Housing

The housing stock in Buffalo is distributed throughout the community off the main corridors of Highway 65 and 32. The majority of the current housing was built between 1960 and 1980. The housing stock has seen minimal growth in the last decade. From 2008 to 2018, 20 homes were built within the city limits of Buffalo. Based on the 2018 land use inventory completed by SMCOG, there are 1,228 residential parcels in the city limits of Buffalo. Of those parcels, four percent (4%) are multi-family with the remainder of the parcels being single-family residential. According to information from the City, fifty-four percent (54%) of the homes in Buffalo are owner occupied, thirty-six percent (36%) are renter occupied, and the remainder of the housing stock is either vacant or blighted.

The most recent platted neighborhood for single-family houses in Buffalo is the Spring Hills Estates, located on the west side of town off Highway 32. There are currently 32 houses in the

Housing



(top left) Senior Apartment Housing (bottom left) Multi-Family Housing
(above) Single family housing
subdivision 46 lots yet to be developed.

The median home value in Buffalo is relatively affordable, as displayed in Table 4.1 (see next page) Quality affordable housing is currently available and should continue in the coming years. It is important to note that while the housing value is affordable for the region, with an average household income of approximately \$30,000 in Buffalo, even an \$80,000 home may be unattainable for some.



Housing

Current Conditions

A housing conditions survey was completed in the spring of 2018 in order to analyze current conditions. As of April 2018, there are 1,180 single-family parcels and 48 multi-family parcels, equaling 1,228 residential parcels in Buffalo. The properties were rated on a good, fair, poor scale. A property was rated good if it had no visible foundation or structural issues. A property was rated fair if there were minimal foundation or structural issues. A property was rated poor if it was in need of attention. Figure 4.1 (see next page) displays the current housing condition map.

Median Housing Value

<i>Year</i>	Price
<i>2000</i>	\$66,200
<i>2010</i>	\$76,400
<i>2015</i>	\$85,300
<i>2017</i>	\$83,000

Table 4.1
Source: US Census

Multi-Family Housing



Housing



Buffalo, MO Housing Condition

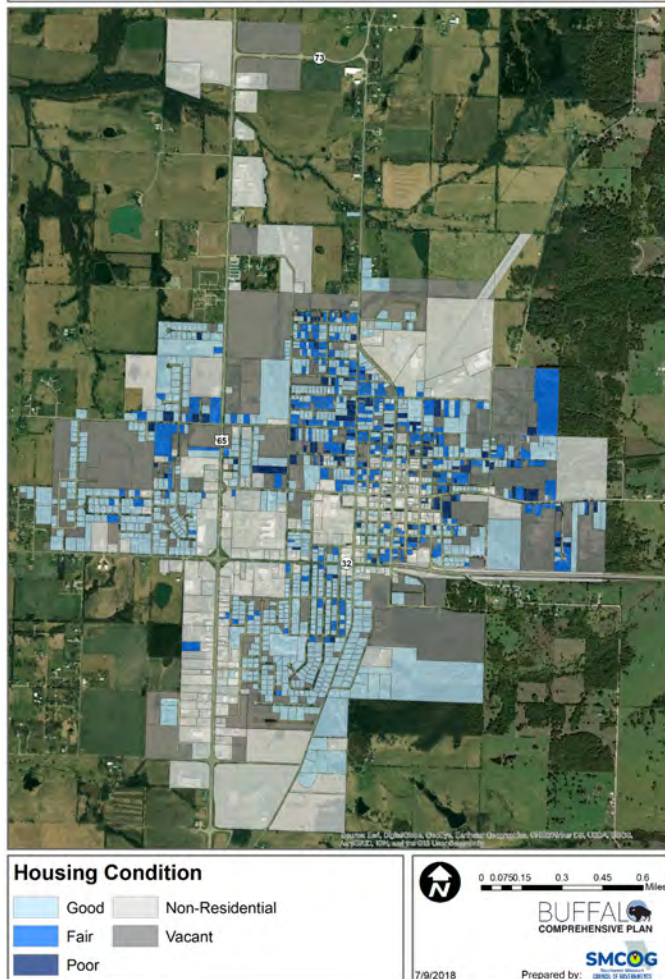


Figure 4.1

In general, most homes in Buffalo were in good condition with 65.7%. Twenty-five percent (25.1%) of houses were in fair condition, and 9.2% in poor condition. Table 4.2 summarizes the survey's findings.

Housing Conditions in Buffalo

<i>Condition</i>	Number	Percent
<i>Good</i>	807	65.7%
<i>Fair</i>	308	25.1%
<i>Poor</i>	113	9.2%

Table 4.2

The number of houses in poor condition is minimal, but must be addressed. Property maintenance concerns was a top response on the community survey when asked what residents would like to change about Buffalo. Buffalo currently has two initiatives to address community aesthetics and structure enhancements. The first is a volunteer project that is a part of the GRO (Growth in the Rural Ozarks)



Housing

Buffalo Program, which works to attract business and industry to the city while also bringing community leaders together. The volunteer group is called Believe in Buffalo and focuses on community enhancement. The group aids in property cleanups for residents in need of assistance. The City should actively collaborate with the Believe in Buffalo group to identify residents, and in particular senior citizens, who may benefit from assistance with property maintenance.

The second is actively enforcing the property maintenance code. This will improve perceptions of neighborhoods, maintain property values, and ensure public safety. At the time of this plan, the City was in the process of updating its Property Maintenance Code. Historically, Buffalo followed a complaint based reporting process, meaning the city only addressed property maintenance issues if it was reported by a citizen. The update allows the City to enforce property maintenance more pro-actively and work with a list of pre-identified properties.

Future Housing

As the housing stock in Buffalo expands and ages, the City should pro-actively plan for changes. Working to create cohesive and connected neighborhoods for future and current housing will assist in providing quality

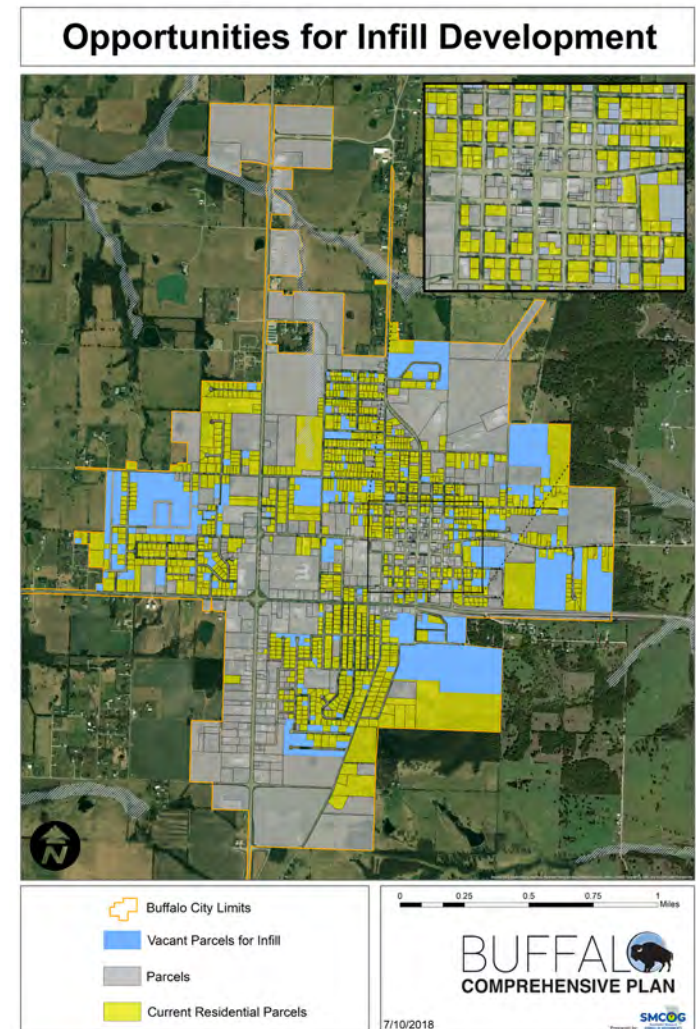


Figure 4.2

Housing



options for residents.

There are a number of parcels in the city limits that are vacant and available for development. By infilling the vacant parcels before growing outwards, the City encourages the use of existing infrastructure while also promoting walkability and density. Combining the current and recommended future land-use map, there are 221 parcels or 261.6 acres of land open for residential development in the city as shown in Figure 4.2 Encouraging infill development is the most sustainable way to grow a community as it adds limited increased burden to City services

Buffalo should promote connectivity in neighborhoods in order to decrease congestion on busy streets, promote walking, and enhance the connectivity between adjacent neighborhoods and areas. The City should identify locations where it is feasible to connect streets and mitigate the use of cul-de-sacs. This allows for easy access and navigation for residents and for emergency vehicles.

Quality homes are appealing to current and new residents who may move into the city. The comprehensive plan committee noted that quality family housing was a weakness for Buffalo. As the current housing stock ages, it is important that the City promote high quality materials be used in the development or remodeling of homes. This can be done by amending the code to identify what type of materials should be used on homes. In order to ensure a diverse housing stock in Buffalo, the city should also encourage development that offers homes for growing families or those who prefer larger homes. Promoting larger lot size development can be accomplished by amending the zoning code to allow for two single-family residential zones, one with a larger lot size option that would encourage developers to construct larger homes. While the current median household income in Buffalo does not allude to a market for larger, more expensive homes the median income of Dallas County is considerably higher. There are higher income families living around Buffalo and perhaps higher quality homes in



Housing

Buffalo would draw those families into town.

Working to create a unique sense of place in the city's neighborhoods may attract residents to the differing neighborhoods and enhance the community. To create neighborhood identity and cohesion, adding neighborhood signs, streetlights, and recreational amenities such as common areas, parks, playgrounds, and swimming pools can help to create character and increase community. Promoting pride in people's homes generally leads to better maintenance, improves property conditions, and upholds public health.

By attracting a variety of high quality family housing and promoting infill with future development, Buffalo will diversify the housing options and create a more dense community. With simple changes to neighborhood design and character, Buffalo can have a quality housing stock that will enhance its community.

goals + objectives

1. increase the variety of housing options.

Promote the construction of a wide variety of homes that appeal to all types of residents

- Collaborate with developers to diversify housing options to build beyond starter homes and construct larger, higher quality homes
- Create more affordable housing, especially for seniors
- Amend zoning code to allow for two single-family residential zones, one with smaller minimum lot size (6,500 sq. ft.) and one with a larger minimum lot size (12,000 sq. ft.)

Encourage the development of vacant lots in existing neighborhoods

- Provide incentives such as reduced hook-up fees or permit fees for high quality homes built on existing vacant lots

2. Preserve the quality housing stock.

Maintain property condition + uphold public health

- Enforce property maintenance codes and zoning laws
- Support the renovation of homes with quality materials through amendments to the building code

Demolish Dangerous structures

- Apply for CDBG demolition grants to demolish dangerous structures.

05 | Transportation



A well maintained and connected transportation system is vital for a thriving community. Future growth will often hinge on the transportation network being safe, connected, and reliable. A comprehensive transportation network will allow for the free flowing of vehicles, pedestrians, cyclists, and ease of access for emergency services.

Current Transportation System

There are currently 24.1 miles of streets in the city of Buffalo. Highways 73, 32, and 65 are maintained by the Missouri Department of Transportation, leaving the City with approximately 18.6 miles of local roads.

Street Classification

The Federal Highway Administration (FHWA) has three primary road classification designations: Arterials, Collectors, and Local roads. (Federal Highway Administration, 2013)

Arterials are higher capacity with multiple travel lanes. Access points are few, travel speeds are high, and the number of

vehicles on arterials are the greatest of all classifications.

Interstates, freeways, and multi-lane highways are all examples of arterials. These typically provide connections to urbanized areas and economic centers with land access being limited and speeds ranging from 50-75 mph.

Buffalo does not have any interstates. The Missouri Department of Transportation classifies Highway 65, which runs north-south through town, as Other Principal Arterial and Highway 32, running east-west, as a Minor Arterial. (Missouri Department of Transportation, 2013)

Collectors provide a connection from arterials to local roads. There is less mobility than with arterials and lower speeds, typically 35-55 mph. Collectors will provide a balance between land access and mobility.

Local roads are primarily for access to residential areas, businesses, farms, or other local areas. These are lower speeds ranging from 20-45 mph. Most of Buffalo's transportation network



Transportation

consists of local roads. These are also the responsibility of the City to maintain. In 2000, Buffalo citizens approved a one-half cent sales tax dedicated to transportation. This allows the City to better maintain city streets, bridges, sidewalks, and the greenway trail.

Connectivity & Safety

It is important for citizens to be able to travel to necessary destinations such as work, school, the grocery store, and healthcare services in a safe and efficient manner. Having a safe and connected roadway should provide access to destinations, allow emergency vehicles to traverse easily, and encourage active living and healthy lifestyles. Buffalo's existing road network has good connectivity overall, but there are locations where connectivity could be improved. There are several dead-end streets with limited area for emergency vehicle access or turnaround. The City should encourage and require any new streets to have connectivity to the existing system and allow for



A dead-end street in Buffalo

public safety access. Extending some roadways and discouraging the development of new dead-end streets could help eliminate potential issues with emergency access.

The intersection of Highway 65 and Truman Rd near the middle schools is a safety priority intersection for the community. The Dallas County R-I school administration and bus facility is located on Highway 65 just north of the intersection, thus lending to increased school bus traffic through this intersection. Missouri Department of Transportation

Transportation



Highway 65 and Truman Rd Intersection

(MoDOT) data shows an average annual daily traffic increase from 7,758 vehicles per day in 2014 to 8,552 in 2017. While there are very few accidents at this intersection, it currently meets signal warrants for some type of traffic control mechanism.

The community is also concerned with the safety on Highway 32, both in front of the WalMart and east of Highway 65 to Maple. When WalMart was constructed the installation of a turn lane was not required. A turn lane is now preferred in order to eliminate safety concerns with traffic waiting to turn into the Wal-Mart parking lot and vehicles traveling on Highway 32. There is a

small hill that can reduce sight distance and adds to the potential for accidents and the intersection of Highways 32 and 65 is just a short distance east of WalMart. According to MoDOT the average annual daily traffic in this area has increased from 2,522 vehicles per day in 2014 to 2,949 in 2017. While there have not been any major accidents resulting in fatalities or disabling injuries in the past five years, there have been 44 total accidents with 14 minor injuries and 30 resulting in property damage. The limited severity is likely due to the low speeds, but it is possible that the numerous property damage accidents are a result of vehicles waiting to turn. Pedestrian safety is the primary concern on Highway 32, east of Highway 65. There are currently no sidewalks, but this is a heavily traveled commercial corridor both for vehicles and foot traffic.

Traffic counts were collected on the local road, Locust Street, about 1,000 feet north of Truman Rd. This location would be impacted by vehicles traveling to and from the Middle School as well as potential cross traffic using Truman to access Highway 65.



Transportation



Pedestrians walking along Hwy 32 (above)
Table 5.1 (right)

Locust Street

85th Percentile Speed	38 mph
85th Percentile Vehicles	3,265
Max Speed	64.0 mph on 3/10/2018 10:56:34 PM
Total Vehicles	3,841
Average Annual Daily Traffic:	926

Speed	
Speed limit:	25 mph
85th Percentile Speed:	38 mph
Average Speed:	32.8 mph

March 9-March 13, 2018

Volumes - weekly vehicle counts			
	Time	5 Day	7 Day
Average Daily		841	768
AM peak	6:00 to 7:00	76	56
PM peak	3:00 to 4:00	42	45

	Monday 3/12/18	Tuesday 3/13/18	Friday 3/9/18	Saturday 3/10/18	Sunday 3/11/18
Count over limit	966	568	852	704	502
% over limit	95.5	95.0	93.1	92.3	90.8
Avg speeder	33.7	33.9	33.3	33.2	33.2

Transportation



Counts were conducted Friday, March 9 through Tuesday, March 13. A summary of traffic counts and speeds is located in Table 5.1 (left). The vast majority of vehicles counted were personal vehicles. Only one motorcycle was counted and 75 large vehicles, large trucks or school buses. The average speed is higher than preferred, thus if the City or neighborhood is concerned about keeping speeds down then a review of traffic calming mechanisms may be necessary.

Multi-modal Transportation

Access to public transit, pedestrian and cyclist accessibility, and safety is also an important component of transportation. Allowing for diverse transportation options can increase community equity and encourage improved public health. Providing safe paths and options for persons not utilizing a personal motor vehicle is imperative. Transit offers a type of freedom to individuals who are not capable of transporting themselves due to physical or mental limitations. Additionally, pedestrian and cyclist accommodations

provide an option for recreation, tourism, and increased equity for individuals who may not have access to a personal vehicle and must use other forms of transportation.

Buffalo has an existing greenway trail used primary for recreation, but also provides an alternate transportation option for community members. While the greenway does not currently extend across the entire city, it does provide an opportunity for future expansion.

The lack of public transportation and transit is a concern for the community. Increasing public transportation, whether in the form of expanded service from current providers, such as OATS, or the implementation or encouragement of private taxi services or rideshare companies is essential. The City should work to understand the transportation needs of the citizens and participate in regional conversations surrounding transit opportunities that extend beyond community boundaries and into the Springfield metropolitan area.



Transportation

Future Transportation Network

Buffalo is well positioned along state highways, Highway 73, Highway 65 and Highway 32. These highly traveled transportation corridors provide an opportunity for economic growth and improved accessibility. Connectivity on the local roads system is also imperative to safe and efficient travel within the community. Throughout the planning process several future transportation projects were discussed, including the extension of local roads, expansion of state highways, and improved traffic control at important intersections. Figure 5.1 displays proposed roads and future transportation points to address.

The community desires to see Highway 65 widened to four-lanes through town in order to allow for potential economic development and reduced congestion, primarily during tourism and lake season. To assist the Missouri Department of Transportation in accomplishing this expansion, Buffalo should require the dedication of additional right-of-way along Highway 65 during redevelopment or development of parcels along the route. The acquisition of right-of-way is often one of the first hurdles to widening a roadway, thus being proactive and obtaining the property ahead of time would allow for a smoother process if an

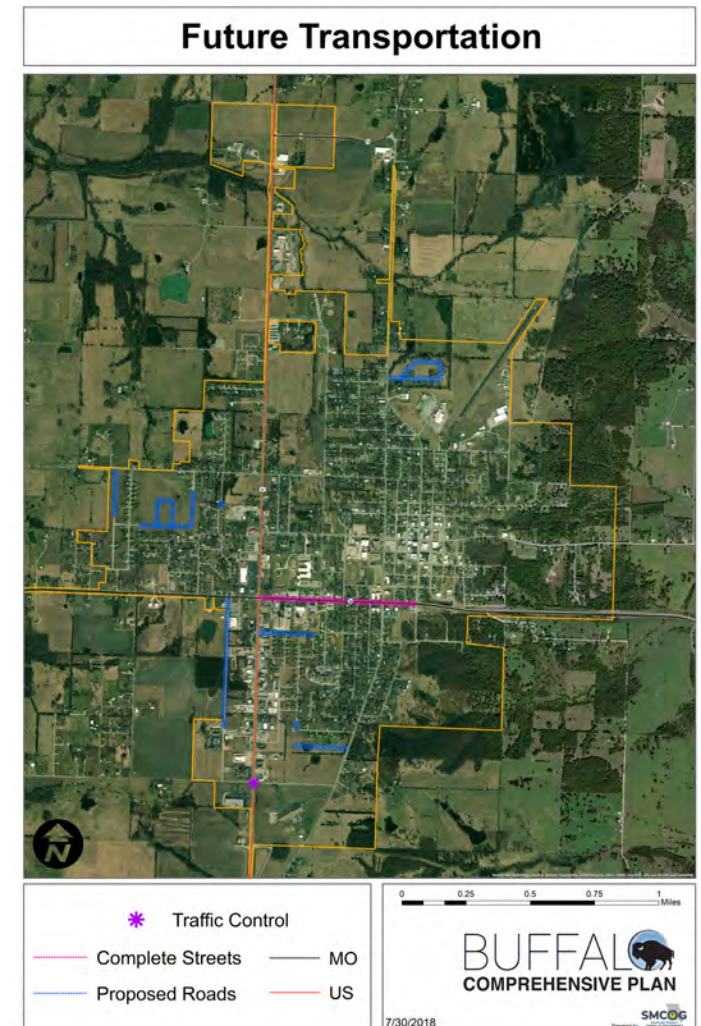


Figure 5.1

Transportation



expansion were to occur. The city should work with MoDOT to ensure the amount of required right-of-way is in line with MoDOT standards; however, a good rule would be a minimum of 110 feet of total right-of-way (The Ozarks Transportation Organization, 2016).

The Ozarks Transportation Organization (OTO), a metropolitan planning organization in Springfield, has developed design standards to be followed within the OTO area. While Buffalo is not in the OTO area, Highway 65 is a four-lane expressway from Springfield to the Buffalo city limits and follows OTO's freeway standards. If the City would like to see this expanded, it would be prudent to enforce similar standards. It is likely infeasible for Highway 65 to be up to freeway standards through the City limits due to the amount of property acquisition that would be required. Thus, the City should look at adopting the primary arterial design standard for new development or transportation upgrades along Highway 65. Figure 5.2 shows the OTO's primary arterial standards.

Improvements to Highway 65 should include the addition

Freeway



Figure 5.2

Source: Ozarks Transportation Organization, 2016

of a traffic control mechanism at Highway 65 and Truman Rd. The intersection currently meets criteria for signal warrants but may be best served by the installation of a roundabout. In order to best utilize resources, Buffalo should work with MoDOT, Dallas County, the Dallas County R-I school district, and local businesses to determine the best solution and ensure that any



Transportation

traffic control be built for an expanded capacity in the event Highway 65 is widened.

The extension of Azalea, a local road, could help alleviate some of the additional traffic at the Truman Rd and Highway 65 intersection. Azalea is currently about .2 miles in length to the north of Truman Road. Extending Azalea an additional .6 miles north to Highway 32 would provide a bus relief route for Dallas County R-I school buses leaving the administration bus facility and opportunity for additional commercial growth and access. Buffalo should contract with an engineering firm to study the feasibility, potential cost, and examine the benefit-to-cost for extending Azalea from Truman Rd. to Highway 32.

Extending the few local roads that dead-end would provide for increased connectivity. While many people see cul-de-sacs and dead-end streets as a safer option to tradition grid patterned neighborhood that is not necessarily the case. Cul-de-sacs can often create safety concerns with limited emergency access, fire hydrants

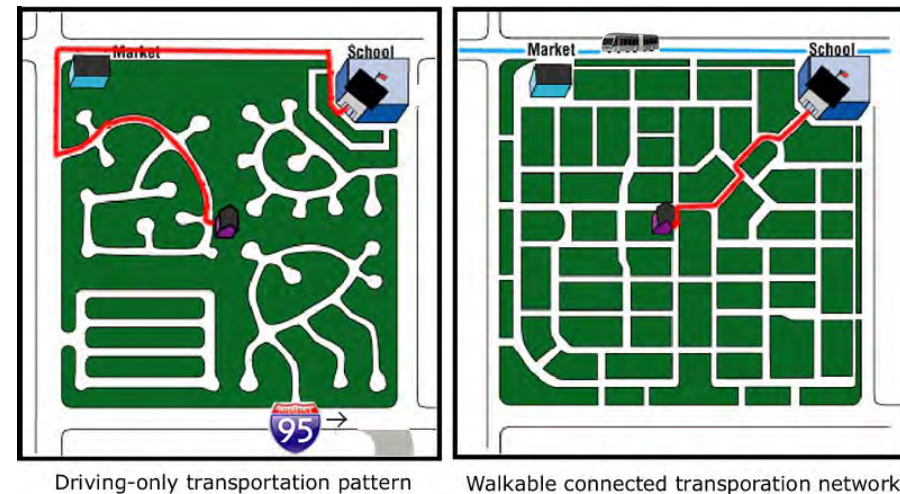


Figure 5.3
source <https://www.cnu.org/connectedstreetnetworks>)

may be too far from homes to provide adequate service during an emergency or the distance could have an adverse impact on homeowners insurance, or an accident, snow pile, construction, flooding or any other issue could potentially block access for residents. (Thomas, 2007) Discouraging the use of cul-de-sacs and dead-ends also allows for better pedestrian and cyclists connectivity.

Figure 5.3 provides an example of a connected street network. The addition of new pedestrian and cyclist transportation

Transportation



accommodations would improve the quality of life and health for Buffalo citizens. The City should continue to implement a sidewalk program focused on the repair, maintenance, and installation of new sidewalks throughout the community, ensuring continued compliance with the Americans with Disabilities Act.

One of the first priorities for new multi-modal infrastructure should be along Highway 32 east of Highway 65. There are currently pedestrian safety concerns in this area and implementing a Complete Streets™ approach would provide for pedestrian and cyclist accommodations, while also creating a welcoming corridor through the community. The City can work with MoDOT to install new infrastructure such as sidewalks or multi-use paths, bike lanes, street trees, lighting, and benches. Similarly to Highway 65, as parcels redevelop along Highway 32 the City should require the dedication of right-of-way that can accommodate desired Complete Street™ elements. Buffalo could use the Federal Highway Administration's Small Town and Rural Multi-modal Networks report to determine what type of pedestrian accommodations work best and establish design guidelines (Federal Highway Administration, 2016).



source: <https://smartgrowthamerica.org/implementing-complete-streets-small-towns-rural-communities/>

Rural Complete Street Components



Transportation

An often minimized part of the transportation network in rural communities is public transit. Buffalo has limited options with OATS being the lone provider of public transportation. OATS provides an invaluable service to senior citizens in Buffalo and all of Dallas County, but with nearly 24% of Buffalo's population falling below the poverty line there is a need for additional options for individuals without a personal vehicle. The City needs to support the efforts of transportation providers, either through funding opportunities or information sharing, and ensure that municipal policy does not prohibit the expansion of services. It is also important to be engaged in regional conversations surrounding public transit so that Buffalo is included in any solutions that might be developed.

Relevant Community Survey Results

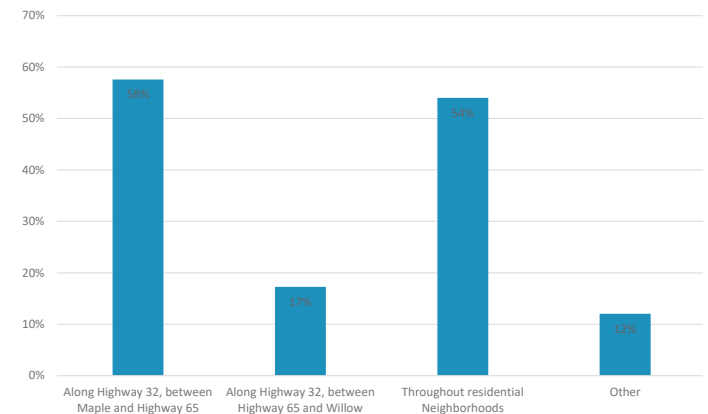
Survey respondents had a range of opinions on the satisfaction of sidewalks in Buffalo. Many respondents, 30%, were neutral on satisfaction for sidewalks. Thirty-four percent were dissatisfied or very dissatisfied and 37% were satisfied or very satisfied. When asked where new sidewalks should be installed, residents felt along Highway 32 between Maple and Highway 65 was the most important location with 58% of responses. A close second priority was throughout residential neighborhoods at



OATS Bus

source:

<http://www.visitcolumbiamo.com/directory/oats-transportation/>



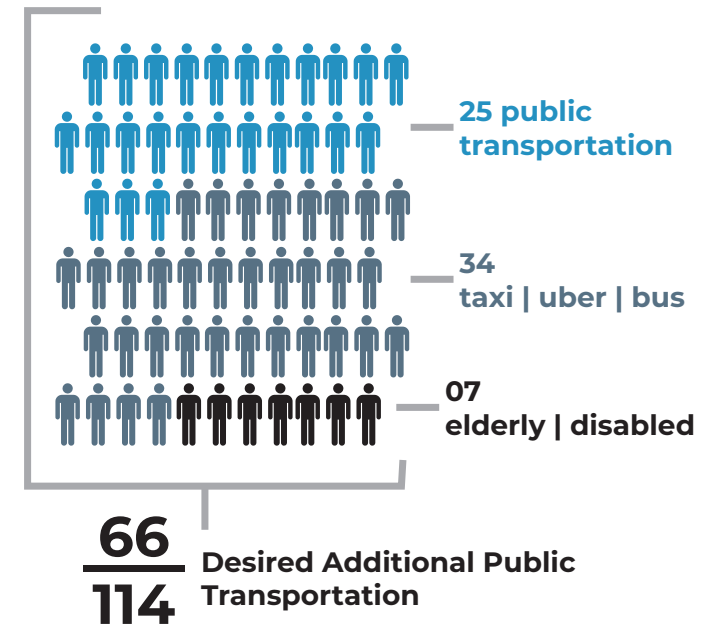
Graph 5.2

Transportation



Where would you like to see the installation of new sidewalks?

- Along Highway 32, between Maple and Highway 65
- Throughout residential Neighborhoods
- Along Highway 32, between Highway 65 and Willow
- Other



54%. Residents also noted that an increase in the amount of sidewalks has been a recent positive in Buffalo.

When asked what community facilities needed improvement, six respondents noted sidewalks and seven commented about streets. Residents were asked what their concerns were regarding transportation in Buffalo. Of the 114 comments received, a significant number regarded public transportation of some sort. Twenty-five comments mentioned public transportation, 34 commented on the need for a taxi service, rideshare or bus system, and seven comments pertained to transportation specifically for elderly or those with disabilities. Combined, 66 or the 114 comments desired additional public transportation.

goals + objectives

1 enhance the current transportation system



Expand the transportation network to increase connectivity + safety

- Study feasibility and cost of extending Azalea from Truman to Highway 32.
- Apply for funding assistance for traffic control at the intersection of Highway 65 and Truman.
- Create a turn lane on Highway 32 to provide access to WalMart.
- •Extend local neighborhood streets, as applicable, to increase connectivity shelters.



Curb +Gutter existing roads

- Require that new construction incorporate curb, gutters, and proper storm water management.



Discourage cul-de-sacs + other dead end streets in new subdivisions

- Require connectivity for new streets to allow for public safety access



Require transportation impact studies for any new large development.

- As commercial redevelopment occurs along Hwy 65, dedicate a right of way for any future highway expansion/widening

2 Provide alternative modes of transportation



Maintain current sidewalks +repair, replace, or remove hazardous sidewalks

- Implement and maintain a city-wide sidewalk program to address hazardous sidewalks and ensure compliance with American's with Disabilities Act



Work with Dallas county + regional groups to expand OATS & other transportation services for improved public transportation in and outside of Buffalo



Continue the construction of pedestrian and cyclist infrastructure to allow for safe and easy travel around the city

- Construct new sidewalks along heavily traveled pedestrian corridors such as Hwy 32 between 65 and Locust
- As commercial redevelopment occurs along Highway 32, require the dedication of right-of-way along Highway 32 for the future installation of sidewalks & complete streets elements
- Install bike lanes or create a bike trail to connect schools and future green space developments
- Apply for MODOT Transportation Alternative Program funding and work with business owners, property owners, and/or the school district to raise matching requirements
- Encourage quality street elements, such as streetscapes, lighting, benches, sidewalks, trees, and bike lanes for new or redeveloped roads

06 | Land-use



Assessing current land-use and planning for future land-use changes is a primary function of the comprehensive plan and essential for a community to grow sustainable. Land-use planning is important for providing direction to future public and private development, and in the updating and implementation of the City's zoning code. Any changes to the zoning map should be based in the adopted future land-use map. In order to assist land owners or potential property owners, a current zoning map should be maintained online and available for public view. This chapter discussed current land uses and provides recommendations for future land-use changes.

Current Land-Use

Buffalo has experienced significant land growth over the past two decades, with periods of annexation from 1995-2010. The city limits encompassed approximately 1,255 acres in 1995 and now contain 1,623 acres. This is a 29% increase in 23 years. Much of the growth has followed the primary transportation corridors of

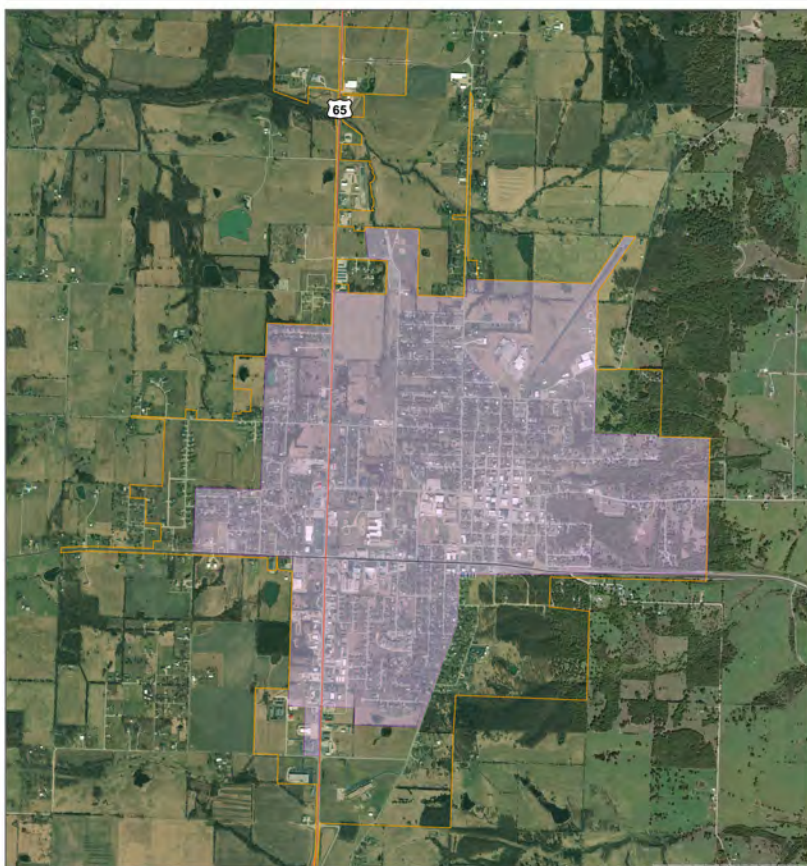
State highways 32 and 65, with most property annexed consisting of single-family residential homes or government and school property. Additionally, Buffalo has wisely avoided development in the floodplain, leaving most all of the sensitive natural areas as open space. Figure 6.1 (see next page) displays the 1995 City limits and the current limits.

The current land-use can be grouped into nine overall categories: agriculture, commercial, government/institutional, industrial, mixed-use, parks & recreation, single-family residential, multi-family residential, and vacant. Table 6.1 (see next page) displays current land uses by acres and percent.



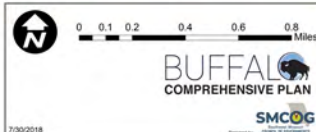
Land-use

City Boundaries (1995 to Present)



Roads
 — MO
 — US

1995 City Boundaries
 Current City Limits



<i>Land-Use Classification</i>	<i>Acres</i>	<i>% of Total</i>
<i>Agriculture</i>	86.6	5.3%
<i>Commercial</i>	189.8	11.7%
<i>Government/Institutional</i>	232.3	14.4%
<i>Government, Schools, Non-profits, Churches</i>		
<i>Industrial</i>	29.3	1.8%
<i>Mixed-use</i>	6.5	0.4%
<i>Parks & Recreation</i>	41.3	2.5%
<i>Residential</i>		
<i>Single-Family</i>	541	33.3%
<i>Multi-Family</i>	45.8	2.8%
<i>Vacant</i>	450	27.8%
<i>Total</i>	1,623	100%

Table 6.1 (above)
 Figure 6.1 (left)

Land-use



The current land-use map, Figure 6.2 (see right) displays the location of the nine current land-use categories across the community.

Agriculture Land-Use

Agricultural land-uses are primarily on the periphery of the community and include 86.6 acres or 5.3%. Property is designated as agriculture if there is evidence of farming, cropping, tilling, or cultivating of products, such as the bailing of hay. Much of the agricultural land in Buffalo is vacant of structures.

Commercial Land-Use

Commercial land-use includes business services, retail stores, gas stations, restaurants, medical services, auto sales, and more. The primary commercial corridor is along Highways 65 and 32. Commercial land-use comprises nearly 190 acres or 11.7% of property in Buffalo.

Governmental & Institutional Land-Use

As the county-seat and largest community in Dallas County, it is not surprising that government and institutional land-use comprise

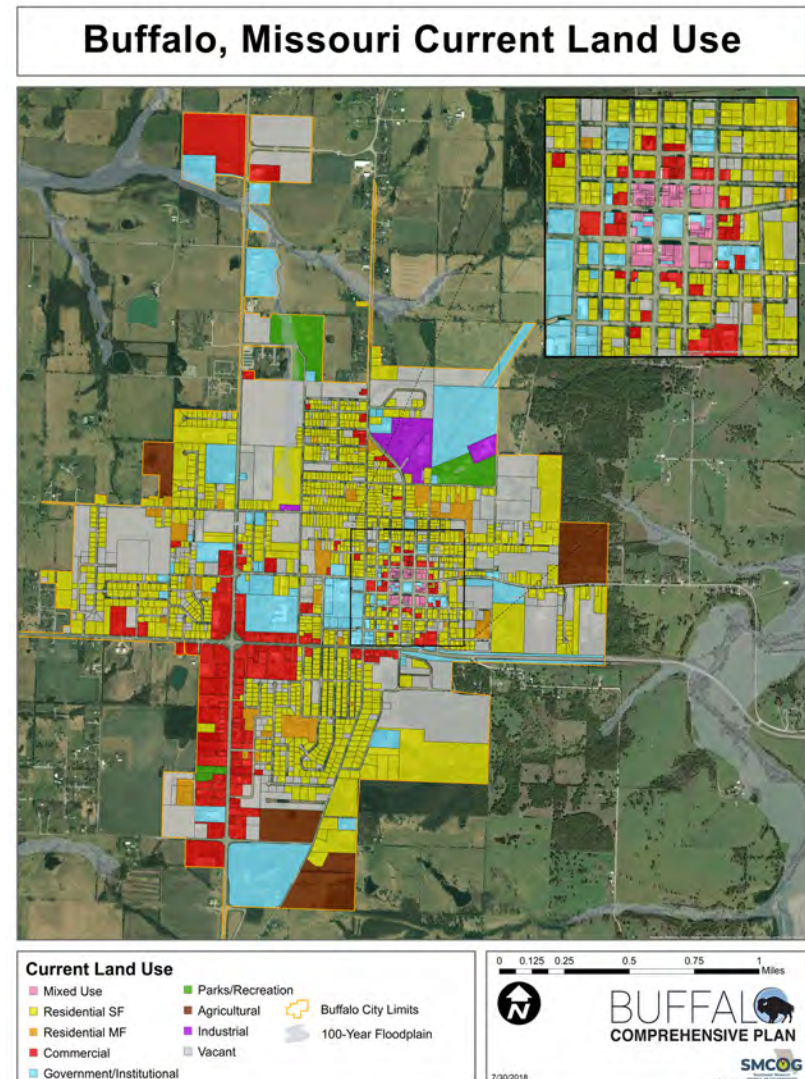


Figure 6.2



Land-use

14.4% or 232.3 acres, of property in Buffalo. This category consists of land owned by the city or county, schools, churches, or non-profits. This can be burdensome considering these institutions do not pay property taxes, thus are non-revenue generating but still utilize city services.



Dallas County Administration Building

Industrial Land-Use

There is a small amount of industrial land-use in Buffalo, with only 29.3 acres or 1.8%. This property is in the north eastern portion of the city and consists of the Buffalo Industrial Park. Some buildings in the industrial park area are vacant and provide opportunity for future development.



Buffalo Industrial Park



Downtown Business

Mixed-Use Land-Use

Mixed-use property is located on and around the square. Property designated as mixed-use consists of 6.5 acres or 0.4% of total property in Buffalo. Most of the historic buildings around

Land-use



the square have commercial uses on the first floor and availability for residential uses on the second floor. This is representative of many historical downtowns, but unlike many other communities of its size Buffalo has seen recent renovation and opening of new businesses in the downtown area.

Parks and Recreation Land-Use

Buffalo has two community parks, a greenway trail, and a historical park area identified as parks and recreation. This accounts for approximately 41.3 acres or 2.5% of total land in the city of Buffalo. Both parks are located on the north side of town, which leaves a public recreational space gap towards the center and south side of Buffalo. Resident's may utilize school district property, which is more centralized in the community, as recreational space, but these areas are likely to be in use for school events.

Residential Land-Use

Typical for a small, rural community the primary land



Dallas County Community Park

use is residential, 36.1%, mainly single-family homes with approximately 541 acres, or 33.3% of total acres in the city limits. Multi-family apartment complexes, town homes, duplexes, and senior living facilities, make up approximately 2.8% of land-use. Three new subdivisions were platted in 1997, including Sunset View Estates, Meadow Crest subdivision, and Spring Hill Estates on the west side of town where new homes are still being constructed.



Land-use

Vacant Land

A significant amount of land within the city of Buffalo is currently vacant. An estimated 450 acres or 27.8% of property in the city limits is vacant, second only to single-family residential in land-uses. Much of this land was annexed into the city over the past two decades and allows ample opportunity for future development already serviced by city water and sewer.

Future Land-Use

Buffalo is in a sound position for future growth and development. With substantial sewer capacity and plans for a new water tower, the City has positioned itself to provide sustainable services for growth in population. Current service capacity helps to shape recommendations for future land-use and identified goals and objectives for Buffalo to develop as the community desires over the next two decades.

It is important to look at uses that are both environmentally and fiscally sustainable for the community. New development should have a minimal impact on the natural environment, or take steps to mitigate any

negative impacts that might occur. Additionally, the City must consider tax revenue generating uses and the impact proposed development will have on the tax base and demand for services. Currently the top uses are single-family residential, which is not a sustainable way to generate taxes, and vacant property, which is only tax revenue on the property itself. Property that is institutional or government do not generate any tax revenue. In order to sustain services, additional commercial or industrial growth will be necessary for increased property and sales tax revenue.

Annexation

Buffalo has a history of annexation, both voluntary and non-voluntary. When looking at land contiguous to existing city boundaries and property already serviced by City water or sewer, it provides an outline for future annexations. The proposed annexation areas are shown in Figure 6.5 (see page 55) Property along Highway 65 could be annexed in order to eliminate the

Land-use



gaps in city boundaries and provide for contiguous property along the northern corridor. The larger area on the southwest side of town has City water services and some sewer. This area would require the extension of sewer services beyond what is currently present and additional water service lines. In total there are approximately 326 acres of land proposed for annexation over the next several decades. That is a 20% increase in land area over the next several years, similar to the 29% increase over the past 23 years. While not noted on the proposed future annexation map, property further south along 65 near the intersection of Kelly

Road is undergoing some expanded commercial development and may be an option for annexation in the long term. It should be noted that this is a long term plan and does not suggest for immediate annexation, but rather a model for future annexations and growth when appropriate for the community and property owners.

Proposed Future Land-Use

Figure 6.5 (see next page) shows the proposed future land-use within the current city limits and proposed annexation areas. The proposed future land-use follows a similar growth pattern to what Buffalo has experienced historically. All property that was inventoried as vacant currently has been assigned an active future land-use. The breakdown of future land-uses is provided in Table 6.2.

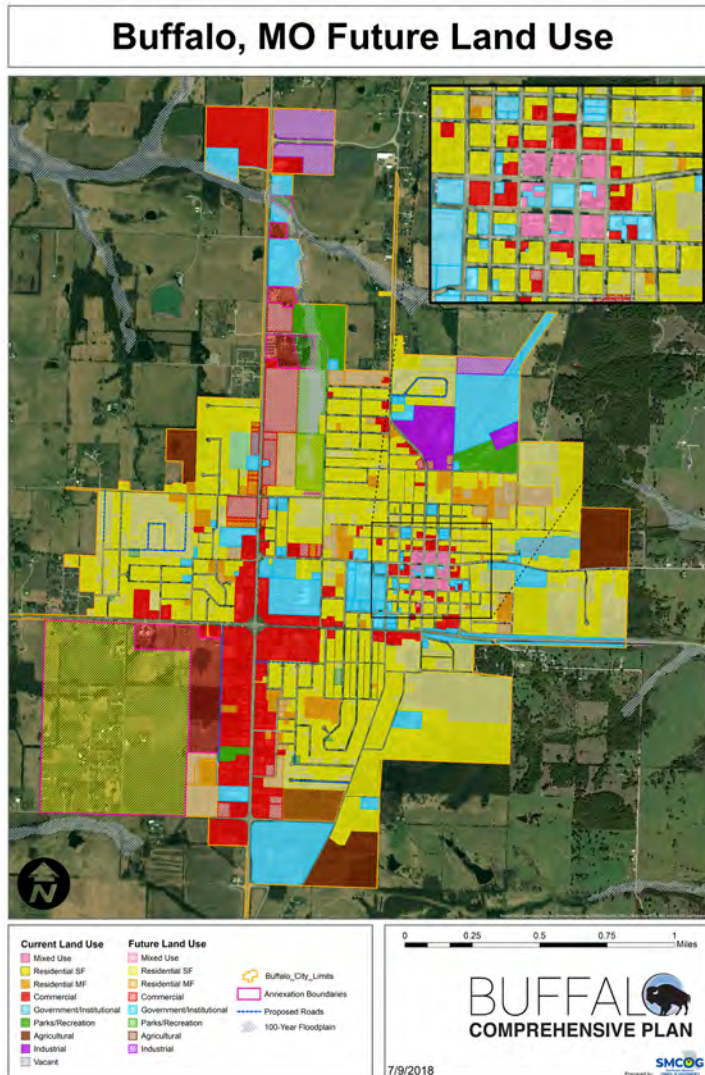
<i>Land-Use Classification</i>	<i>Acres without Annexation</i>	<i>% of Total</i>	<i>Acres with Annexation</i>	<i>% of Total</i>
<i>Agriculture</i>	69.1	4.2%	69.1	3.6%
<i>Commercial</i>	251.8	15.6%	315.8	16.2%
<i>Government/Institutional</i>	234.7	14.6%	234.7	12.1%
<i>Government, Schools, Non-profits, Churches</i>				
<i>Industrial</i>	68.7	4.2%	68.7	3.5%
<i>Mixed-use</i>	6.5	0.4%	6.5	0.3%
<i>Parks & Recreation</i>	75.2	4.6%	83.2	4.3%
<i>Residential</i>				
<i>Single-Family</i>	785.1	48.5%	1,039.5	53.5%
<i>Multi-Family</i>	126.4	7.9%	126.4	6.5%
<i>Total</i>	1,618	100%	1,943.9	100%

Table 6.2



Land-use

Figure 6.3



Commercial development is proposed to be concentrated along the Highways 65 and 32 corridors. This allows for more exposure and access for local businesses. As new development or redevelopment of existing structures occurs, the City should require the upgrading of public infrastructure to align with current standards and sizes. Current water and sewer services may be undersized for larger commercial uses and requiring the installation of upgraded infrastructure as part of a development would benefit both the property owner and community overall.

Industrial land-use is proposed to increase in acreage from 29.3 to 68.7 acres. Industrial uses are recommended to continue to expand near the existing industrial park and airport. Additionally, current vacant property near the northern edge of the city limits at the intersection of 65 and Highway 73 is proposed for industrial use. This location has good access points and minimal impact on Buffalo's traditional neighborhoods. It is also located near the City Wastewater Treatment Facility, thus making the installation of new infrastructure more cost effective for a new development.

Parcels proposed to be mixed-use remain in the downtown. Buffalo's downtown is prime for downtown revitalization and investment. Future downtown

Land-use



development should focus on restoration or preservation of historic structures that are not beyond a reasonable state of repair. The original historic character of the square is apparent in some of the older structures. It would add to the charm and desirability of downtown to redevelop current one story buildings into a historically appropriate mixed-use.

Recreational land-use is proposed to increase substantially in the future, both with or without annexation. While Buffalo has two existing good sized parks and a recreational greenway, the additional of more green space would enhance the quality of life and preserve natural features. Expanding the recreational greenspace along the current trail would allow for increased connectivity to other community amenities such as the downtown or O'Bannon Community Center. The preservation of green space along the floodplain would allow for additional community recreational areas, but also provide an opportunity to mitigate any potential negative impacts of heavy rain events. Neighborhood

pocket parks through the community are proposed, especially for small, potentially unbuildable lots. These could eventually be connected with the greenway trail system as well, providing a comprehensive greenspace program. A small parcel on the northeast side of the square is also designated as recreational as it provides an opportunity for a downtown farmer's market pavilion, or downtown greenspace. The current square and downtown area is deficient in green public space.

Both single-family and multi-family residential uses are proposed to increase in acreage. Approximately 262 acres of currently vacant land is proposed to be single-family or multi-family residential land-uses in the future. Future single-family uses are concentrated adjacent to existing single-family areas, in-fill throughout the older neighborhoods, and in neighborhoods already platted for single-family homes. Any new platted developments should be required to install appropriate infrastructure, as well as incorporate green space to allow for neighborhood parks. Multi-



Land-use

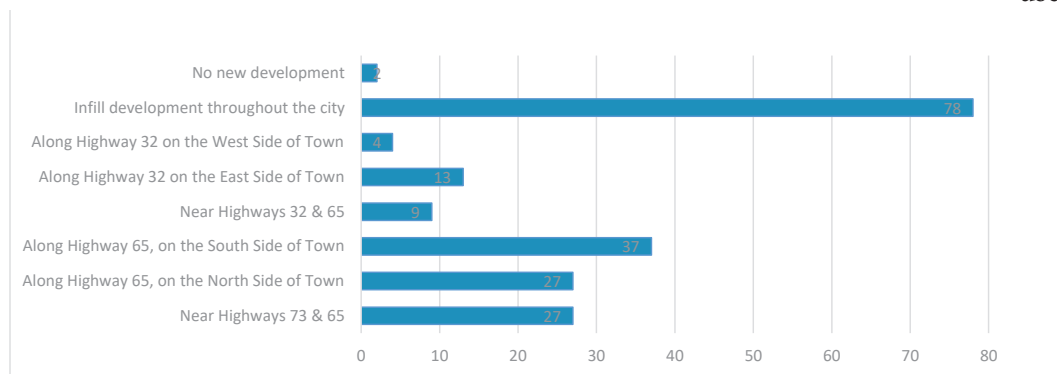
family uses are proposed to serve as a buffer between single-family areas and commercial or other heavier users. Most proposed multi-family is contiguous to existing multi-family or along heavier traveled roadways. Multi-family uses may range from duplexes to larger apartment complexes, and include senior housing and living facilities.

Some land-uses are proposed to change from the current into the future. Many of these changes are along the commercial corridors where the current use is vacant or single-family and based on the location and services, those areas would be best utilized as commercial property.

It should be noted that these recommendations are not legally binding and only serve as a guide for future land-use policy.

Relevant Community Survey Results

Community survey respondents overwhelmingly preferred (78 responses) that any future new development occur as infill throughout the city. Responses also reflect a desire for development along Highway 65. This framed future land-use recommendations, specifically for residential and commercial uses.



Development Survey Responses
Graph 6.1

goals + objectives

1 enforce sustainable land-use regulations



Support Development that promotes a sustainable and efficient use of resources

- Incorporate green space code requirements for all new developments
- Expand the recreational green space near the current trail system to connect to the city park and community center
- Continue to enforce NFIP ordinances to maintain the undeveloped floodplain
- Encourage new development where infrastructure is already present
- Require any redevelopment to pay for infrastructure upgrades



Create + regularly update a current zoning map

- Utilize Dallas County GIS or other organization to create an interactive citywide zoning map that will be posted on the city website

2 allow for growth while maintaining small town character



Require buffers between different land uses

- Incorporate requirements for landscaping or fencing as a buffer between potential conflicting uses into the zoning code
- Zone for transitional land uses between conflicting areas. Such as multi-family residential between single-family and commercial



Annex property that is contiguous to existing city boundaries

- Prioritize properties that already have access to city services
- Work with landowners to achieve voluntary annexation



Encourage Commercial development

- Promote the revitalization and/or preservation of the downtown
- Allow for the commercial uses along highways 65 and 32



07 | Economic Development

Understanding and assessing the local economy is an integral part of the comprehensive plan. This can assist in laying the foundation for future economic development activities. Economic information can range from workforce to business retention and development (Daniels, Keller, Lapping, Daniels, & Segedy, 2007). Buffalo has several efforts currently underway that focus on economic development and is making significant strides towards an enhanced business and workforce environment. This chapter will briefly discuss the existing business environment, current efforts underway, and future economic development goals.

Existing Businesses

According to the Missouri Department of Economic Development, the top three private employers in Buffalo are Oakstar Bank, Colonial Springs Healthcare, and Premiere Home Healthcare; a bank, a nursing care facility, and a home health care service respectively. Each business employs over 100 employees. The next largest private employers are WalMart, MFA Farm & Home, and

the Dallas County Farmers Exchange. Additionally, as the county seat Buffalo has two other large employers in the Dallas County R-1 School District and the Dallas County Government. (2018, Regional Datasets)



Oakstar Bank

Economic Development



Major manufacturers in Buffalo are Production Products, Superior Gearbox, and MFA with HMC Manufacturing just outside the city, but a big asset to Buffalo. Superior Gear Box is housed in a 77,000 square foot facility. They assemble high quality gear drives for power transmission systems. A 34,000 square foot facility that once housed Petit Jean Poultry production is for sale in the industrial area. The area also includes the Buffalo Municipal Airport.

Much of Buffalo's existing business stock is general services, restaurants, and retail. New businesses in the past few years include the Dollar Tree, Casey's General Store, Espresso Company No. 825, and the Dragonfly Grill. Additional investment has also been made in several already established local businesses in recent years.



Buffalo Industrial Park



Buffalo's Casey's General Store



Economic Development

Economic Development Efforts

Local businesses have numerous resources at their disposal, as Buffalo and Dallas County have put substantial effort into economic development over the last several years.

The Dallas County Economic Development Group (DCEDG) is a 501c originally formed in 1994 as a partnership between the City of Buffalo, Dallas County, and the private sector to provide assistance in bringing economic growth to the community. (2018, Dallas County Economic Development Group) The DCEDG coordinates with the Missouri Job Center in Springfield. Buffalo and Dallas County are served by the Mobile Career Center which allows job seekers to access internet job search, employee skills assessment testing, and more. As a member of the Springfield Regional Economic Partnership (SREP), the Dallas County Economic Development Group is able to provide information and assistance on business expansion and attraction, retail business attraction as well as assistance with marketing materials. Buffalo benefits greatly from participation with the Dallas County Economic Development Group

and should work within this structure to bring additional industrial business into Buffalo and assist in filling current vacant commercial space.

The Buffalo Chamber of Commerce is another resource for local businesses. The Chamber is very active in promoting many community events including Art Walk downtown, the Expo in April, a very popular car show twice a year, and the Celtic Festival, the only one in Missouri, in September. Business members of the Chamber enjoy benefits such as networking, advertising, workshops and seminars, web connections, and promotional opportunities. Buffalo's Chamber of Commerce also hosts a annual membership banquet. Chamber offices are currently housed in the Buffalo Municipal Building, along with the Dallas County Economic Development Group, which allows for an integrated approach to economic development. The Chamber could expand its programming and encourage people to shop locally by developing a punch card that could be used

Economic Development



at Chamber member businesses. This could provide consumers the opportunity to earn a “punch” on their card when they purchase items at a participating business. Once a certain number of punches has been received that card could be used as a coupon at any of those businesses. This is one specific way to encourage Buffalo and Dallas County residents to shop in Buffalo instead of driving to Springfield or going online.



Buffalo Art Walk

Source: Buffalo Art Walk and Craft Fair Facebook Page

For targeted business development in the downtown area, Buffalo has the Buffalo Downtown Association. The Downtown Association meets monthly and works to improve the downtown area for businesses and residents. The group is currently working on a pocket park and banners for the Buffalo square. New banners are being purchased to hang on the light poles throughout the downtown area and discussions have occurred to expand the banners to Highway 32 and Highway 65. Additional projects include the Veterans Wall on the south side of the courthouse and the Downtown Market on the 2nd Saturday of the month from spring to fall, which provides the opportunity for businesses without store fronts to sell their products.

In 2017, Buffalo was selected by the Community Foundation of the Ozarks to participate in the Growth in the Rural Ozarks (GRO) program. The two-year initiative GRO Buffalo features several programs including community beautification, Business 911 (an online portal to assist new and existing business), and



Economic Development

speaker services. The Chamber is the primary partner for the GRO Business 911 and is offering a free business speaker series the 3rd Thursday of each month. These are 1 hour sessions during lunchtime, 12-1pm. Topics will focus on a resource catalog, local jobs, business events, commercial properties, mentoring, internship opportunities, business education, and business 101.



GRO Buffalo Logo

While there are several existing resources for current businesses, workforce is always a subject of concern. Buffalo has desires to recruit additional employers and industry, but it may be difficult to get those developments if there is not a skilled workforce. Current efforts to increase the skilled workforce included the Dallas County Technical Center. The Technical Center is currently located in Louisburg, Missouri, 9 miles away. Students from Buffalo as well as seven other school districts participate in the many career and technical programs offered. There are plans to move the Technical Center to a new facility in Buffalo in the near future.

Additionally, Dallas County is an ACT Work Ready Certified Community. This is a program to help job seekers prove career readiness and help employers recruit better prepared employees. The certification means that the workforce has been educated with fundamental skills (working documents, applied math and graphic literacy) to succeed in the 21st Century. Buffalo and Dallas County can assist in workforce development by helping to facilitate a partnership with the schools, the Technical Center, and local businesses for on the job training. This could work like an apprenticeship program and assist local business with succession planning efforts.

New Business Attraction

Buffalo and Dallas County have several items in place to support existing businesses and encourage new growth. Existing programs can be built upon by increased collaboration and marketing efforts.

The City should partner with the Chamber and Dallas

Economic Development



County Economic Development to develop a clear graphic of the process for starting a business or developing land in Buffalo. Providing an easy to understand process could help stir entrepreneurs to look at Buffalo as an option. The community expressed desire for additional fine dining establishments, thus providing a supported opportunity for a local entrepreneur to open a new restaurant. Additionally, the City can support existing residents as local entrepreneurs by providing some type of incentive, even if nominal, for residents who open local businesses. This could be as small as waiving the business license fee, but it would show support from the City for new, locally-owned businesses.

Promotion of Buffalo's assets is also key in attracting new business development. The City, the Chamber of Commerce, Dallas County Economic Development, and the Downtown Association should all work together to advertise existing programs such as Opportunity Zone and Agri-Ready. Buffalo also

has high speed internet capabilities, something many rural communities do not. This could make the community attractive to high-tech industries looking for an inexpensive community to start a business. Buffalo's existing airport is underutilized and if expanded slightly could allow for increased industrial growth in the northern edge of the City. While Buffalo does not currently have access to natural gas thus limiting the industrial opportunities, the City and County are engaged, and should continue to be, in regional conversations surrounding the feasibility of natural gas service extensions.

Community Survey Results

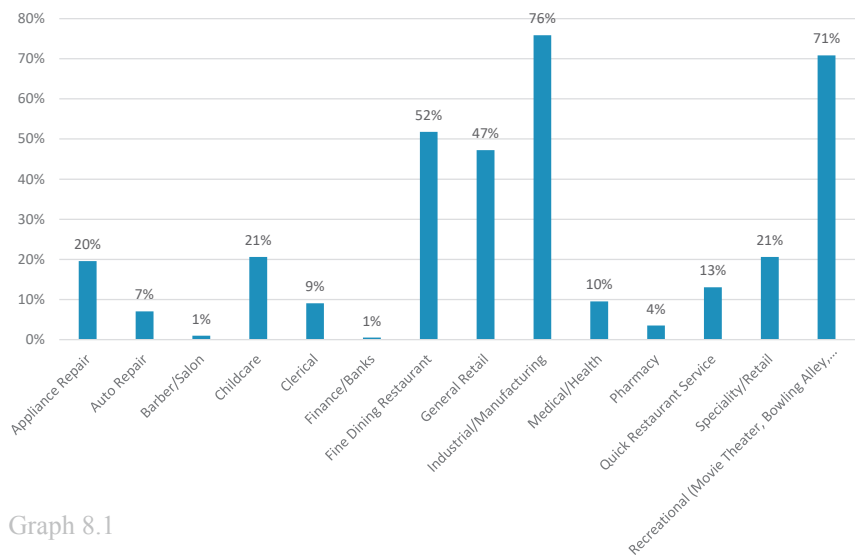
When asked what kind of jobs or businesses were most needed in Buffalo, community survey respondents overwhelming responded Industrial/Manufacturing and Recreational (movie theater, bowling alley, etc.). A fine dining restaurant was also mentioned several times in the survey and during conversations with community members. While Buffalo currently has a few sit down



Economic Development

dining options, residents seem to want a larger variety.

Residents were also asked what they would like to change about Buffalo. The number one theme of responses was more businesses and jobs. In general more job opportunities and higher paying jobs were the primary responses. When asked to share something positive that had happened in Buffalo recently, the overwhelming majority mentioned new businesses. Casey's General Store and Dollar General were mentioned extensively.



Graph 8.1



Photo by Priscilla Du Preez on Unsplash

goals + objectives

1 attract new businesses



Support existing residents in starting a local business

- Create a flow chart that explains the development process in the city
- Look at options to reduce permit fees for new businesses if the owner lives in Buffalo



Recruit industrial/manufacturing employers to relocate to Buffalo

- Work with regional groups to determine feasibility of a natural gas service that would attract industrial and manufacturing uses
- Utilize EDA, DED, and Industrial Development Bonds to bring industrial businesses to Buffalo. These funds will provide assistance for construction and infrastructure costs for buildings and other structures
- Expand airport to accommodate larger aircrafts for expanded industrial/manufacturing uses



Recruit tenants to fill vacant commercial space

- Work with Dallas County Economic Development to attract businesses that citizen's desire
- Promote the high-speed broadband service currently available to the community

Market community strengths to attract new development



- Promote incentive packages the City already has in place such as being an Enterprise Zone, Opportunity Zone, Certified Work Ready, and Agri-Ready
- Promote proximity to Lakes

2 support existing businesses



Facilitate training young people for high demand labor skills

- Collaborate with Dallas County Schools/OTC to provide vocational training specifically for public safety or building/code inspections
- Collaborate with Dallas County Schools to have internship program in local businesses to train young people in business operations



Encourage citizens to shop locally to support local businesses

- Work with the Chamber of Commerce to create a “buy local” campaign and punch card



Photo by Nik MacMillan on Unsplash



Attract fine dining restaurants

- Identify local entrepreneur interested in opening new dining establishment
- Locate parcels or existing structures that would be suitable for fine dining restaurant development. Desirable property should include potential for outdoor seating, ample windows with natural light, and be in walkable area



08

Public Information & Community Engagement

Providing timely and accurate information and engaging community members is imperative for a successful City. Maintaining public trust in the government institution is important and can be partially accomplished by ensuring that residents are aware of actions being taken by the City. Citizens should also be empowered to take ownership of the community and participate in events and the public decision-making process. Only through an engaged citizenry can a community truly thrive.

Residents are often most familiar with public safety, thus encouraging police and fire personnel to be more engaged with the public is a simple first step. Creating a community policing model that enhances neighborhood connections with specific, individual officers allows citizens to feel safe and provides the opportunity for relationship building. Buffalo police already participate in community events such as Shop with a Cop, but additional engagement could enhance relationships. Fire personnel can work with the school district and local daycare programs to talk about the importance of fire safety and smoke alarms. Creating a work study or internship program with the high school would provide valuable

experience and education for students but could also benefit the fire department in the potential recruitment of new volunteers.



Buffalo's Shop with a Cop Program
Source: Buffalo Police Facebook Page



Fire Engine
Source: Buffalo City Fire Facebook Page

Public Information & Community Engagement



Buffalo has the benefit of already developed positive partnerships with other community stakeholders. The City and Dallas County work closely together on economic development, infrastructure, emergency management, and general communication. Buffalo and the Dallas County R-I school district have well instituted lines of communication and collaboration. Additionally, City staff and administration are keyed in with other community agencies such as the Chamber of Commerce, the local AARP, and the Dallas County Economic Development Group through shared office space at the Buffalo Municipal Building.

Existing partnerships should be expanded and utilized to enhance overall communication. A community-wide quarterly newsletter could be developed and mailed with each resident's water bill. The newsletter should include information from a variety of sources across the community, including the schools, Dallas County, Emergency Management, the YMCA, library, health department, and more. The City should also participate in the County-wide emergency alert system and utilize to the full potential, both emergencies and community events.



Swift 911 Logo

Source: <https://mp.swiftreach.com>

Buffalo could also initiate a Partners in Progress group that meets at least quarterly as combined officials. This meeting could be a joint meeting of the Board of Aldermen, the County Commission, the School Board, and other officials that are willing to participate. A Partners in Progress group would allow for clear information sharing in a public venue and the opportunity for community members to attend and provide input to several elected officials simultaneously. Transparency of government is increasingly important to citizens and by being pro-active Buffalo can set an example.



Public Information & Community Engagement

Engaging citizens through community events and programming allows for positive interactions in a relaxed environment. Residents can find an activity or event that interests them and allows them to become more integrated into the community. Buffalo has an existing successful farmers market located in the parking lot of the Dallas County R-I school administration building. This provides a solid foundation and opportunity to look at options for expanding the market or relocating to a more central location, such as the square. The existing vacant lot on the northeastern part of the square may have some potential for a pavilion that could be a permanent home to the farmers market. Bringing a farmers market to the downtown area helps to encourage people to patronize downtown businesses and brings people into town, off of the highway. It could also provide a recreational greenspace for individuals who work downtown to utilize the space when the market is not open.

Allowing for and encouraging the expansion of the farmers market also allows for increased engagement with the Dallas County Mennonite community. While many members of the Mennonite community do not



Buffalo Community Farmer's Market

Source: Buffalo Community Farmer's Market Facebook Page

reside in the city limits of Buffalo, their input and involvement is evident. This unique population is an asset to the community and the City should work to ensure they feel welcomed and included in community events and happenings.

A relatively new program and opportunity to reach a broad section of the community is through the Believe in Buffalo clean-up days. The clean-ups, established through the GRO Buffalo program, have been immensely successful. This

Public Information & Community Engagement



provides another opportunity to grow and expand an established program to reach more people, both as volunteers and as homeowners. Property clean-ups help instill a sense of community pride and can often have a lingering effect on other aspects of the community. When people see others caring about the community and working to make it better that can create a ripple of action to others.

Building off of the success of the GRO program and clean-ups, the City could officially create a Believe in Buffalo brand. A logo and t-shirts have already been created, but the City as an institution could adopt this as the overall community theme. New street signs, community wayfinding, and marketing materials could be created with “Believe in Buffalo” thus giving the City a positive brand opportunity to reach beyond Buffalo and into all of Dallas County and the region.



Advertisement for Clean Up Day
Source: GRO Buffalo Facebook Page



Believe in Buffalo Shirts
Source: GRO Buffalo

goals + objectives

1 enhance overall community communication



Participate in the County's SWIFT 911 alert system.

- Utilize alert system to its full capabilities for emergency and community events



Engage community around events, new programming, and community clean-ups

- Expand GRO program efforts and community clean-ups
- Create a weekly or monthly farmers market on the square



Collaborate with local event organizers to assist in recruiting volunteers

- Use city media and newsletter to assist in recruiting volunteers



Create a community brand

- Add way-finding signs for the schools and the square that are branded with Believe in Buffalo



Create & maintain methods of information sharing

- Develop a quarterly municipal newsletter that includes information from schools, the county, and other local stakeholders
- Develop and distribute informational documents about natural hazards and public health concerns
- Create partners in progress group that holds quarterly joint meetings with all community stakeholders. Including the school board, Dallas County Economic Development Board, Buffalo Chamber of Commerce, the board of alderman, and other pertinent groups

2 increase public safety personnel engage with members of the public



Follow a community-policing model

- Designate officers to be in direct contact with neighborhoods



Sustain a fire department outreach program

- Promote the installation of fire/smoke/carbon dioxide detectors in homes, businesses, and all public facilities
- Work with schools to implement a volunteer firefighter program for high school age students



Photo by Tim Marshall on Unsplash

09 | Goals, Objectives & Implementation



Throughout the planning process, numerous goals, objectives, action items and implementation strategies were identified. These items provide the steps to accomplish the future that Buffalo residents have designed.

The Implementation Matrix displays additional details for each identified goal and objective. This is intended to be a “living” matrix that is updated regularly as items are accomplished or priorities change. The annual budget process is the ideal opportunity to review the implementation matrix and ensure that updates are made and progress noted. Community priority is listed as high, medium, or low.

H M L

Objectives were voted on by community members attending the community open house.



1

Goal: Ensure public safety facilities grow along with the community.

goals + objectives

COMMUNITY FACILITIES

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
L	Construct additional public tornado shelters	1 Retrofit existing city facilities to serve as public shelters during severe weather events.	Facilities could include Fire Station, Police Station, O'Bannon Center, and City Hall	Board of Aldermen City Emergency Manager	Hazard Mitigation Grants, Community Development Block Grant
		2 Integrate new shelters into new public facilities, such as the fire station.	When planning for new public facilities, consider the opportunity for inclusion of public shelters	Board of Aldermen City Emergency Manager	Hazard Mitigation Grants, Community Development Block Grants, US Dept. of Agriculture Rural Development Loans
		3 Require new platted neighborhoods to include community shelters.	Develop subdivision regulations and amendments to the zoning code that require new neighborhoods to include community shelters	Planning and Zoning Commission City Clerk as staff liaison	Neighborhood Association Fee, Tax Incentive Policy, Hazard Mitigation Grants
L	Enforce updated building codes	1 Continue using contract inspector to enforce code on all new construction and applicable renovations.	The City currently contracts with an individual to provide building code services. This is a cost efficient method for a community of Buffalo's size. The inspector should be properly trained in enforcing the adopted IBC.	Board of Aldermen	
		2 As the community grows, assess the need for hiring a full-time building code enforcement officer.	As Buffalo grows, it may be necessary to hire a full-time building official. This position could also serve as the zoning administrator and work with development proposals if properly trained		Permit and inspection fees
H	Expand the Fire Department	1 Renovate and expand the fire station.	A new building may be needed to accommodate the future growth in Buffalo.	Board of Aldermen Fire Department	Community Development Block Grant, Hazard Mitigation Grant (if safe room is included), USDA Rural Development Loan
		2 Collaborate with the school district for fire department volunteers and offer training opportunities.	The Fire chief and School District should work together to develop an agreement or process outline for engaging students with the fire department. Students could get necessary training hours and eventually serve as a volunteer firefighter as age and training requirements are met.	Fire Department School Administration	
H	Expand the Police Department	1 Seek funding and increase budget to allow for pay increases.	Additional funding is imperative to retain quality officers. There are grants that pay for equipment, if those grants are awarded it would free up dollars for staffing.	Police Department Board of Aldermen	Local Law Enforcement Block Grant Program USDA Community Facilities Program
		2 Recruit additional officers to expand police force.	Work through partnerships with the school district, OTC, and regional agencies to recruit qualified officers.	Police Department	
		3 Implement a citizen's police academy to educate residents and cultivate interest in public safety careers.	This will increase citizen understanding of what the police force is responsible for and what daily operations look like. This provides a level of empathy but can also create interest in pursuing a career in public safety.	Police Department Board of Aldermen	Private foundations such as the Walmart Foundation to privatize the minimal costs for materials and staff overtime.

2

goals + objectives

COMMUNITY FACILITIES

Goal: Maintain current and develop new recreational facilities.

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
H	Renovate, expand, and promote the O'Bannon Community Center	1 Seek Community input to determine what citizens want improved	Host a public meeting or ask for public input online to determine what amenities the community wants in the O'Bannon Center to increase the usefulness of the building. This could also help inform residents that the O'Bannon Center exists and is available for public use.	Parks Committee	
		2 Apply for grants and/or issue bonds to help pay for construction & renovation.	Funding may be sought through a Community Development Block Grant, community facilities program for up to \$300,000 in renovation costs. Equipment within the building could be funded through USDA Rural Development Community Facilities grants.	Board of Aldermen	Community Development Block Grant USDA Rural Development Community Facilities Grant
M	Update the Community Pool	1 Incorporate areas of shade, such as building overhang, umbrellas, or tree canopy.	Work with architectural firm or other design firm to determine most cost-efficient improvements for shade at the current public pool. The pool wile likely need substantial updates and improvements in the coming years, but simple and inexpensive upgrades could add value in the interim.	Board of Aldermen	Recreational fees USDA Community Facilities Grant
		2 Add lighting to allow for expanded hours.	Upgrading lighting around public pool would allow for early evening swim options. This could allow for private rentals in the evening and generate additional revenue to pay for cost of lighting and maintenance.	Board of Aldermen	Recreational fees
L	Continue updating and maintaining parks	1 Seek new funding (tax) for park improvements.	Parks, recreational opportunities, and trails add to the quality of life and can attract new residents to a community. Continued maintenance, improvements, and new options will need to be funded. The City should look at all options, including a potential dedicated parks tax.	Board of Aldermen Parks Committee	Regional Trails Grants, Land and Water Conservation Fund, Baseball Tomorrow Fund, Dedicated parks tax, private donations
		2 Increase Parks Committee budget to help fund new playground equipment, more landscaping, etc.	The City provides a small amount of money for parks improvements each year. The budget for parks maintenance and improvements should be increased over time so more progress can be made	Board of Aldermen Parks Committee	Dedicated parks tax, Increased budget
L	Improve accessibility of facilities.	1 Conduct a self-evaluation to determine compliance with the Americans with Disabilities Act.	The City should assess existing City facilities and public rights-of-way for compliance with the Americans with Disabilities Act. The City could conduct this inventory on their own or with assistance of a consultant. The inventory may be used in preparation of a transition plan.	Board of Aldermen City Staff Private Consultant	
		2 Create an Americans with Disabilities Act Transition Plan implementation program to bring facilities into compliance.	After completion of a self-assessment and inventory, the City should prepare an ADA Transition Plan to be compliant with Federal Requirements for Title II agencies and to ensure that Buffalo is welcoming and accessible to all residents and visitors. This plan should identify steps and a timeline for addressing non-compliant facilities and rights-of-way.	Board of Aldermen City Staff Private Consultant	MoDOT TEAP grant (up to \$8,000)
L	Incorporate pocket parks into existing neighborhoods.	1 Approach owners of vacant and unbuildable lots for potential community spaces.	Buffalo has numerous vacant lots, and a few small likely unbuildable lots, that would make excellent neighborhood pocket parks. It is possible that the property owners might be willing to donate the land to the City since the land is of little value.	Board of Aldermen City Staff Parks Committee	
		2 Add development requirements for newly platted neighborhoods to include pocket parks.	Updating the City zoning code to include subdivision regulations and green space requirements could increase the amount of recreational spaces in the community at little to no cost to the City. When new neighborhoods or subdivisions are platted, the City could require a certain percentage of total acreage or a specific amount of space set aside for a neighborhood park.	Planning and Zoning Commission	
L	Connect recreational and commercial spaces with walking trail.	1 Identify funding opportunities such as the Land and Water Conservation Fund and Recreational Trails Program.	Work with the regional planning commission and local groups to search for and determine appropriate funding options for trail connections.	Board of Aldermen Parks Committee Southwest Missouri Council of Governments	Hazard Mitigation Grants, Community Development Block Grant
		2 Promote connectivity of neighborhood pocket parks with trails.	Public recreation spaces and neighborhood parks should all be connected by the greenway trail. Developing a greenway trail plan with phasing may help with implementation.	Local interest groups	Transportation Alternative Funding (TAP) Grant Regional Trails Program Grant Land and Water Conservation Fund Grants
		3 Require new platted neighborhoods to include community shelters.	Extending the current greenway trail to increase connectivity to downtown and south of town, perhaps to Middle School, would provide additional transportation and public health options. Developing a greenway trail plan with phasing may help with implementation.	Board of Aldermen Parks Committee	

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
L	Support existing residents in starting a local business.	1 Create a flowchart that explains the development process in the city.	City staff should work with the Chamber of Commerce and County Economic Development to create a clear and concise flowchart or graphic to guide potential new business owners through the process. Starting a business can be very challenging, making an easy to follow process chart can help alleviate some frustration from the very beginning.	City Staff Buffalo Chamber of Commerce Dallas County Economic Development Group	
		2 Look at options to reduce permit fees for new businesses if the owner lives in Buffalo.	Support residents in business start-ups by offering reduced or waived businesses licenses, building permits, or application fees. This can be a one-time, first year only incentive and may be a minimal amount of money, but shows local support for new businesses.	City Staff Board of Aldermen	
M	Recruit tenants to fill vacant commercial space.	1 Work with Dallas County Economic Development to attract business that citizens desire.	Residents expressed interest in manufacturing/industrial, recreational, and fine dining businesses. Recruitment efforts should target these segments first.	Board of Aldermen City Staff Buffalo Chamber of Commerce Dallas County Economic Development Group	
		2 Promote the high-speed broadband service currently available to the community.	Expand on current business recruitment and marketing to emphasize high-speed internet service. This is an amenities many rural communities do not have and a significant asset for Buffalo. Contacting Missouri State University, Missouri S&T, or the Jordan Valley Innovation Center would be a good start as adjunct professors, new graduates, and start-ups may be interested and willing to move to Buffalo for low cost of living in order to start a new business.	Board of Aldermen Buffalo Chamber of Commerce Dallas County Economic Development Group	Recreational fees
M	Attract several fine dining restaurants.	1 Identify local entrepreneur interested in opening new dining establishment.	Through a partnership with the Buffalo Chamber of Commerce and Dallas County Economic Development Group to host an informational meeting or invite local business owners and interested entrepreneurs to discuss the available resources for starting a new business. Additional work with the Springfield Regional Chamber to target resources and workshops for restaurant owners and investors.	Buffalo Chamber of Commerce Dallas County Economic Development Group	
		2 Locate parcels or existing structures that would be suitable for fine dining restaurant development. Desirable property should include potential for outdoor seating, ample windows with natural light, and be in a walkable area.	Participate in a partnership with the Buffalo Chamber of Commerce and Dallas County Economic Development Group to review available sites that fit criteria for a fine dining restaurant.	Buffalo Chamber of Commerce Dallas County Economic Development Group	
H	Recruit industrial and manufacturing employers to locate in Buffalo.	1 Work with regional groups to determine feasibility of a natural gas service that would attract industrial and manufacturing uses.	Stay engaged in conversations with Dallas County, Polk County, Bolivar, and the Southwest Missouri Council of Governments to determine feasibility and appropriate steps to obtaining natural gas services.	Board of Aldermen	Transportation Alternative Funding (TAP) Grant Regional Trails Program Grant Land and Water Conservation Fund Grants
		2 Utilize EDA, DED, and Industrial Development Bonds to bring industrial businesses to Buffalo. These funds will provide assistance for construction and infrastructure costs for buildings and other structures.	Work with Dallas County Economic Development Group to attract and recruit new industrial development by offering construction or infrastructure assistance.	Board of Aldermen Dallas County Economic Development Group	Industrial Development Bonds Community Development Block Grant Industrial Infrastructure grant EDA Public Works and Economic Adjustment Assistance Programs
		3 Expand airport to accommodate larger aircraft for expanded industrial and manufacturing uses.	Expanding the airport could allow for increased industrial and manufacturing growth. An expansion could also provide for inclusion on the National Plan of Integrated Airport Systems (NPIAS) which would allow for potential eligibility for funding through the Federal Aviation Administration Airport Improvement Program.	Board of Aldermen City Staff Buffalo Chamber of Commerce Dallas County Economic Development Group	
H	Market community strengths to attract new development.	1 Promote incentive packages the City already has in place such as being an Enterprise Zone, Opportunity Zone, Certified Work Ready, and Agri-Ready.	Ensure the current incentive programs and assets are clearly marketed. These should be on the City website and social media, Dallas County Economic Development Group website and social media, Buffalo Chamber website and social media, and even posted on informational brochures around the region.	City Staff Buffalo Chamber of Commerce Dallas County Economic Development Group	Hazard Mitigation Grants, Community Development Block Grant
		2 Promote high quality of life, recreational amenities, and proximity to lakes.	Create promotional materials to be shared online through website and social media, and throughout region on traditional media. Could include commercials for greater Springfield area that promote Buffalo and encourage people to move and start a business.	Board of Aldermen Planning and Zoning Commission Buffalo Chamber of Commerce Dallas County Economic Development Group	Local business investment
		3 Establish Enhanced Enterprise Zone and City of Buffalo economic development incentive policy.	Work collaboratively to reach final approvals for the Enhanced Enterprise Zone, and develop an incentive policy that Buffalo is comfortable offering to new businesses.		

1

goals + objectives

ECONOMIC DEVELOPMENT

Goal: Attract new businesses

goals + objectives

ECONOMIC DEVELOPMENT

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
M	Facilitate training young people for high demand labor skills and succession planning for local businesses.	1 Collaborate with Dallas County Schools/OTC to provide vocational training specifically for public safety or building/code inspections.	Create a formal partnership with the Dallas County R-I school district and technical school to provide internship experience opportunities within City departments. This could be done as a work study or integrated into the curriculum for seniors.	Board of Aldermen Police Department Fire Department, Inspector, Dallas County R-I Schools Administration	Bank of America Grant--Economic Mobility (Individuals and Families)
		2 Collaborate with Dallas County Schools to have internship program in local businesses to train young people in business operations.	Create a formal partnership with the Dallas County R-I school district, Buffalo Chamber of Commerce, Downtown Business Association, and Dallas County Economic Development group to find interested businesses and students, and pair students to businesses aligning to their interests. Businesses could offer paid internships as part-time jobs or work experience for school credit. This provides valuable on-the-job training, but may also assist with succession planning for the future of local businesses.	Board of Aldermen Dallas County R-I Administration Buffalo Chamber of Commerce Dallas County Economic Development Group Downtown Business Association	Bank of America Grant--Economic Mobility (Individuals and Families)
L	Encourage people to shop locally to support Buffalo businesses.	1 Work with Chamber of Commerce to create a "Buy Local" campaign and punch card.	The City should work with the Chamber of Commerce and Downtown Business Association should work to develop a list of businesses willing to participate in a frequent buyers program. These businesses would provide a "punch" in the card for each purchase made meeting specific criteria. The cards could allow for a number of punches, such as 10, and once a card is fully punched it then becomes a coupon at one of the participating businesses. This would encourage residents to shop locally instead of driving to Springfield or ordering online.	Board of Aldermen Chamber of Commerce Downtown Business Association	

Priority

M

Promote the construction of a wide variety of homes that appeal to all types of residents.

Action Items

- 1 Collaborate with developers to diversify housing options to build beyond starter homes and construct larger, higher quality homes.
- 2 Create more affordable housing, especially for seniors.
- 3 Amend zoning code to allow for two single-family residential zones, one with smaller minimum lot size (6,500 sq. ft.) and one with larger minimum lot size (12,000 sq. ft.).

Recommendation/Strategy

During pre-development meetings or when plats are submitted, the City should ensure that proposed development provides for quality homes. Known local developers could be contacted and worked with to determine what barriers currently exist that are limiting larger home development.

Work with property owners and developers who may want to construct affordable housing units. Ensure that the community understand that the City is supportive of affordable, likely multi-family housing. Collaborate with existing senior living facilities to determine what resources may be needed to expand living options.

Amending the zoning code with two single-family residential districts could help to encourage development of both larger, higher quality homes, and smaller more affordable in-fill homes.

Responsible Department/Partner

Board of Aldermen
Planning and Zoning Commission

Board of Aldermen
Planning and Zoning Commission

Planning and Zoning Commission

Potential Funding Sources

AARP Community Challenge Grant

L

Encourage the development of vacant lots in existing neighborhoods.

- 1 Provide incentives such as reduced hook-up fees or permit fees for high quality homes built on existing vacant lots.

In order to promote in-fill in existing neighborhoods, the City could waive hook-up fees or building permit fees. In-fill development is more sustainable as the infrastructure is already installation and does not create an additional burden for extending services such as water or sewer

Board of Aldermen
Planning and Zoning Commission

H

Maintain property conditions and uphold public health.

- 1 Enforce property maintenance codes and zoning laws.
- 2 Support the renovation of homes with quality materials through amendments to the building code.

Enforcing compliance with the property maintenance and zoning codes help to ensure public health, safety, and general welfare. The community felt very strongly about improving property conditions, so the City should take a proactive stance to enforce codes.

Use of the most updated International Building Codes, along with plumbing and mechanical, and making local amendments that suit the community needs can help increase housing quality. Specific requirements such as high quality exterior materials in specific locations across town, providing color, brick, stone, etc. percentage recommendations that enhance exterior appearance.

Board of Aldermen
Planning and Zoning Commission
City staff- City Clerk & Inspector

M

Work through the dangerous buildings process and demolish dangerous structures.

- 1 Apply for CDBG demolition grants.

For properties that are beyond repair and have gone through the dangerous buildings process, the City should look to demolish the structure in order to preserve public safety. If there are numerous properties, the City should apply for a Community Development Block Grant demolition grant to assist in funding the cost of demolition.

Board of Aldermen
Inspector

Community Development Block Grant

goals + objectives

HOUSING

Goal: Increase the variety of housing options

Goal: Preserve high quality housing stock

1

goals + objectives

LAND-USE

Goal: Enforce sustainable land-use regulations.

2

Goal: Allow for growth while maintaining small town character.

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
M	Support development that promotes sustainable and efficient use of resources.	1 Incorporate green space code requirements for all new developments.	Updates zoning codes and newly developed subdivision regulations can include requirements for green space in new neighborhoods. This could be a percentage of the total acreage, a set size based on the number of platted lots, or whatever mechanism makes sense for the City of Buffalo.	Planning and Zoning Commission	
		2 Expand the recreational green space near the current trail system to connect to the city park and community center.	Maintaining greenspace as recreational areas is a good way to preserve environmentally sensitive areas, such as Buffalo's floodplain, while providing space for passive recreation. As Buffalo works to extend the greenway trail, the greenspace around it should be preserved or increased.	City Staff Board of Aldermen Planning and Zoning Commission	
		3 Encourage new development where infrastructure is already present.	Ensure zoning map and code are updated to reflect locations of existing infrastructure. As the City gets requests for development, first promote new construction in locations that do not require new infrastructure.	Planning and Zoning Commission Board of Aldermen	Recreational fees USDA Community Facilities Grant
		4 Require any redevelopment to pay for infrastructure upgrades.	Zoning code and subdivision regulations should require any new development, or redevelopment, occurring where existing infrastructure does not have capacity or is not existent to install appropriately utilities and infrastructure.	Planning and Zoning Commission Board of Aldermen	Development fees
L	Create and regularly update a current zoning map.	1 Utilize Dallas County GIS or other organization to create an interactive citywide zoning map that will be posted on the city website.	Partner with Dallas County GIS or private consultant to create online map with current zoning. A link should be provided on the City website in a visible location.	Planning and Zoning Commission City Staff Dallas County GIS Private Consultant	
L	Require buffers between different land-uses.	1 Incorporate requirements for landscaping or fencing as a buffer between potential conflicting uses into the zoning code.	Amend zoning code or incorporate into subdivision regulations clear requirements for landscaping. For example, additional trees or greenery may be required around parking lots or between commercial and residential uses. Plants should be native species and ideally be low maintenance.	Planning and Zoning Commission	
		2 Zone for transitional land uses between conflicting areas; such as multi-family residential between single-family and commercial.	Update zoning map and code to align with future land-use map which recommends for transitional land-uses.	Planning and Zoning Commission	
M	Annex property that is contiguous to existing city boundaries.	1 Prioritize properties that already have access to city services.	Contact property owners who currently have access to city water and/or sewer to determine interest in voluntary annexation.	Board of Aldermen	
		2 Work with landowners to achieve voluntary annexation.	Contact property owners of parcel adjacent to existing city limits, beginning with those already on city water and/or sewer. Work with interested owners to achieve mutually beneficial annexation.	Board of Aldermen	
H	Encourage commercial development.	1 Allow for commercial uses along highways 65 and 32.	Ensure that zoning allows for commercial uses along Highways 65 and 32, in alignment with the future land-use map.	Planning and Zoning Commission	
		2 Promote the revitalization and/or preservation of the downtown.	Maintain mixed-use zoning options in the downtown area and look at a historic district designation. Encourage reinvestment in downtown building through information sharing, promotional events, or incentives. The City, Chamber of Commerce, and Downtown Business Association should partner to determine what actions would encourage property owners to either sell property or invest in enhancements. The City may consider joining Missouri Main Street Connection for additional resources.	Board of Aldermen Planning and Zoning Commission	National Trust Preservation Fund, Musgrave Foundation (Springfield-based)

Priority

M

Expand the transportation network to increase connectivity and safety.

Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
1 Study feasibility and cost of extending Azalea from Truman Rd. to Highway 32.	Contract with an engineering firm, preferably one that specializes in transportation to determine the cost of the roadway extension.	Board of Alderman Street Department	MoDOT Traffic Engineering Assistance Program (TEAP) which provides up to \$8,000
2 Apply for funding assistance for traffic control at the intersection of Highway 65 and Truman Rd.	Work as a collaborative community group with a transportation engineering firm and MoDOT to develop a state cost-share application for improvements at the Highway 65 and Truman Rd intersection.	Board of Alderman Dallas County Commission Dallas County R-1 school district local businesses	State-wide Cost Share Program
3 Create a turn lane on Highway 32 to provide access to Wal-Mart.	Work with Wal-Mart and MoDOT to determine the best design and cost for widening the road and adding a turn lane. Determine if businesses along roadway would be willing to provide some funding and cost-share with MoDOT.	Board of Aldermen Street Department Chamber of Commerce Dallas County Economic Development Group	State-wide Cost Share Program Transportation Sales Tax
4 Extend local neighborhood streets, as applicable, to increase connectivity.	Review existing street network to determine where connectivity is limited, proposed street extension locations are provide. Work with the property owners to obtain property and right-of-way.	Board of Aldermen Planning and Zoning Commission Street Department	Transportation Sales Tax
5 Work with MoDOT to leverage different cost share programs to address long-term infrastructure needs.	Maintain communication with MoDOT and Southwest Missouri Council of Governments to ensure Buffalo is aware of all opportunities. Work with community businesses and stakeholders to develop quality applications for funding. The City will be required to provide a match amount, so planning ahead several years may assist in budget preparations.	Board of Aldermen Street Department Buffalo Chamber of Commerce Dallas County Economic Development Group	State-wide Cost Share Program MoDOT Transportation Alternative Program (TAP) Transportation Sales Tax

L

Discourage cul-de-sacs and other dead-end streets in new subdivisions.

1	Require connectivity for new streets to allow for public safety access.	Implement requirements in zoning code and through subdivision regulations that require connectivity for newly platted neighborhoods. Dead-ends and cul-de-sacs should be allowed only on limited occasions.	Planning and Zoning Commission Board of Alderman
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H

Curb and Gutter Roads.

1	Require that new construction incorporate curb, gutters, and proper storm water management.	Amend necessary codes to ensure any new development installs required curbs, gutters, and storm water management. Ensure the improvements are inspected and up to City standards.	Board of Aldermen Planning and Zoning Commission Street Department
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L

Require transportation impact studies for any new large development.

1	As commercial development occurs along Highway 65, require the dedication of right-of-way for any future highway expansion and/or widening.	Existing codes should be updated to specifically address right-of-way dedication during redevelopment along the primary commercial corridors such as Highway 65. Working with MoDOT, the City should define the desired right-of-way depending on the roadway and elements to be included. The Ozarks Transportation Organization's design standards may provide a model.	Planning and Zoning Commission
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goals + objectives

TRANSPORTATION

Goal: Enhance the current transportation

Priority



L

Continue the construction of pedestrian and cyclist infrastructure to allow for safe and easy travel around the city.

Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
1 Construct new sidewalks along heavily traveled pedestrian corridors such as Hwy 32 between 65 and Locust.	A consultant or engineering firm should begin to look at the existing corridor to determine how much right-of-way will be required for the City to obtain prior to constructing sidewalks. Additionally, a cost estimate should be prepared. The City should then have conversations with existing land owners along the corridor to notify of the planned sidewalk installation, work through right-of-way acquisition, and determine if there is interest in local business investment in the construction.	Board of Aldermen Private Consultant	MoDOT Transportation Alternatives Program (TAP Grant) Transportation Sales Tax Private Investment
2 As commercial development occurs along Highway 32, require the dedication of right-of-way along Highway 32 for future installation of sidewalks & complete streets elements.	Existing codes should be updated to specifically address right-of-way dedication during redevelopment along the primary commercial corridors such as Highways 32. The City should define the desired right-of-way depending on the roadway and elements to be included.	Planning and Zoning Commission	Transportation Sales Tax
3 Install bike lanes or create a bike trail to connect schools and future green space developments.	During road resurfacing or redevelopment, look at opportunities for adding bike lanes that help provide connections from existing trails, schools, parks and green space, and the downtown commercial area.	Board of Aldermen Street Department	MoDOT Transportation Alternatives Program (TAP Grant) Transportation Sales Tax, Private Investment
4 Apply for MoDOT Transportation Alternative Program funding and work with business owners, property owners, and/to the school district to raise matching requirements.	Develop a MoDOT TAP grant application in partnership with Dallas County, local business owners, and school district to assist in funding new sidewalk infrastructure.	Board of Aldermen Street Department Dallas County, Dallas County R-I Schools	State-wide Cost Share Program MoDOT Transportation Alternative Program (TAP) Transportation Sales Tax
5 Encourage quality street elements, such as streetscapes, lighting, benches, sidewalks, trees, and bike lanes for new or redeveloped roads.	Update street standards and codes to allow for and encourage additional elements that enhance the transportation system. Streetscaping, lighting, benches, sidewalks, trees, bike lanes, etc. could be required by the City or perhaps provide some incentive for developers to include these if not required.	Board of Aldermen Planning and Zoning Commission	

M

Maintain current sidewalks and repair, replace, or remove hazardous sidewalks.

1 Implement and maintain a city-wide sidewalk program to address hazardous sidewalks and ensure compliance with the Americans with Disabilities Act.	Create a city-wide sidewalk plan and program to address improved condition of existing sidewalks and planned installation of new sidewalks in order to improve connectivity. Assessing current sidewalk conditions is a good first step and creating a phased approach to plan improvements over the next five to ten years. The City should set aside dollars each year dedicated to implementing the sidewalk program.	Board of Aldermen Planning and Zoning Commission	MoDOT TAP Grant
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L

Work with Dallas County and regional groups to expand OATS and other transportation services for improved public transportation in and outside of Buffalo.

1 Support current public transit providers, either monetarily or with increased public information sharing.	Collaboration with regional transit providers such as OATS to determine current funding and service limitations will be the first step. The City can then work with Dallas County, the Engels Memorial Senior Center, community senior living facilities, and other applicable agencies to determine if a partnership can be created to assist in expansion of services if necessary. The City should also ensure that links to OATS information, including current schedules, are provided on the City website, social media, and at City facilities.	Board of Aldermen Dallas County Engels Memorial Senior Center Senior living facilities OATS	
2 Ensure municipal policy allows for private transportation providers as a licensed business, this includes taxis or rideshare companies such as Uber and Lyft.	Work with City Attorney to review existing policies and codes in order to allow for private transportation providers. Updates may have to be made that specifically address or regulate rideshare companies. The City may then provide a press release or information to the community stating that the City allows these services.	Board of Aldermen City Attorney	
3 Participate in regional conversations and planning for public transportation options.	Continue to stay engaged with the Southwest Missouri Council of Governments Transportation Advisory Committee and with the Missouri Department of Transportation. Attendance at meetings and information sharing will assist in keeping the community up-to-date on transportation.	Board of Aldermen	

goals + objectives
TRANSPORTATION
Goal: Provide alternate forms of transportation.

2

Priority		Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources
M	Create & maintain methods of information sharing.	1 Develop quarterly municipal newsletter that includes information from schools, the county, and other local stakeholders.	The City should put together a basic community newsletter and solicit articles and input from stakeholders such as the schools, county, health department, economic development, and any others. The newsletter could be one sheet of paper and included in water bills to ensure that every resident receives it.	Board of Aldermen City Staff	
		2 Develop and distribute informational documents about natural hazards and public health concerns.	Work with the Dallas County Emergency Manager and informational items provided by SEMA/FEMA and the CDC to develop information about natural hazards and public health concerns. This information should be distributed on websites, social media, and available hardcopy at City facilities.	Board of Aldermen Police Department/ City Emergency Manager Fire Department, County Emergency Management	Hazard Mitigation Grant, Missouri Foundation for Health Opportunity Fund
		3 Create partners in progress group that holds quarterly joint meetings with all community stakeholders. Including the school board, Dallas County Economic Development Board, Buffalo Chamber of Commerce, the board of alderman, and other pertinent groups.	Develop a formal multi-governmental board and schedule joint meetings. Many boards meet on a specific day of the week each month, so this meeting could be a consistent day as well. For example, the Partners group could meet in months when there is a fifth Tuesday. The meeting would be an open public meeting that should be noticed accordingly, with a joint agenda for each participating group.	Board of Aldermen County Commission School Board Dallas County Economic Development Board Buffalo Chamber Board,	Neighborhood Association Fee, Tax Incentive Policy, Hazard Mitigation Grants
M	Participate in the County SWIFT 911 alert system.	1 Utilize alert system to its full capabilities for emergency and community events.	In partnership with the County, SWIFT 911 should be used for any community hazards, disasters, and events. Notices could be sent for water main breaks, street closures, or reminders of events such as the Celtic Festival or clean-ups. However, do not over use the system to where individuals unsubscribe.	Board of Aldermen Police Department/ City Emergency Manager Fire Department County Emergency Management	
H	Engage community around events, new programming, and community clean-ups.	1 Expand GRO program efforts and community clean-ups..	Work with existing clean-up volunteers to assist with materials and marketing. Additional volunteers and property owners in need of assistance can be sought. If a resident calls the City due to property maintenance concerns, the City could provide that property as a recommendation for a clean-up.	Board of Aldermen Property Inspector	Local business donations
		2 Create a weekly or monthly farmers market on the square.	In collaboration with Buffalo Community Farmers Market organizers, determine options for relocating the market to the square. The Downtown Business Association already hosts a market, so there is opportunity for collaboration. A wide range of residents, including the Dallas County Mennonite Community, should be engaged to grow the market. Look into funding options for permanent farmers market structure, perhaps located on the current vacant lot on the northeastern part of the square.	Board of Aldermen Buffalo Community Farmers Market Downtown Business Association	Farmer's Market Matching Grant from MO Dept. of Agriculture Missouri Foundation for Health
L	Collaborate with local event organizers to assist in recruiting volunteers.	1 Use city media and newsletter to assist in recruiting volunteers.	Promote volunteer opportunities and event on the City of Buffalo website,social media, and in newly created quarterly newsletters. Collaborate with event organizers to provide details and contact information.	Board of Aldermen City Staff Event Organizers	
M	Create a community brand.	1 Add wayfinding signs for the schools and the square that a branded with Believe in Buffalo.	Develop a brand logo that can be shared across the community. The City should then work with a design company or sign builder to determine a design and potential cost for wayfinding signs throughout the community. Signage should first focus on the primary business areas and schools, so the Downtown Business Association and Dallas County R-I schools should be part of the process. If the cost of permanent signs are too high, the City should look at do-it-yourself options for as an interim pilot project.	Board of Aldermen Downtown Business Association Chamber of Commerce Dallas County R-I Schools	AARP Community Challenge Grant, (TAP Grant?)

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goals + objectives

COMMUNITY ENGAGEMENT

Goal: Enhance overall community communication

goals +
objectives
COMMUNITY ENGAGEMENT

Priority		2	Goal: Increase public safety personnel engagement with members of the public				
			Action Items	Recommendation/Strategy	Responsible Department/Partner	Potential Funding Sources	
L	Follow a community-policing model	1	Designate officers to be in direct contact with neighborhoods.	The city could be divided into sectors and an officer assigned to each area. The division could align with the Board of Aldermen wards for simplicity. Community members and neighborhoods should be notified, perhaps with a flier in the water bill, who their neighborhood police officer is and contact information for any concerns.	Police Department		
M	Sustain a fire department outreach program.	1	Promote the installation of fire/smoke/carbon dioxide detectors in homes, businesses, and all public facilities.	Work with community partners to establish formal program for outreach. This could be done annually during fire prevention week in October. The Fire Department would attend events at local schools, businesses, governmental meetings to discuss importance of working smoke and carbon monoxide detectors and provide information.	Fire Department Dallas County R-I Schools Buffalo Chamber of Commerce		

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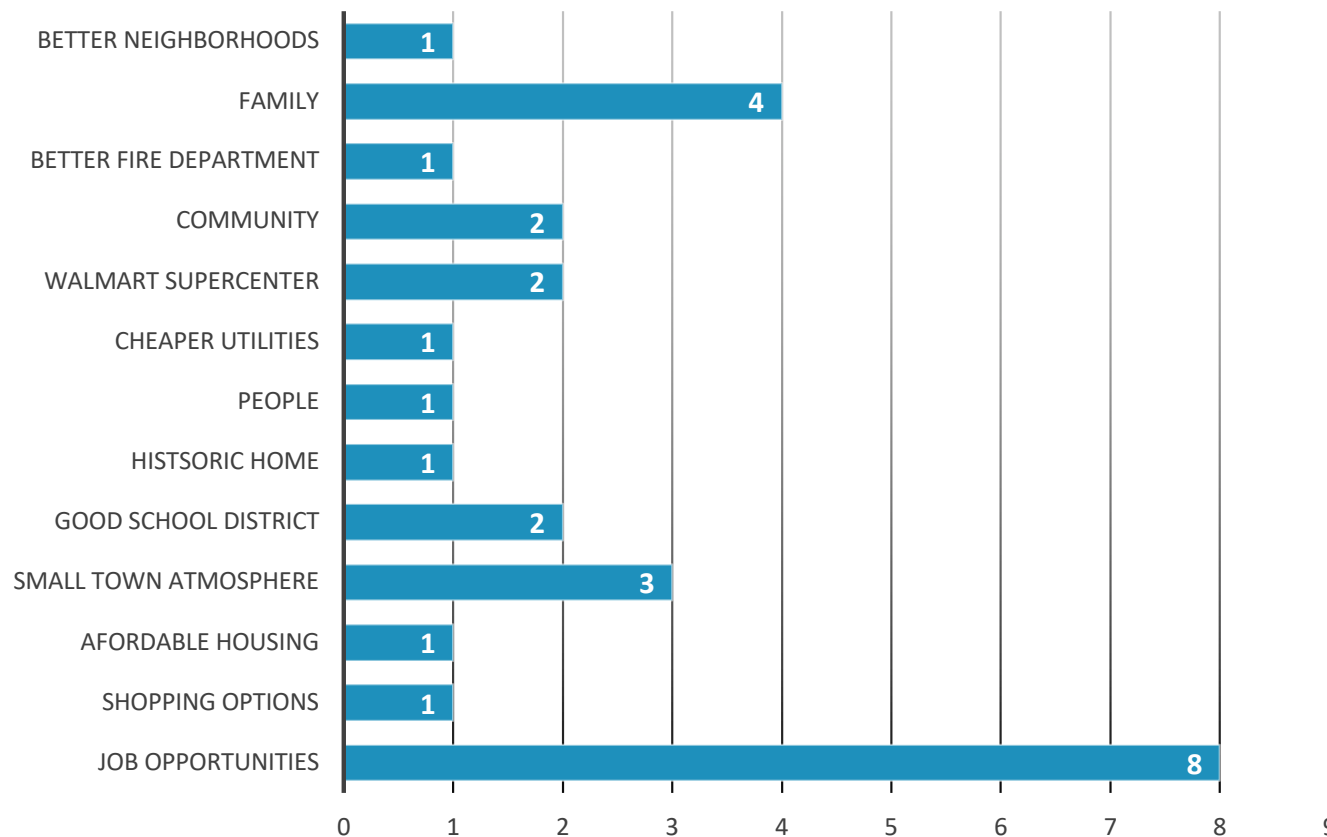
- PG 72** **Marshall, T. (photographer) (2016)** Painted Red [digital image] retrieved from Unsplash: <https://unsplash.com/photos/cAtzHUz7Z8g>
- PG 37** **Missouri Department of Transportation. (2013, July 3).** Functional Classification Maps. Retrieved from Missouri Department of Transportation: <http://www.modot.org/newsandinfo/functionalclassificationmaps/documents/DallasCounty.pdf>
- PG 60** **Regional Datasets. (2018).** Retrieved from Missouri Department of Economic Development: <https://missouriebs.weebly.com/>
- PG 43** **The Ozarks Transportation Organization. (2016).** Ozark's Transportation Organization's Documents. Retrieved from Ozarks Transportation Organization: <http://www.ozarkstransportation.org/Documents/2040DesignStandards.pdf>
- PG 44** **Thomas, C. (2007).** A Contemporary Look at Cul-de-Sacs and Dead End Streets. Chicago, IL: American Planning Association. Retrieved from <https://www.planning.org/pas/memo/2007/nov/>
- Unknown. (1995).** A Comprehensive Plan for the City of Buffalo.

11 | Appendix A Survey Results



DEMOGRAPHIC QUESTIONS

Non-Residents: What would make you move to Buffalo?

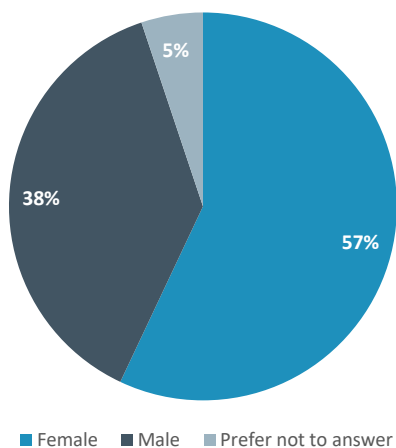




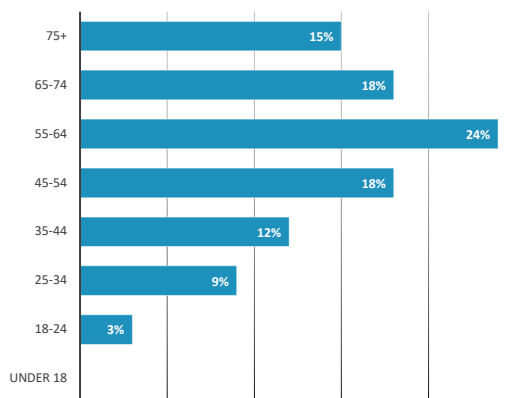
Appendix A

Survey Results

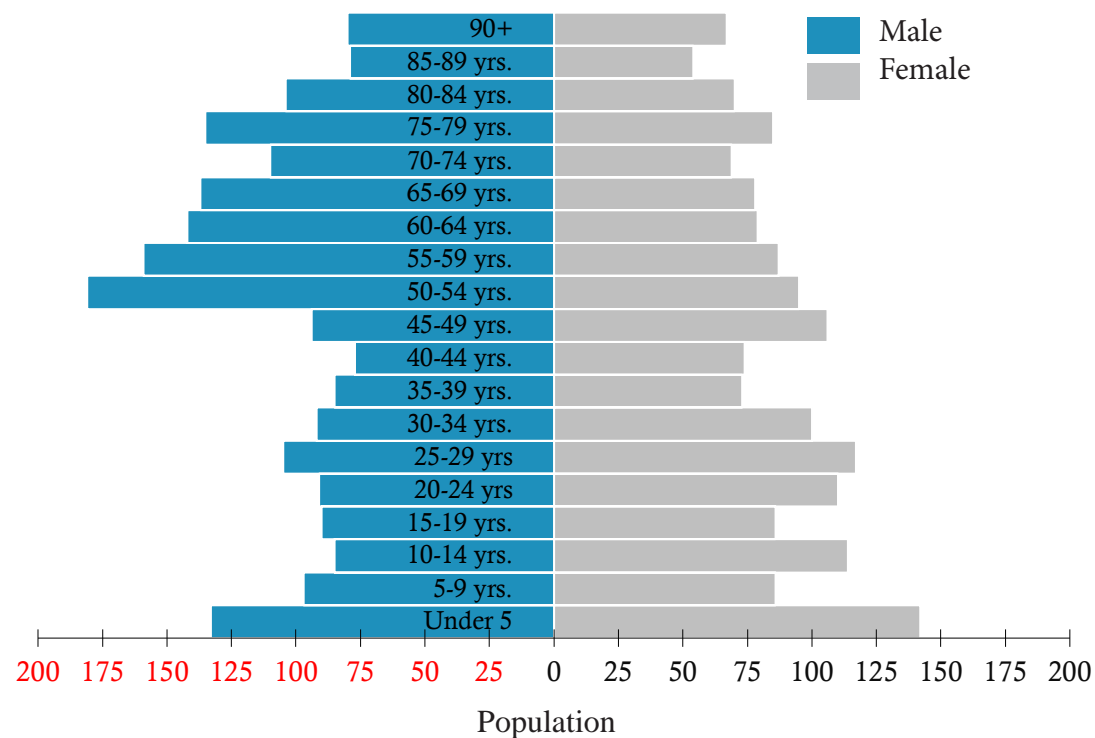
1. What is your gender?



2. What is your age?



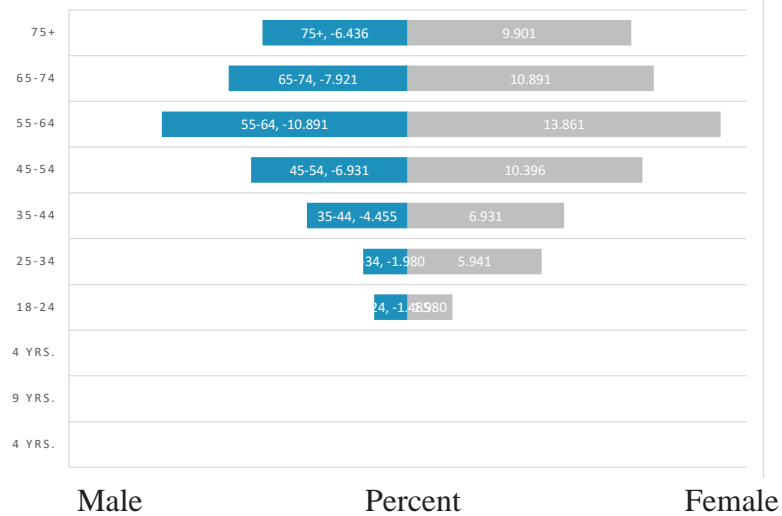
Population Pyramid



Appendix A Survey Results



Survey Response Population Pyramid



Survey Respondents Age & Gender

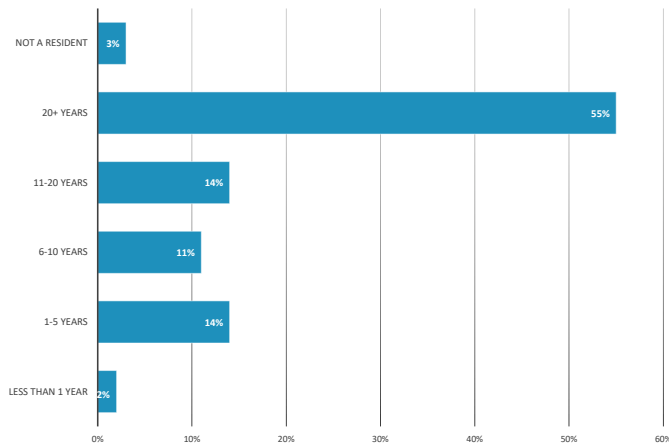
Age	Female	Male	Total
18-24	4	3	7
25-34	12	4	16
35-44	14	9	23
45-54	21	14	35
55-64	28	22	50
65-74	22	16	38
75+	20	13	33
Total	121	81	202



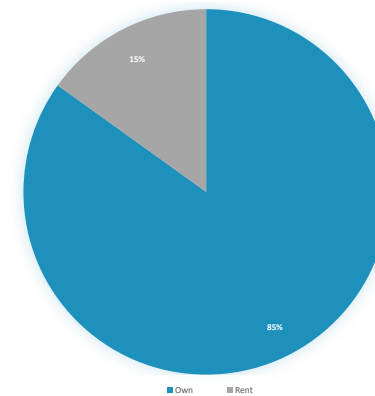
Appendix A

Survey Results

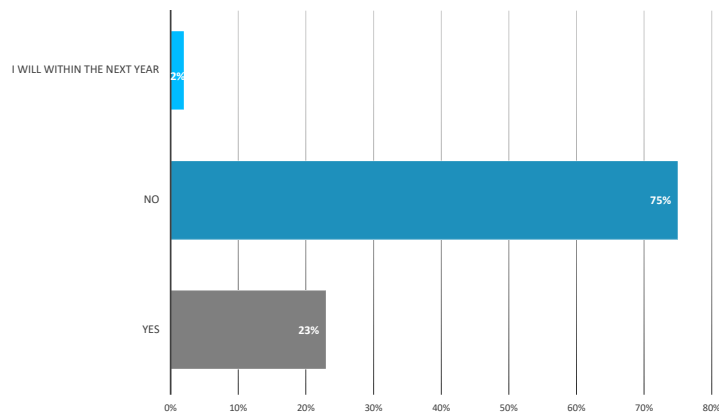
3. How long have you been a resident of Buffalo?



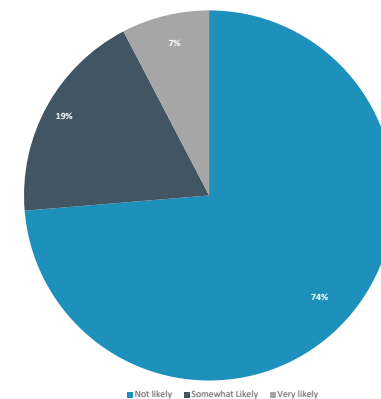
4. Do you rent or own your place of residence?



5. Do you have children in the Dallas R-I school district?



6. How likely are you to move out of town in the next five years?



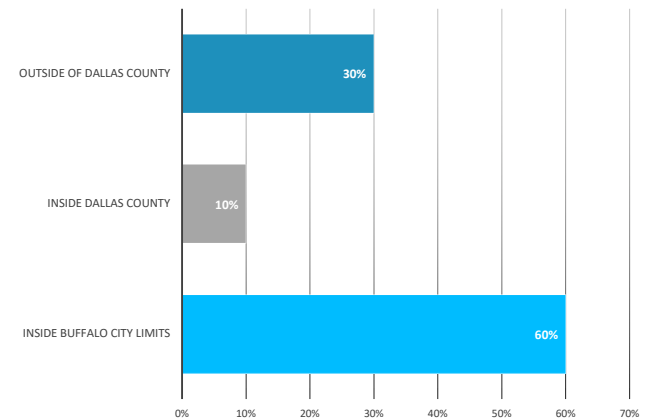
Appendix A Survey Results



6. How likely are you to move out of town in the next five years?

<i>What is your age?</i>	<i>Not Likely</i>	<i>Somewhat Likely</i>	<i>Very Likely</i>	<i>Total</i>
18-24	4	3	0	7
25-34	11	4	4	19
35-44	17	7	1	25
45-54	28	9	1	38
55-64	36	9	3	48
65-74	30	3	5	38
75+	27	4	2	33
Totals	153	39	16	208

7. Where do you work?

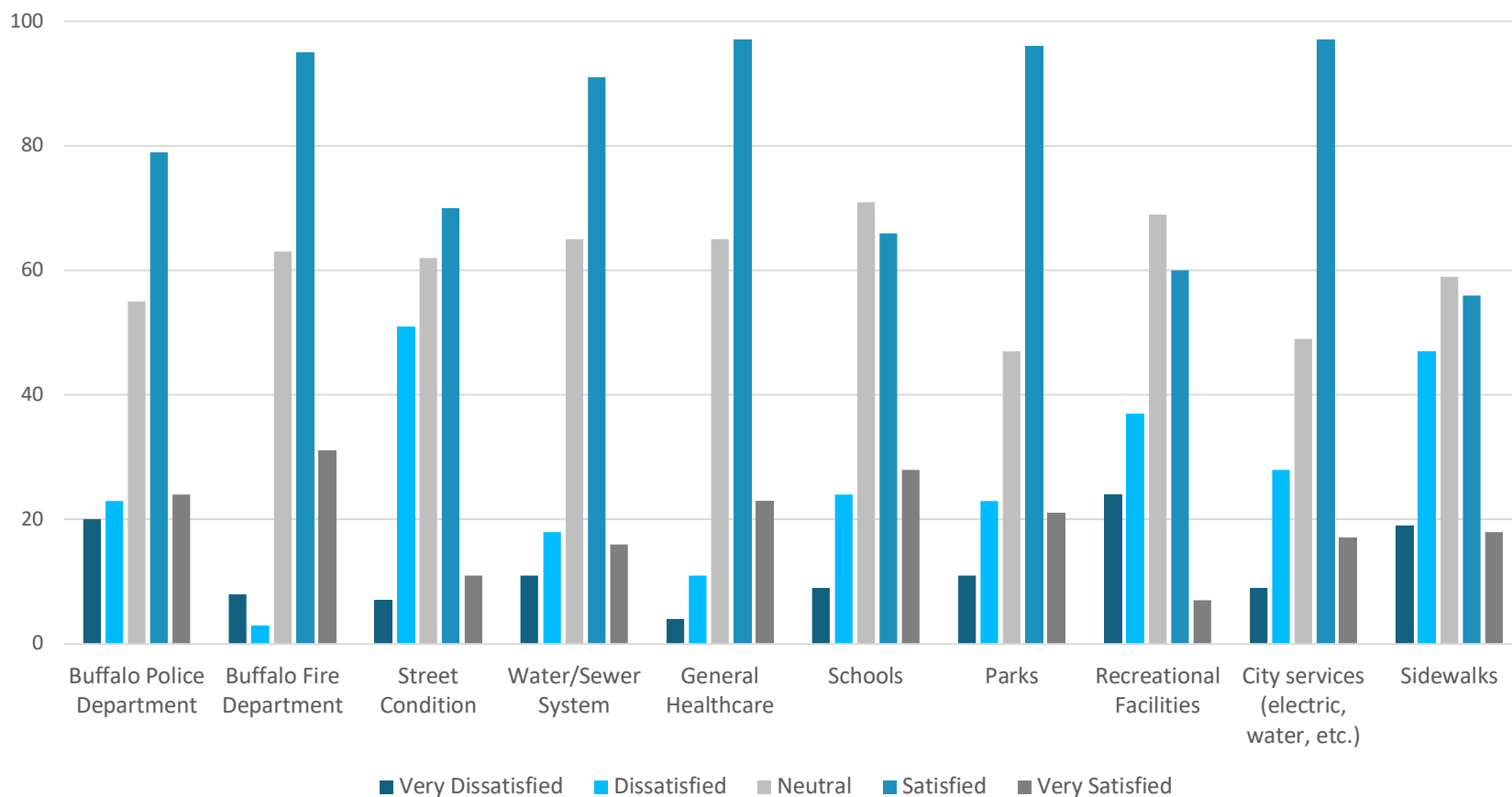




Appendix A Survey Results

COMMUNITY QUESTIONS

10. Rank your level of satisfaction with each of the following:



Graph 3.2
As seen on pg 27

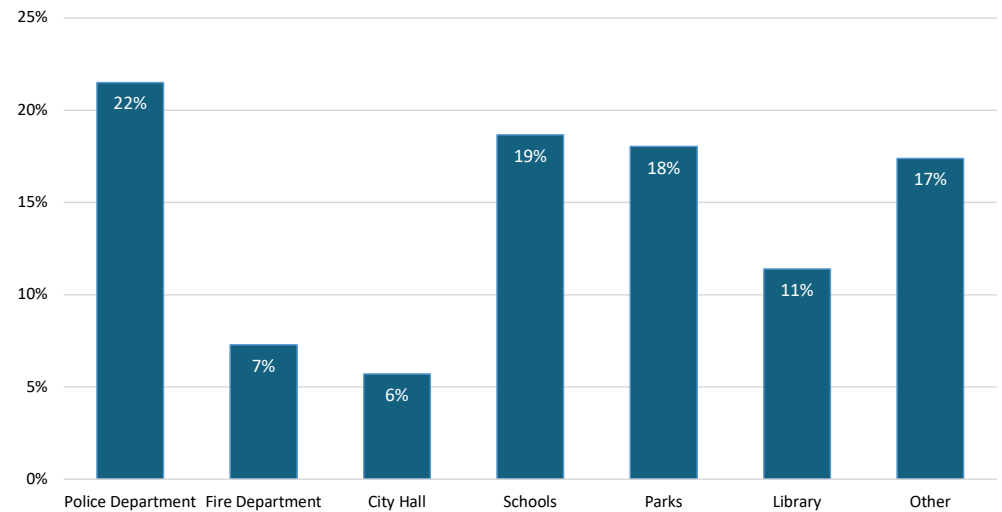
Appendix A Survey Results



11. Which facilities do you feel need the most improvement?

Which facility do you feel needs improvement?

Police Department	68
Fire Department	23
City Hall	18
Schools	59
Parks	57
Library	36
Other	55
TOTAL	316

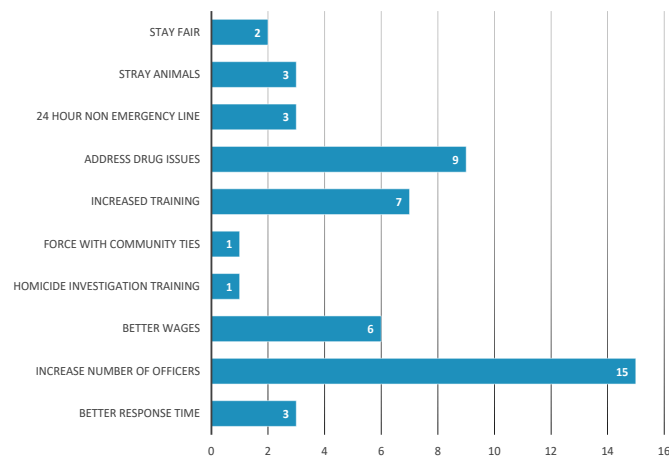


Graph 3.3
As seen on pg 27

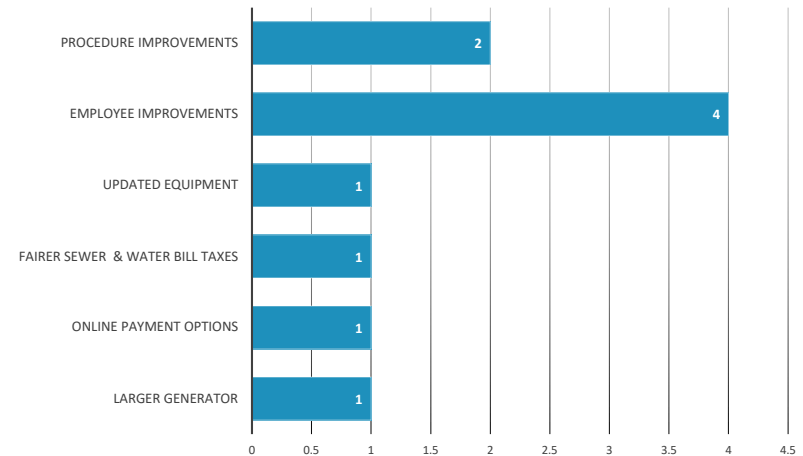


Appendix A Survey Results

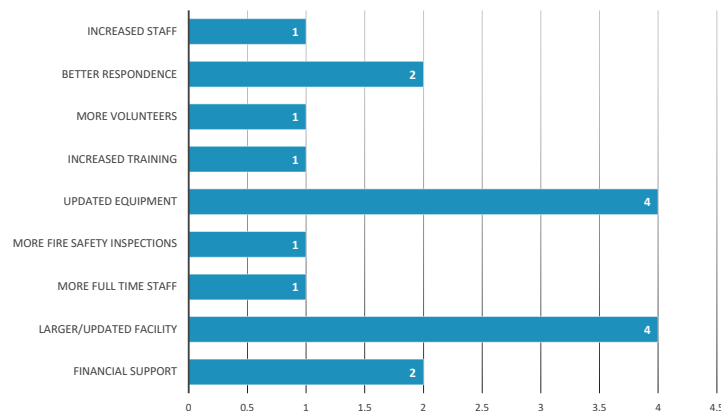
What types of improvements are needed to improve the Police Department, and what kind of suggestions do you have?



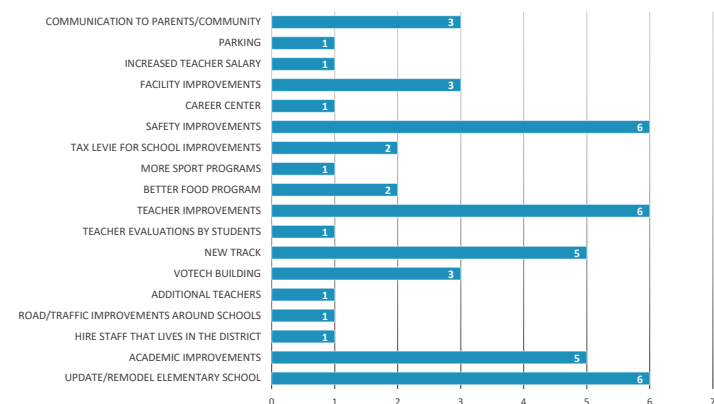
What types of improvements are needed to improve City Hall, and what kind of suggestions do you have?



What types of improvements are needed to improve the Fire Department, and what kind of suggestions do you have?



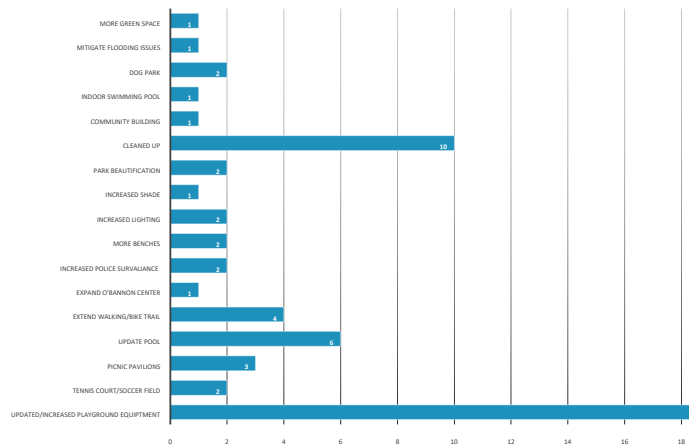
What types of improvements are needed to improve the schools, and what kind of suggestions do you have?



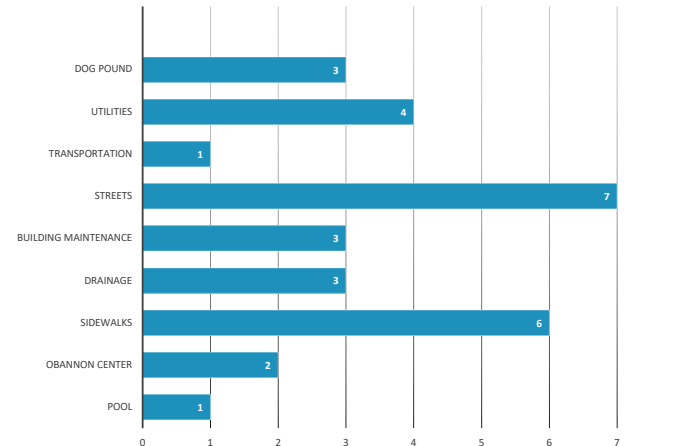
Appendix A Survey Results



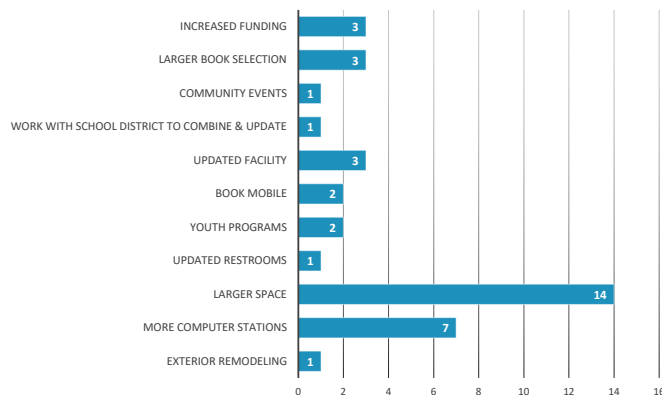
What types of improvements are needed to improve the parks, and what kind of suggestions do you have?



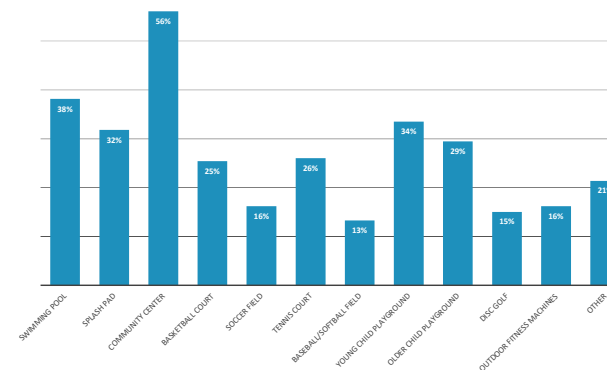
Which other facility do you feel needs improvement?



What types of improvements are needed to improve the library, and what kind of suggestions do you have?



13. What types of recreation offerings would you like to see in Buffalo?

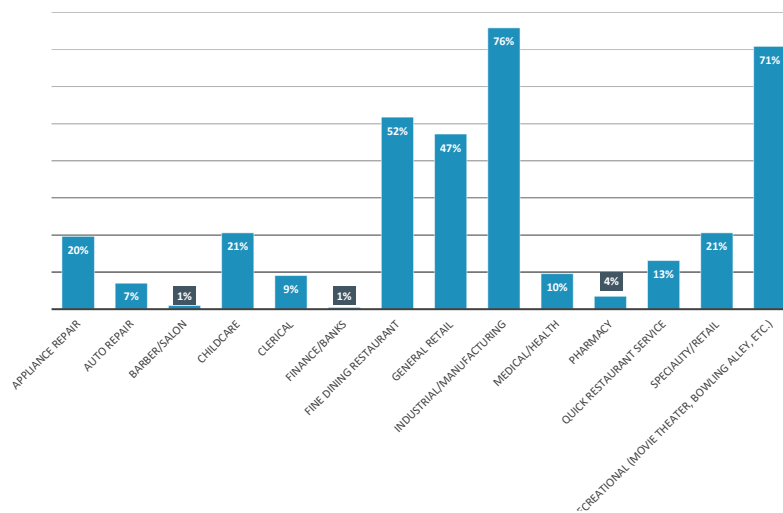


Graph 3.4
As seen on pg 28



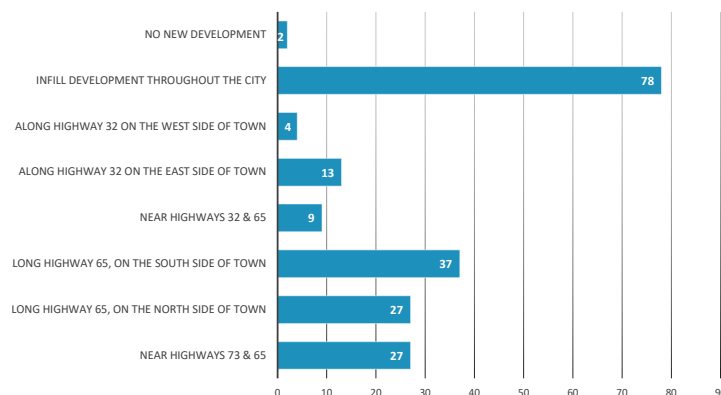
Appendix A Survey Results

14. What kind of jobs/businesses are most needed in Buffalo?

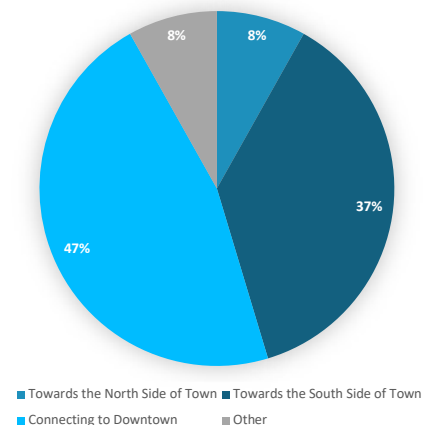


15. If there were to be new development in Buffalo, where would you most want it to occur?

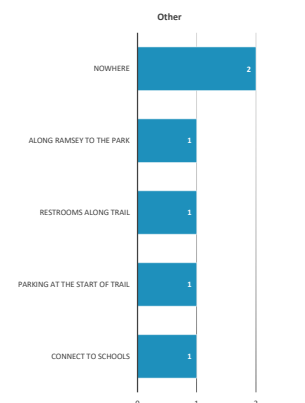
Graph 6.1
As seen on
pg 58



16. Buffalo currently has a walking/biking trail located primarily in the park. Where would you like to see the trail expanded?



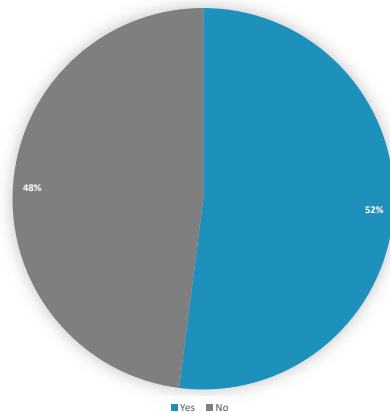
16.



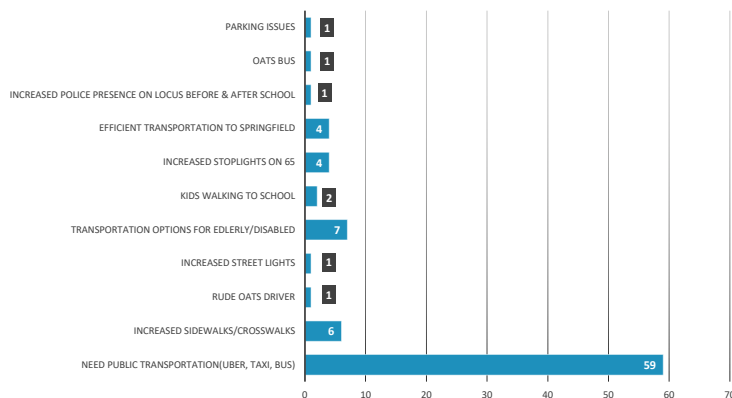
Appendix A Survey Results



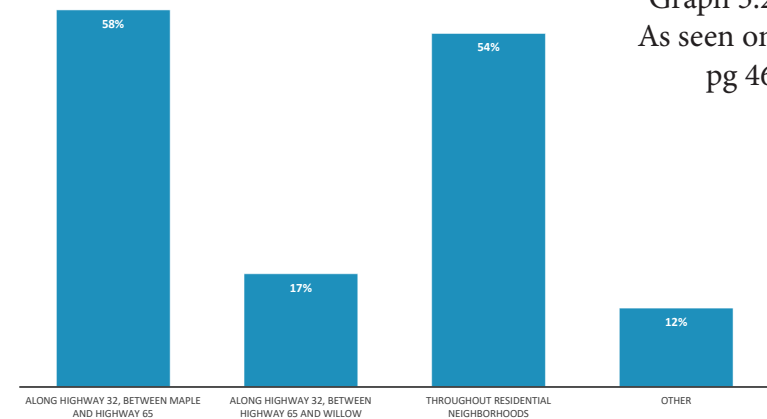
17. Would you be interested in voluntary annexation of land neighboring city limits?



18. What, if any, are your concerns regarding transportation in Buffalo?

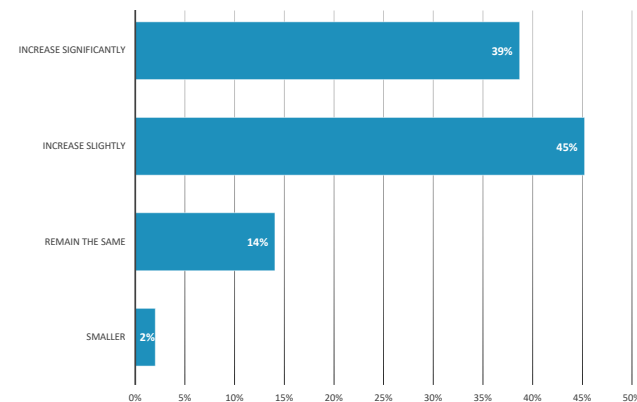


19. Where would you like to see the installation of new sidewalks?



Graph 5.2
As seen on
pg 46

20. What is the ideal population of Buffalo by 2030?



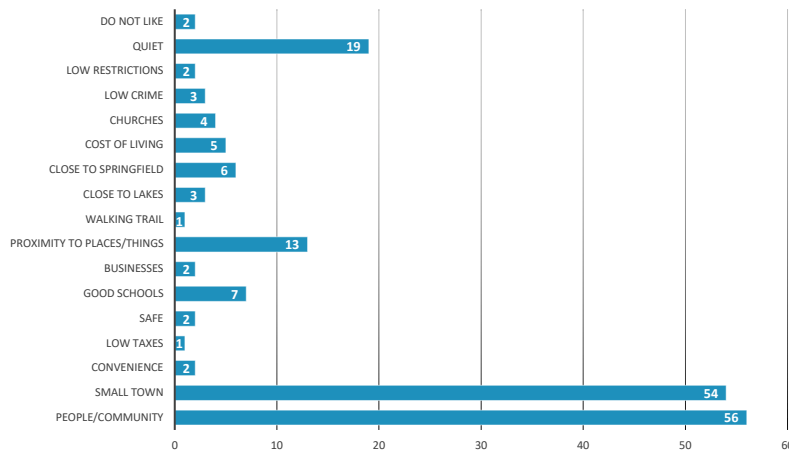


Appendix A Survey Results

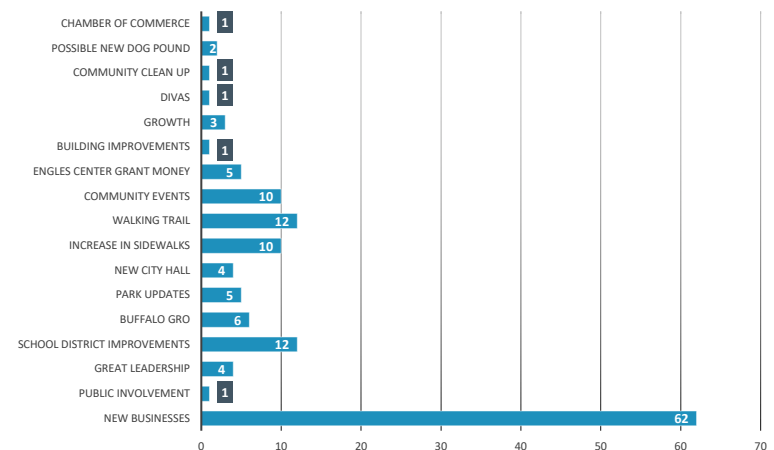
20. What is the ideal population of Buffalo by 2030?

<i>How likely are you to move out of town in the next 5 years?</i>	<i>Increase Significantly</i>	<i>Increase Slightly</i>	<i>Remain the Same</i>	<i>Smaller</i>	<i>Total</i>
Not likely	54	72	18	2	146
Somewhat Likely	14	15	7	1	37
Very Likely	5	2	3	1	11
Totals	73	89	28	4	194

21. What do you like about living in Buffalo?



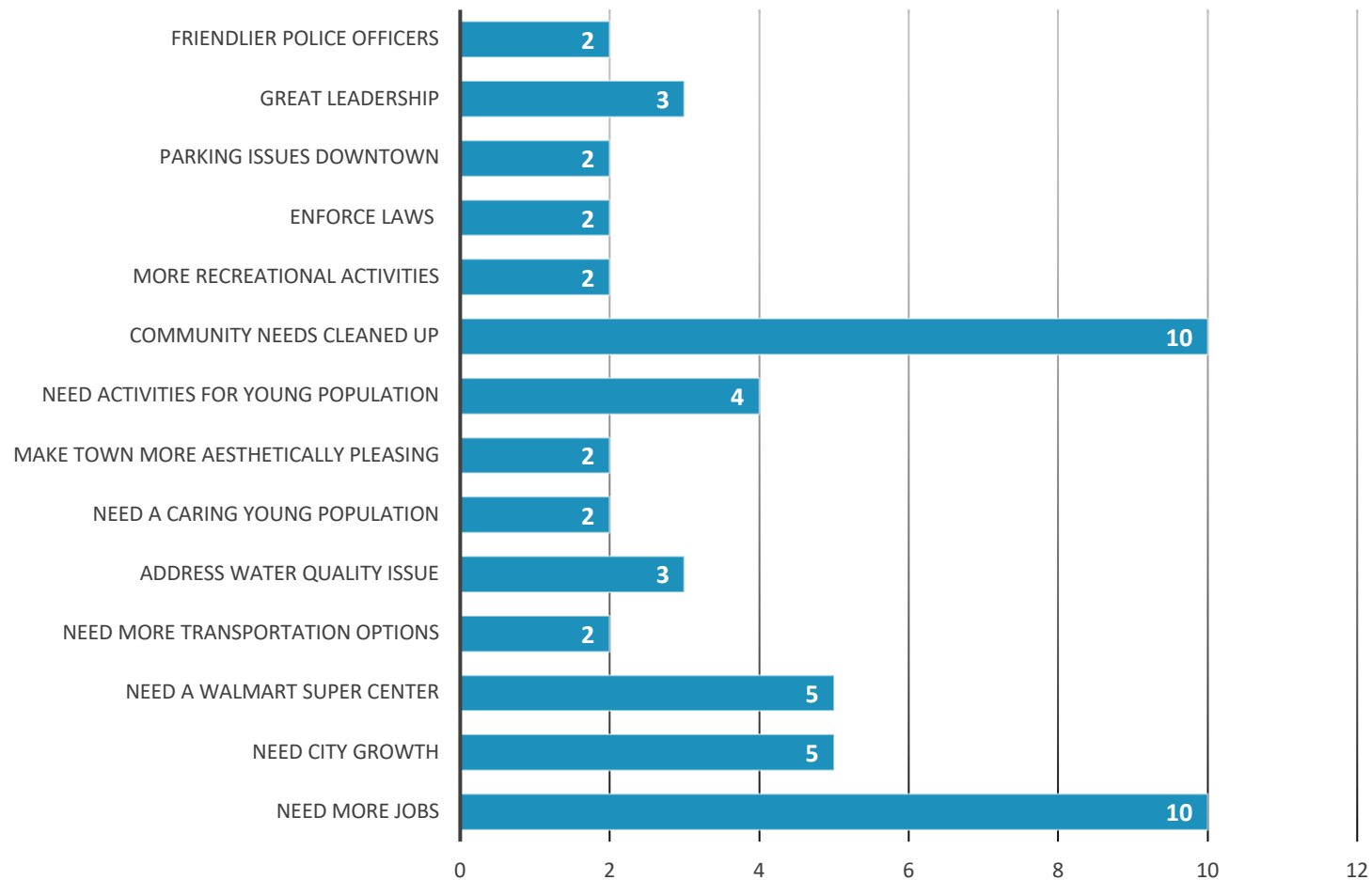
23. What is something positive that has happened in Buffalo recently, or something that excites you about the community?



Appendix A Survey Results



24. Any other thoughts or comments?





Appendix B SWOT

Strengths – Strengths are existing features, amenities, and characteristics that lead to a community’s success. Includes intangible attributes as well as physical assets

- Progressive school district
- Healthcare
- Community support
- Church community
- Cooperation between City/County/Schools
- Infrastructure
- Broadband
- Newspaper

Opportunities – Unlike strengths and weaknesses, opportunities are more forward-looking and deal with larger forces. These are future prospects that could help a community realize its goals

- Vacant industrial property
- Public/Private collaboration
- Airport
- State Road Network
- Potential lighted intersection at 65/Truman
- Potential expansion of Azalea between Truman Rd and Hwy 32

Weaknesses – Weaknesses are existing features, conditions or problems that hinder a community from realizing its goals

- Lack of job opportunities – skilled/ industrial/ manufacturing
- No natural gas
- Limited recreation activities
- Quality family housing
- Road network- state
- Lack of skilled workforce
- Lack of retail options

Threats – Like opportunities, threats are more forward looking than strengths and weaknesses. These future challenges could hinder the community from realizing its goals.

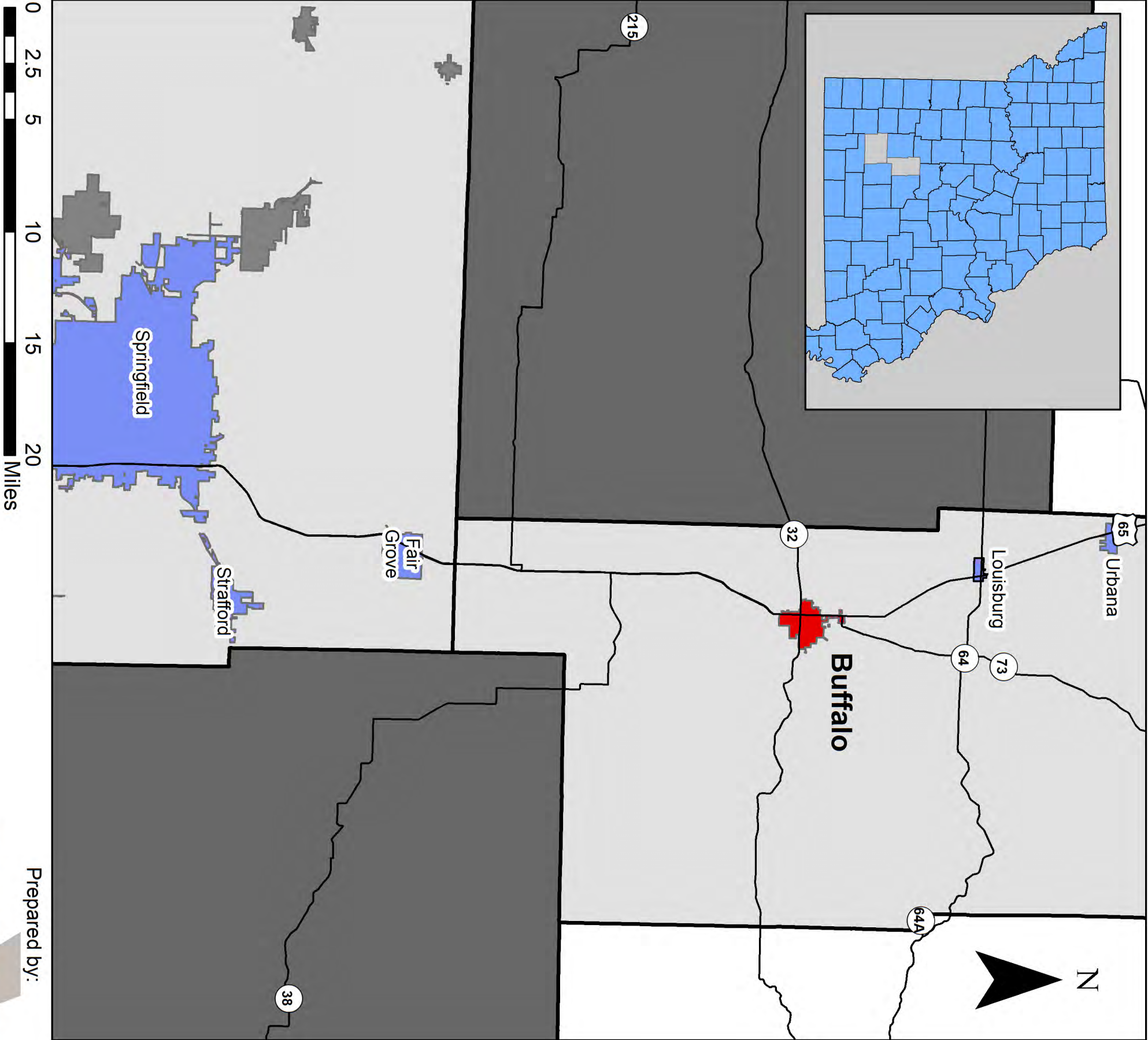
- Lost economic growth
- Complacency
- Support for local businesses/ online shopping
- Lack of volunteers/money for fire department
- Take advantage of grants/other tools

Appendix C Maps



Unfold each page to get a closer look at Buffalo, and the maps provided throughout the Comprehensive Plan.

Location



Prepared by:

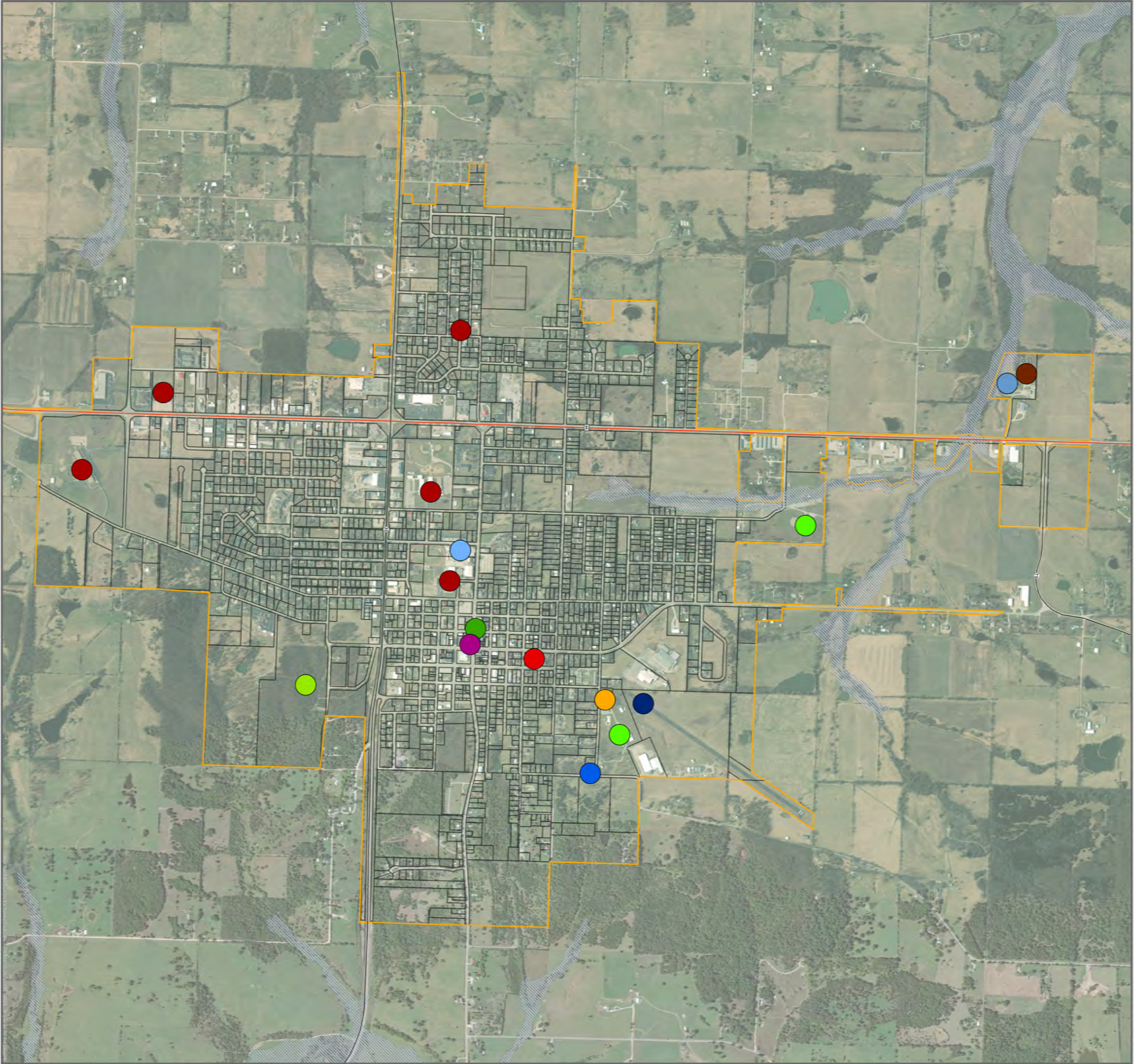


7/30/2018

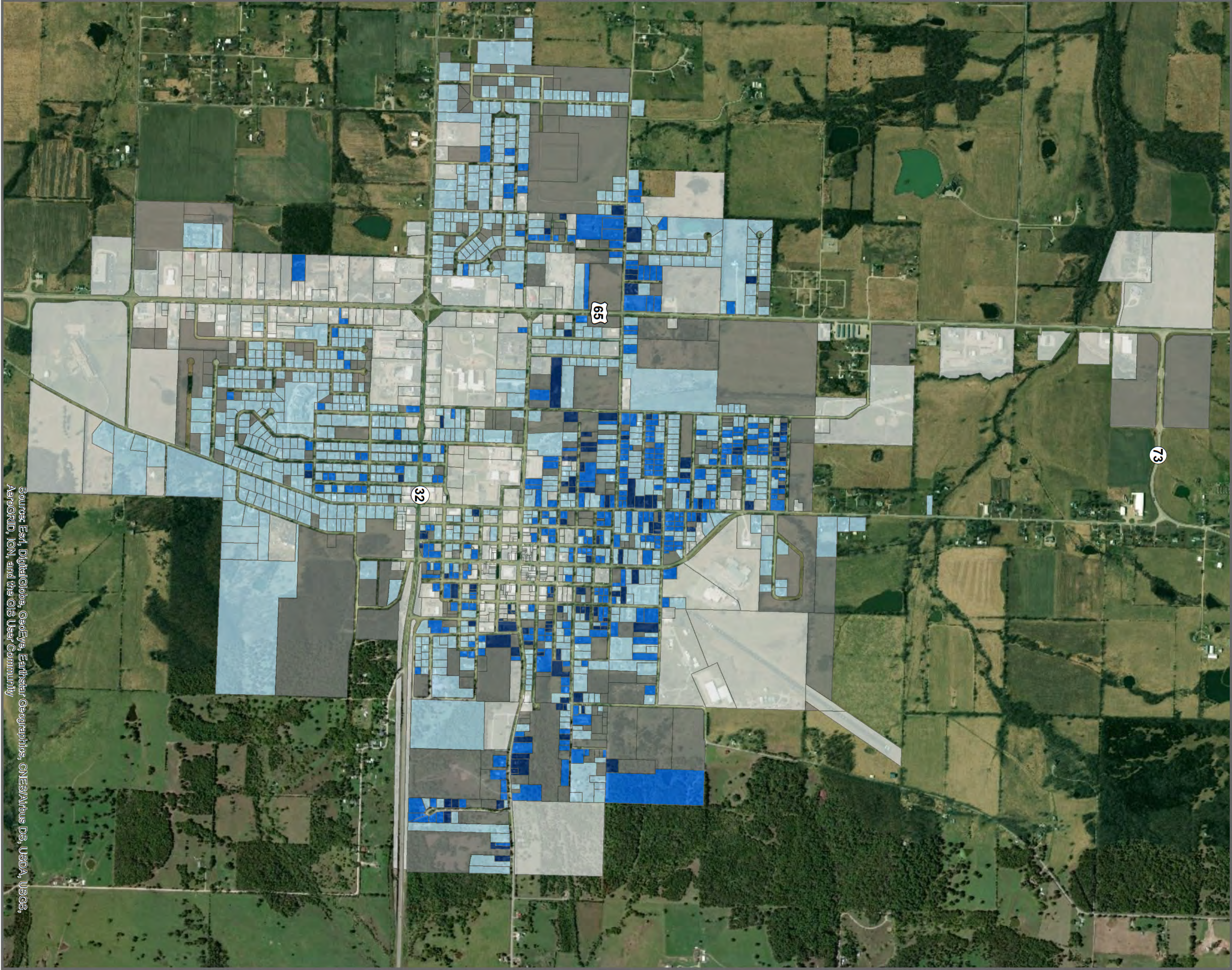
Figure 1.1

As seen on pg 10

Buffalo, Missouri Community Facilities



Buffalo, MO Housing Condition



Housing Condition

- Good
- Fair
- Poor
- Non-Residential
- Vacant



0 0.0750.15 0.3 0.45 0.6
Miles

BUFFALO
COMPREHENSIVE PLAN

SMCOG
Southwest Missouri
COUNCIL OF GOVERNMENTS

7/9/2018

Prepared by:

Figure 4.1
As seen on pg 33

Opportunities for Infill Development

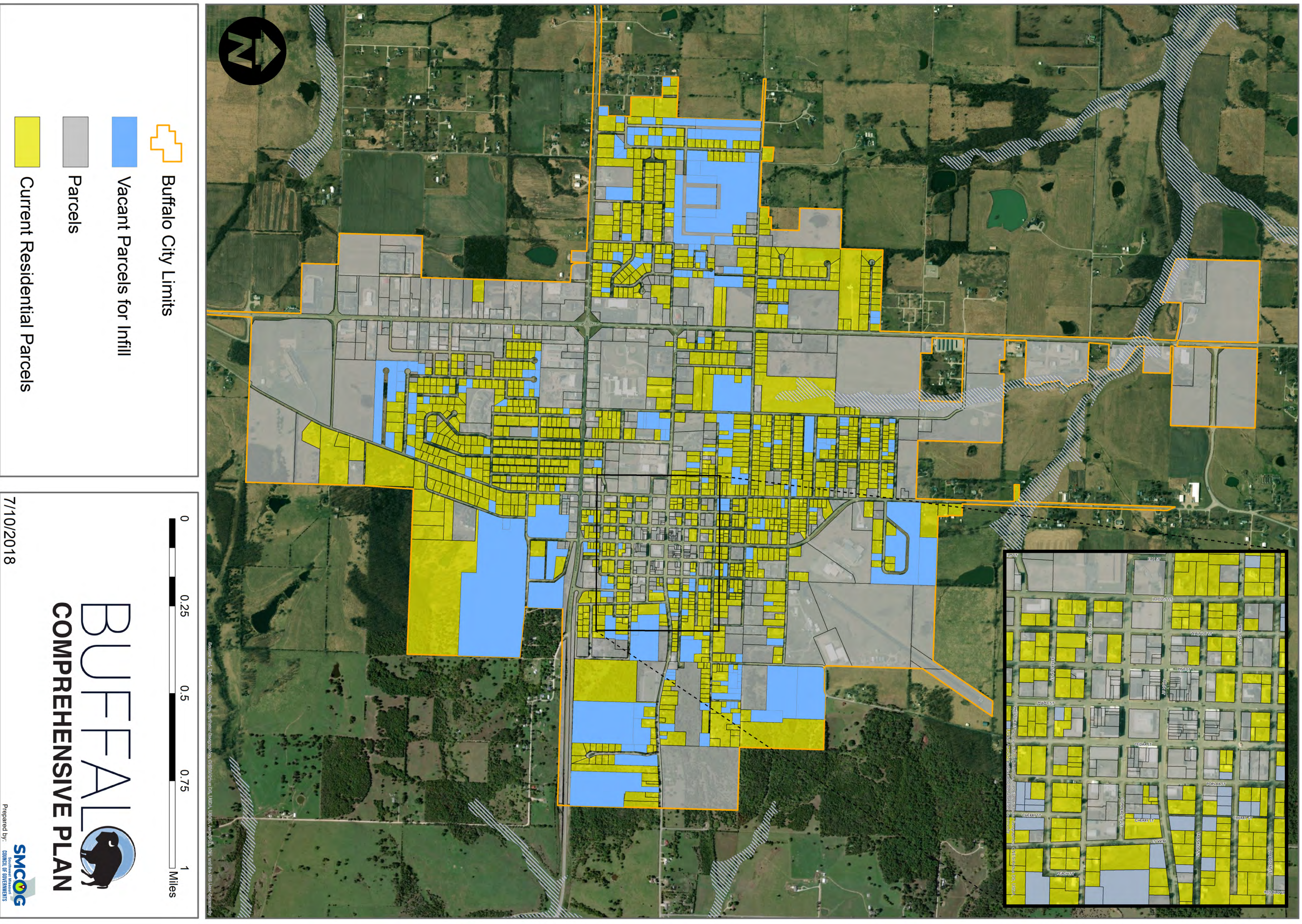


Figure 4.2
As seen on pg 34

Future Transportation

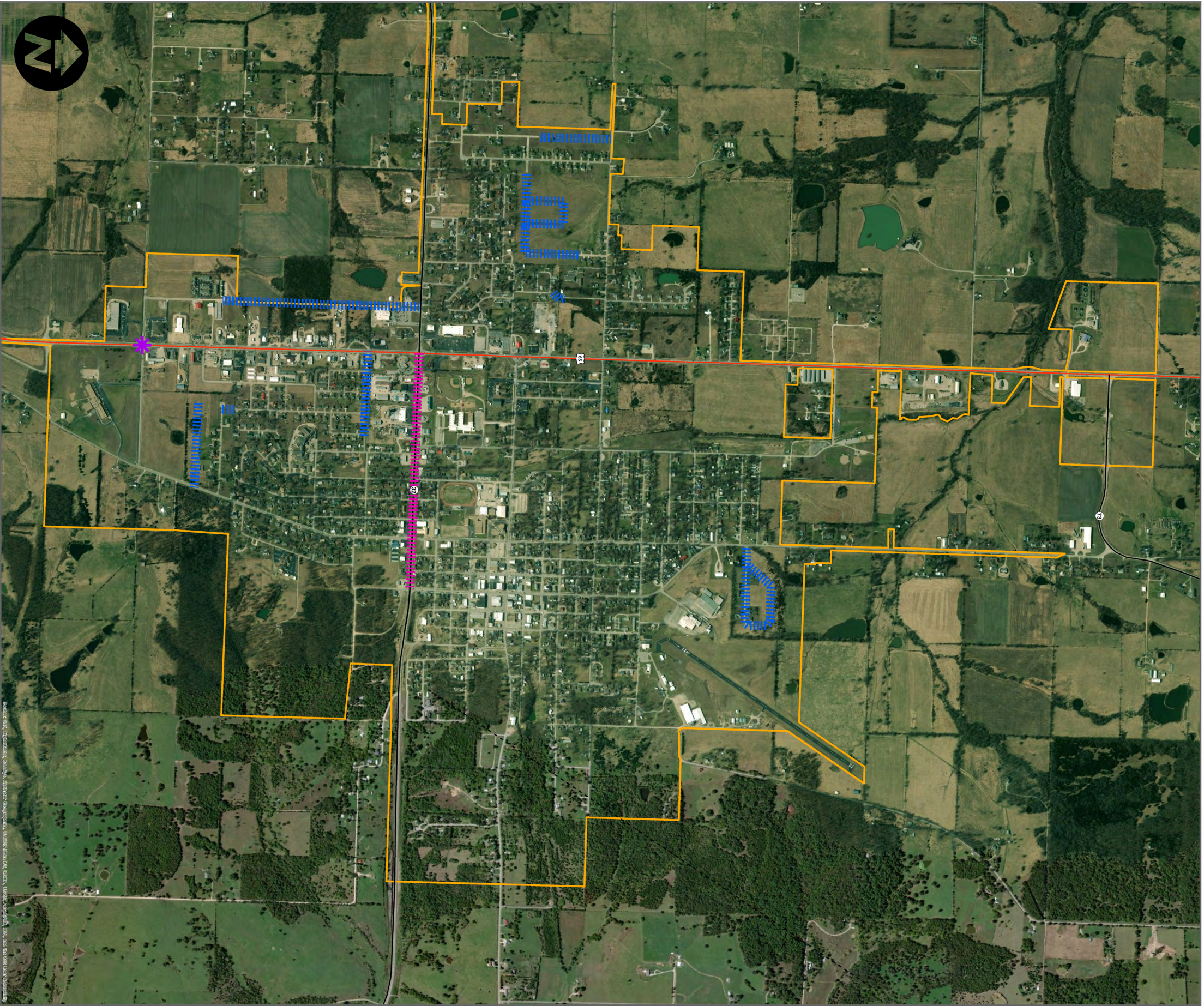


Figure 5.1
As seen on pg 42

City Boundaries (1995 to Present)

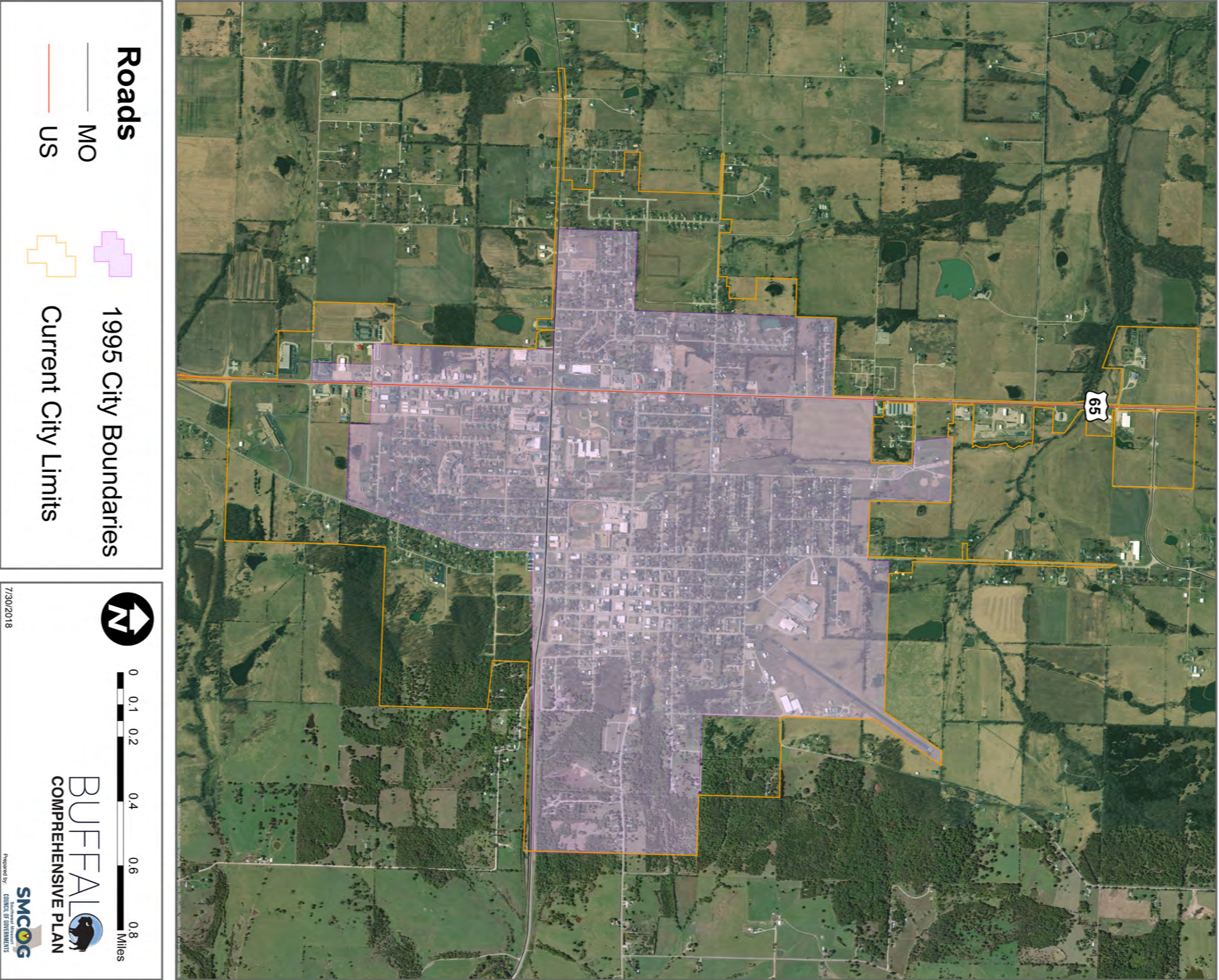


Figure 6.1
As seen on pg 50

Buffalo, Missouri Current Land Use

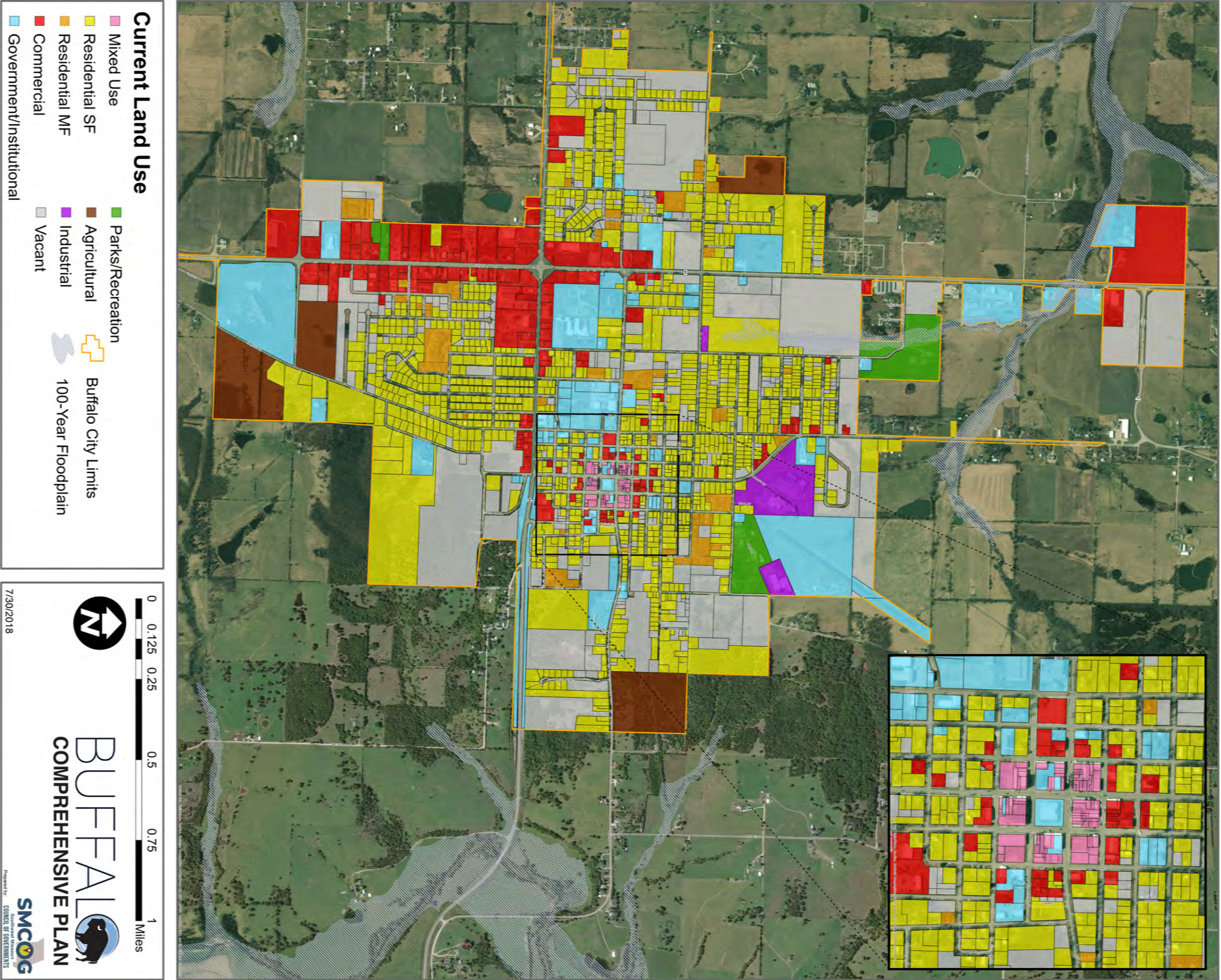


Figure 6.2
As seen on pg 51

Buffalo, MO Future Land Use

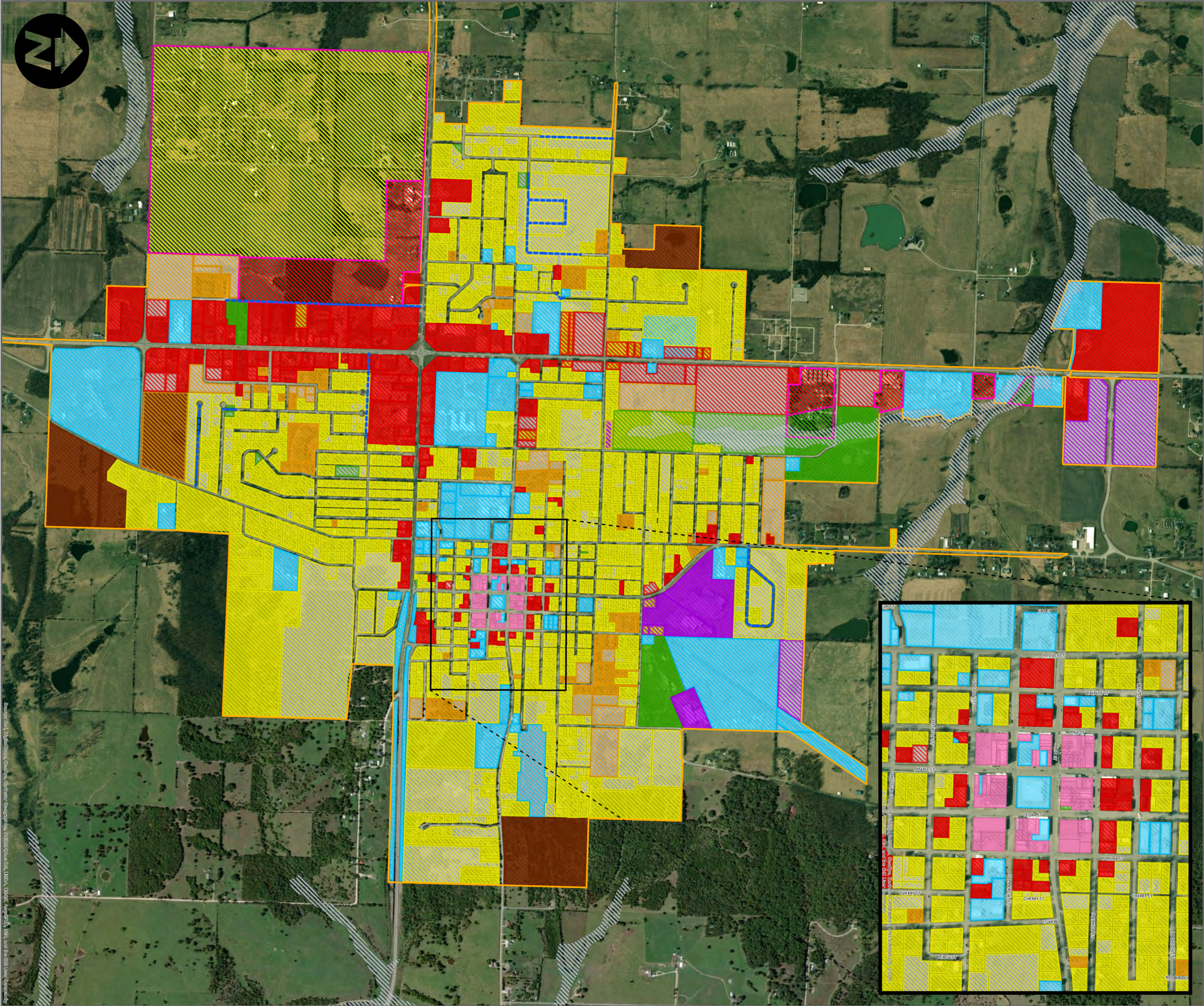


Figure 6.3
As seen on pg 56