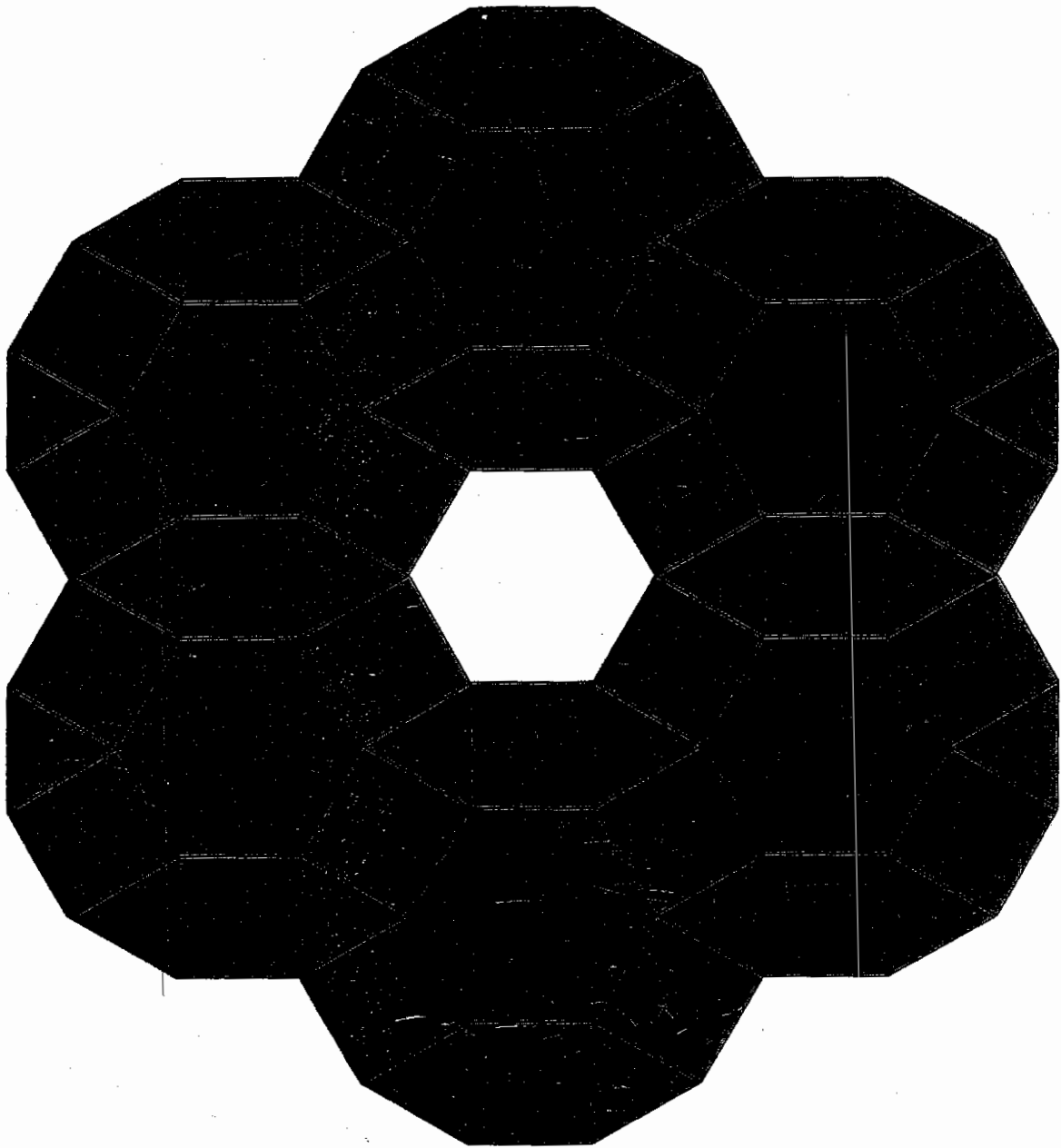


COMPREHENSIVE PLAN

Monett, Missouri



ABSTRACT

TITLE Report on the Comprehensive Plan for the City of Monett, Missouri

AUTHOR Erling Helland Associates, Consulting Planners
Tulsa, Oklahoma 74103

SUBJECT(S) (1) Comprehensive Plan (text and maps); (2) supplementary information (description of the plan; description of the planning area; development of the plan; and implementation of the plan)

DATE June 15, 1971

LOCAL PLANNING AGENCY City Planning and Zoning Commission
City of Monett
Monett, Missouri 65708

SOURCES OF COPIES Clearinghouse for Federal Scientific and Technical Information,
Springfield, Va. 22151
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State of Missouri, Jefferson City, Missouri 65101
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Planning school libraries; depository libraries.

HUD PROJ. NO. P-146/SA-2

SERIES NO. Not available.

NO. OF PAGES 96 (plan text: 31 pages; plan maps: 9 pages; supplementary information: 56 pages).

ABSTRACT This report on the Comprehensive Plan for the Monett planning area consists of two parts; the Comprehensive Plan and Supplementary Information.

The Comprehensive Plan is essentially a statement of policy for the physical development of the planning area. It consists of text and plan maps. The text contains statements of goals, principles, standards, and other policies. The plan maps, in atlas form, show proposed major land use areas and the locations and widths of proposed major land use areas and the locations and widths of proposed major thoroughfares. The originals of these maps are in the form of tracings, to facilitate updating by the city. The second part of the report, Supplementary Information, describes the plan and the research and analysis on which it is based. It describes the Comprehensive Plan and the planning area (general characteristics, economic characteristics, and population). It describes the process by which the Comprehensive Plan was developed and methods for implementing it.

report on the

COMPREHENSIVE PLAN

for the

CITY OF MONETT, MISSOURI

prepared for the

CITY PLANNING AND ZONING
COMMISSION

of the

CITY OF MONETT, MISSOURI

ERLING HELLAND ASSOCIATES
consulting planners
Tulsa, Oklahoma

Urban Planning Grant Project Mo. P-146/SA-2. This planning project was contracted through the Missouri Department of Community Affairs. The preparation of this document was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development and in part through funds provided by the City of Monett.

Public Agency Participants in Comprehensive Planning Program
1969-1971

(* indicates former officials and members)

THE CITY OF MONETT, MISSOURI

Mayor

Claude E. Roderick
* V. B. Hall

City Council

Albert McIntyre
Claude E. Roderick
Charles A. Rose, Jr.
* V. B. Hall

Planning and
Zoning Commission

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City Attorney

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Utilities Superintendent

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MONNET PUBLIC SCHOOLS

Superintendent of Schools

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2603 UNIVERSITY CLUB TOWER TULSA, OKLAHOMA 74119 918/583-1346

June 15, 1971

Monett Planning and Zoning Commission
Monett, Missouri

Gentlemen:

We are pleased to submit, for consideration by the Planning and Zoning Commission, the City Council, other public officials, and the general public, our report on the Monett Comprehensive Plan. This report consists of the proposed Comprehensive Plan and supporting information.

This report combines into a single document the Plan elements and supporting information previously published in the following reports:

Land Use and Thoroughfares Element of the Comprehensive Plan, 7-28-70

Community Facilities Element of the Comprehensive Plan, 9-25-70

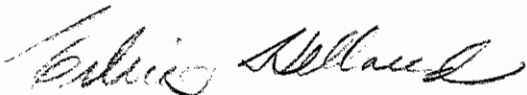
Central Business District Element of the Comprehensive Plan, 5-15-71

It reflects results of the public hearing held on the Plan on June 3, 1971, and subsequent review by the Planning and Zoning Commission and the City Council.

The Comprehensive Plan is essentially a statement of the City's policy for development of the City and its immediate environs. It will serve as a guide to the City, other public agencies, developers, and investors. It will grow in respect and usefulness to the extent that it is adhered to and kept up to date.

I would like to suggest that this document be reviewed thoroughly by the Planning and Zoning Commission, the City Council, and other public agencies, that the City encourage the fullest possible public review, and that it then be revised if necessary and adopted as the official policy of the City.

Sincerely yours,



Erling Helland, AIP

gm

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THE COMPREHENSIVE PLAN FOR THE CITY OF MONETT, MISSOURI	first part of report
Policy Statement	
Plan Maps	
SUPPLEMENTARY INFORMATION	second part of report
Description of the Comprehensive Plan	
Description of the Planning Area	
Development of the Comprehensive Plan.	
Implementation of the Comprehensive Plan	

Each of the two parts of this report has its own detailed table of contents.

COMPREHENSIVE PLAN

for the

CITY OF MONETT, MISSOURI

Public hearing held June 3, 1971.

Adopted, _____, by the
Monett City Planning and Zoning
Commission.

Approved, _____, by the
Monett City Council.

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Key to Map Sheets

Map Sheets 100, 401, 402, 404, 406, 408, and 409

Water Facilities: Existing and Proposed

Sanitary Sewer Facilities: Existing and Proposed

(The Supplementary Information part of this report follows the Comprehensive Plan part of the report; it has its own table of contents.)

STATEMENT OF POLICY

TITLE 1. GENERAL PROVISIONS

Chapters:

- 1.1 Introductory Provisions
- 1.2 Provisions Relating to the City as a Whole and to the Planning Area

Chapter 1.1 Introductory Provisions

Sections:

- 1.1.1 Title of the Plan
- 1.1.10 Purposes of the Plan
- 1.1.20 Authority of the Plan
- 1.1.30 Description of the Plan
- 1.1.40 Jurisdiction of the Plan
- 1.1.50 Content of the Plan
- 1.1.60 Comprehensive Plan Text (description)
- 1.1.70 Comprehensive Plan Map (reference)
- 1.1.75 Amendment of the Plan
- 1.1.80 Definitions
- 1.1.90 Validity

1.1.1 Title of the Plan. The full title of this Plan is "The Comprehensive Plan of the City of Monett, Missouri"; and the short title is "the Monett Comprehensive Plan;" it is referred to hereinafter as "the Comprehensive Plan" or "the Plan."

1.1.10 Purposes of the Plan. The purposes of the Comprehensive Plan are (a) to bring about the orderly, coordinated, physical development of the Monett urban area, in accordance with the present and future needs of the area; (b) to conserve the natural resources of the area; (c) to insure efficient expenditure of public funds; and (d) to promote the health, safety, morals, convenience, prosperity, and general welfare of the people in the area.

1.1.20 Authority of the Plan. This Plan has been prepared, adopted, and approved pursuant to authority granted in Sec. 89.340, RS Mo., as amended.

1. GENERAL PROVISIONS

1.1 Introductory Provisions

1.1.30 Description of the Plan. To the extent that it has been officially adopted by the Planning Commission and the City Commission and (with respect to public schools) by the Board of Education, this Plan contains official policies of said agencies for the areas within the jurisdiction of the Plan. It is the intent of these agencies that this Plan shall provide a general guide for action, but that it does not represent a fixed or unalterable position. This Plan is the "city plan" authorized in Sec. 89.340, RSMO.

1.1.40 Jurisdiction of the Plan. This Plan shall apply to the territory of the City of Monett and, as may be appropriate, to those unincorporated portions of the planning area over which the City exercises any form of jurisdiction.

1.1.50 Content of the Plan. The Comprehensive Plan consists of the following two parts:

The Comprehensive Plan text,
The Comprehensive Plan map.

1.1.60 Comprehensive Plan Text (description). This document is the Comprehensive Plan text. The Comprehensive Plan text consists of the following five parts:

- I General provisions,
- II Provisions relating to specific areas,
- III Provisions relating to land use,
- IV Provisions relating to thoroughfares,
- V Provisions relating to other public facilities.

The provisions relating to land use are policies for guiding and coordinating the development and use of land and establishing the nature and extent of public interest therein.

The provisions relating to thoroughfares and other public facilities are policies relating to public facilities of the types established by, or through the cooperation of, local public agencies in the planning area.

The text provides the policy basis for the map part of the Comprehensive Plan, and it provides a basis for planning and development decisions on matters not covered by the map part.

- 1. GENERAL PROVISIONS
- 1.1 Introductory Provisions

1.1.70 Comprehensive Plan Map (reference). The Comprehensive Plan map consists of the following sheets:

sheet	sections included			
	T25-R27	T.25-R28	T26-R27	T26-R28
401	5, 6		31, 32	
402		1, 2		35, 36
404	7, 8, 17, 18		33, 34	
406	3, 4			
408			19, 20, 29, 30	
409				23, 24, 25, 26
100	central business district			

The map of the Comprehensive Plan shows in general, graphic terms the planned use of land and the location and nature of planned public facilities, including existing uses and facilities to remain. On the Comprehensive Plan map, boundaries of land use areas and the locations of all proposed thoroughfares and other public facilities are approximate.

1.1.75 Amendment of the Comprehensive Plan. It is the intent of the City that the Comprehensive Plan be a stable, dependable statement of City development policy and that, while changing conditions will make it necessary for the Plan to be amended from time to time, it should not be amended frequently or casually. It is recognized, however, that the need for amendment of the Plan is likely to be greater soon after its initial adoption. It is, therefore, the intent of the City that, except in the case of evident emergency, the Plan will not be amended in less than three months after its initial adoption nor at intervals shorter than twelve months thereafter.

1.1.80 Definitions. For the purpose of this Plan, the following definitions shall apply:

BOARD OF EDUCATION. The Monett R-I Board of Education.

CITY. The City of Monett, Missouri.

CITY COUNCIL. The City Council of the City. In references to policy and goals, the phrase "...of the City..." and similar expressions shall mean "...of the Planning Commission, as approved by the City Council..."

COMPREHENSIVE PLAN. The Monett Comprehensive Plan.

PLANNING AREA. The area to which this plan applies, as bounded on the Comprehensive Plan map, which is part hereof.

1. GENERAL PROVISIONS
- 1.1 Introductory Provisions

PLANNING COMMISSION. The Planning and Zoning Commission of the City.

Words used in the singular number include the plural, and words used in the plural number include the singular. Words used in the present tense include the future tense.

1.1.90 Validity. If any title, section, clause, paragraph, provision, or portion of this Plan shall be held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, paragraph, provision, or portion of this Plan.

Chapter 1.2 Provisions Relating to the City as a Whole
And to the Planning Area

Sections:

- 1.2.10 Annexation
- 1.2.20 Appearance of the City and the Area

1.2.10 Annexation.

A. General Goal: In order to help assure development of the Monett area in accordance with plan, it is the policy of the City that all land developed with urban uses in the immediate vicinity of the City and all land that can reasonably be expected to be developed with urban uses be included within the corporate limits of the City.

B. Specific Policies: To achieve the general goal stated immediately above, it is the policy of the City that:

1. The following types of areas should be annexed:
 - a. adjacent areas developed for urban uses;
 - b. adjacent areas to which municipal services are provided;
 - c. areas needed to square up the corporate limits;
 - d. areas that can be reasonably expected to be developed with urban uses;
 - e. other areas whose protection is desirable, including areas along highway approaches to the City.
2. Annexation should ordinarily occur prior to the development.

1. GENERAL PROVISIONS

1.2 Provisions Relating to the City as a Whole And to the Planning Area

C. Improvement of annexed areas: It is the policy of the City that streets and utilities in annexed areas be brought up to City standards as soon as practicable, with benefited property bearing its appropriate share of the costs thereof.

1.2.20 Appearance of the City and the Area.

A. General Goal: An objective of the City is the improving of the appearance of all parts of the City and the remainder of the planning area; this objective applies to both private and public properties.

X B. Specific Policies. (To achieve the general goal of good appearance for the City and planning area, it is the policy of the City that:

1. The design of public buildings, grounds, and thoroughfares should be esthetically sound, and such facilities should be so developed and maintained as to maximize their attractiveness.
2. Appropriate landscaping, including the planting and maintenance of trees, should be encouraged by the City, especially with respect to thoroughfares and public properties.
3. Special effort should be given to improving and maintaining the appearance of the entrances to the City and of the areas seen from the principal traffic ways in the City.
4. Public utility wires and cables should be placed underground in new development areas, especially in residential areas.
5. Solid waste disposal should be by such means that solid wastes do not detract from the appearance of the community.
6. Automobile wrecking and other salvage establishments and similar necessary uses of land should be so controlled as to minimize their adverse effect on the appearance of the community.
7. The nature, size, number, and location of billboards and other signs should be controlled.
8. The parking and storage of cars, trucks, recreational vehicles, and farm machinery and similar articles in streets and on private property, particularly residential property, should be controlled by means of zoning and other measures in the interest of improved appearance.

TITLE 2. PROVISIONS RELATING TO SPECIFIC AREAS

Chapters:

2.10 Central Business District

Chapter 2.10 The Central Business District

Sections:

- 2.10.10 Findings
- 2.10.20 Goals
- 2.10.30 Principles
- 2.10.40 Proposals

2.10.10 Findings. The City makes the following findings with respect to the Monett central business district (the CBD):

A. Monett's proximity to Springfield and Joplin and the fact that it is not on I-44 will tend to keep Monett's CBD from substantial growth.

B. It is likely that an improved Monett CBD can attract a moderate amount of additional trade from the City's rather limited trading territory, especially to the south, away from Springfield and Joplin.

C. Monett's CBD has the advantage of being close to important highways, such as U.S. 60 and SR37, but not right on them, although Business Route 60 does pass through the CBD.

D. Monett's CBD is essentially sound, being well located and reasonably compact, with no real shopping center competition.

E. The core of the CBD consists of the north and south sides of Broadway between Third and Fifth Streets; the block between Fifth and 6th, while not part of the shopping core, is closely related to it.

F. The CBD contains a number of comparatively new buildings and a number of stores and buildings that have been improved with new fronts.

G. Many of the store buildings and other buildings in the CBD are old, and some appear to be deteriorating; there is considerable vacancy in the upper stories of these buildings.

H. Angle parking constitutes a traffic hazard, is unsightly, and makes shopping on Broadway less pleasant than it otherwise might be.

2 PROVISIONS RELATING TO SPECIFIC AREAS

2.10 The Central Business District

I. Through traffic on Broadway is detrimental to the function of the CBD as a shopping, financial, and administrative center.

J. The open channel of Kelly Creek detracts from the efficiency and attractiveness of the CBD.

2.10.20 Goals. Goals of the City with respect to the Monett central business district are as follows:

A. Provide attractive, convenient, shopping facilities for the citizens of Monett and residents of the Monett trading area.

B. Provide a pleasant efficient setting for offices, financial institutions, and other enterprises that need a central location in Monett.

C. Increase Monett's shopping financial, and entertainment business.

D. Increase pedestrian and traffic safety in the CBD.

E. Improve the flow of traffic to, from, in, and through the CBD.

F. Maintain and improve property values in the CBD and nearby areas.

2.10.30 Principles. The City subscribes to the following principles with respect to the central business district:

A. The core of the CBD should be as concentrated as possible, for the convenience of shoppers. Uses that are detrimental to the shopping function of the core, or that are not needed there, should be eliminated as soon as feasible, and new uses of this type should be excluded from the core.

B. Deteriorated buildings should be removed. Where feasible, the vacant upper stories of buildings should be removed.

C. Through traffic should be diverted from the core of the CBD.

D. Vehicular traffic should be permitted on Broadway between 5th and 6th, because

1. Vehicular access will be needed to the Gilloz Bank facility.

2. There will be little occasion for pedestrians to cross Broadway in this block.

E. Emphasis in CBD planning should be on the pedestrian; this means that pleasant, convenient walkways connecting parking areas and stores should be provided, and there should be pedestrian rest areas.

2. PROVISIONS RELATING TO SPECIFIC AREAS

2.10 The Central Business District

F. Pedestrian traffic should be separated from vehicular traffic as much as possible.

G. Shoppers should be able to cross Broadway freely; this means that the shopping part of Broadway should be closed to vehicular traffic (other than that of emergency vehicles).

H. Pedestrians should be protected from sun and rain, especially as they walk along the fronts of the stores;

I. Parking and loading should be off the street. Off-street parking should be conveniently accessible to stores and other destinations in the CBD.

J. Off-street parking should be generally to the rear of the stores, in the same block; overflow parking should be as near as possible--some of it north of Bond or south of Front.

K. Well designed modern fronts of good materials should be placed over the fronts of most of the older buildings in the area. Store front design along a block face should be coordinated.

L. The rears of stores that open on parking areas or pedestrian areas should be made as attractive as the fronts; entrances from the rear should be provided where feasible.

M. Landscaped areas and trees should be provided to the maximum degree feasible.

N. Signs should be controlled. No sign should be permitted to extend more than one foot from the wall of a building. Advertising signs (billboards) should not be permitted.

O. Utility wires should be placed underground as soon as feasible.

2.10.40 Proposals. Proposals for improving the CBD, in accordance with the findings, principles, and goals set forth above, are as follows: Principal proposals for improving the CBD are shown on the CBD Plan Map--sheet 100 of the Comprehensive Plan map.

(A) Downtown shopping center: Four blocks bounded by Third, Bond, Fifth, and Front Streets should be converted into a downtown shopping center, in the form of a superblock containing groups of shopping stores, a pedestrian mall, and off-street parking.

(B) Pedestrian Mall: Broadway between Third and Fifth should be closed to vehicular traffic (except for fire engines and other emergency vehicles) and improved as a pedestrian mall. Improvements would include walks, grass, trees, shrubs, and possibly canopies for protection of pedestrians.

2. PROVISIONS RELATING TO SPECIFIC AREAS

2.10 The Central Business District

C. Mall Approaches: Fourth Street, for one-half block on either side of Broadway, should be developed as an extension of the mall and to link the mall with the proposed parking areas.

D. Off-Street Parking: Off-street parking should be developed on the south side of Bond from Third to Fifth and the north side of Front from Third to Fifth, primarily to serve the stores in these two blocks fronting on Broadway. It is proposed that at a later date this parking be extended both east and west along Bond and Front.

E. Relocation of Kelly Creek: Kelly Creek should be relocated, on the basis of an engineering study, to make available for development as part of the core of the CBD areas lying south of the Creek between Third and Seventh. Pending such study, a location on the south side of Front Street is tentatively proposed.

F. By-Pass Streets: Bond Street and Front Street should be widened to 70 feet of right-of-way and improved to serve as one-way by-passes for east-west traffic past and to the central business district and to provide access to the proposed parking areas along Bond and Front. Bond is proposed to be one-way west and Front, one-way east.

G. Front Street Connection: A link should be opened from Broadway to Front, between Central and First. This link will permit eastbound traffic to flow easily from Broadway into Front.

H. One-Way Streets: The following streets should be made one-way:

Bond: Seventh to Central
Front: Center to Seventh
Third: Bond to Front
Fourth: Cleveland to Bond
Fifth: Front to Cleveland
Seventh: Front to Bond.

✓ The following streets would then be one-way pairs: Bond and Front; Fourth and Fifth.

I. Seventh Street Corner Improvements: Corners at the intersections of Seventh with Bond, Broadway, and Front should be rounded to facilitate the flow of westbound traffic from Broadway into Bond and of eastbound traffic from Front into Broadway. There should also be a separator diagonally across the Seventh and Bond intersection from northwest to southeast to separate local traffic from through traffic.

J. Broadway, Outside of Mall: The width of the paving on Broadway, between First and Third and Fifth and Seventh should be reduced to 44 feet; parking should be eliminated from these sections; and the area not needed for sidewalks should be planted.

2. PROVISIONS RELATING TO SPECIFIC AREAS

2.10 The Central Business District

K. Traffic Signals: When Broadway between Third and Fifth is converted to a mall, traffic signals should be removed from Broadway and installed on Bond at Third, Fourth, and Fifth.

L. Traffic Signs: When the mall and one-way street proposals are accomplished, appropriate traffic signs should be installed for the direction of traffic and control of parking.

M. Zoning: Special zoning districts for the CBD core and CBD fringe should be established in the City's zoning ordinance.

TITLE 3. PROVISIONS RELATING TO LAND USE

Chapters:

- 3. 10 General
- 3. 20 Zoning: Relationship to the Comprehensive Plan
- 3. 30 Agricultural and Other Non-Urban Areas
- 3. 40 Residential Areas
- 3. 50 Commercial Areas
- 3. 60 Industrial Areas
- 3. 70 Railroads and Privately-Owned Utilities

Chapter 3. 10 General

Sections:

- 3. 10. 10 Goals
- 3. 10. 20 Policies

3. 10. 10 Goals. In addition to the goals relating to land use included in Chapter 1. 2 and Title 2 of this policy statement, the general goals of the City with respect to the use of land are as follows:

- A. To designate and protect sufficient land to meet the planning area's anticipated needs for each broad type of land (agricultural, residential, commercial, and industrial) through the year 1990.
- B. To obtain the best possible relationships of the various types of land use to one another and to transportation facilities, from the stand-points of efficiency, convenience, and attractiveness.
- C. To obtain compact development, avoiding unnecessary, large, vacant gaps in the built-up areas, thus reducing utility extension costs and the costs of local government.
- D. To help assure that all new development will meet minimum standards of platting and construction.
- E. To bring about the improvement of blighted areas and maintain the quality of areas which are still sound.
- F. To minimize flood damage and obtain the appropriate development of lands subject to flooding.

3. PROVISIONS RELATING TO LAND USE
3.10 General

3.10.20 Policies. The general policies of the City with respect to land use are as follows:

- A. In designating future areas for urban development, encouragement should be given to growth in those directions which utilize the public water and sanitary sewer system most efficiently and which are most feasible to drain.
- B. Only those land uses which are not subject to substantial hazard or damage from flooding should be permitted in areas subject to flooding.
- C. Land uses should be grouped so as to bring together those uses that are compatible with one another and to separate those that are not compatible.
- D. The keeping of livestock should be excluded from the City, except in agricultural and industrial areas.

Chapter 3.20 Zoning: Relationship to Comprehensive Plan

Sections:

- 3.20.10 Findings
- 3.20.20 General Zoning Policies
- 3.20.30 Specific Zoning Policies

3.20.10 Findings. The Planning Commission and City council make the following findings with respect to the relationship of zoning to the Comprehensive Plan:

- A. The primary purpose of the Zoning Ordinance is the putting into effect of the Comprehensive Plan.
- B. The zoning map can properly vary from the land use element of the Comprehensive Plan in that:
 - 1. the zoning map recognizes short-range conditions, whereas the Comprehensive Plan recognizes long-range trends, and
 - 2. the zoning map is more detailed and precise than the Comprehensive Plan.

3.20.20 General Zoning Policies.

A. In adopting the Zoning Ordinance and in amending the Zoning Ordinance, the Planning Commission and City Council will give full consideration to the Comprehensive Plan.

B. Unless otherwise determined by the Planning Commission and City Council, it is the policy of the City that in the rezoning of land or in the adoption of a revised zoning ordinance and map, the land will be zoned or rezoned as follows:

1. Land designated as agricultural on the Comprehensive Plan map will be zoned in agricultural or off-street parking districts.
2. Land designated as residential on the Comprehensive Plan map will be zoned in residential off-street parking, or agricultural districts.

Land zoned residential will comply with the following schedule:

areas shown on the Comprehensive Plan maps:	will be zoned in districts requiring at least the indicated number of square feet of lot area per dwelling unit (d. u.):		
	5,000 for 1st d. u. 2,000 for each additional d. u.	6,000 for 1st d. u. 4,000 for each additional d. u.	10,000 for 1st d. u. 6,000 for each additional d. u.
residential: medium den.	x	x	
residential: low density		x	x

3. Land designated as commercial on the Comprehensive Plan map will be zoned in commercial, residential, off-street parking, or agricultural districts.
4. Land designated as industrial on the Comprehensive Plan map will be zoned in industrial, off-street parking, or agricultural districts.
5. Land within the City but shown as having no planned use on the Comprehensive Plan map, will be zoned in an agricultural district.

C. Although the preceding statement sets forth several possible zoning districts for each land use category (other than agriculture), it is the policy of the City to select from such districts the particular district which appears most likely to effectuate the Comprehensive Plan; the reference to zoning districts above is not to particular zoning districts in the existing or proposed Zoning Ordinance, but is to districts having the character or purpose indicated by the general names applied to the districts in the above statement.

3. PROVISIONS RELATING TO LAND USE

3.20 Zoning: Relationship to Comprehensive Plan

3.20.30 Specific Policy.

A. Although the Comprehensive Plan designates certain lands in the central and other portions of the planning area as commercial and industrial areas, the Planning Commission and City Council recognize that portions of these lands are now occupied by sound residential properties which (1) will not be needed for commercial or industrial purposes for several years and (2) need the protection of residential zoning pending their conversion to commercial or industrial use.

It is, therefore, the policy of the Planning and Zoning Commission and City Council:

1. That only certain portions of these lands be zoned commercially or industrially at the time of adoption of the revised zoning regulations; and
2. That the remainder of such lands be zoned commercially or industrially, in accordance with the Comprehensive Plan, at such time or times as the need for additional commercial or industrial land in the central or other sections of the planning area makes the conversion of these lands to nonresidential uses necessary or desirable.

B. The Planning and Zoning Commission and City Council recognize that there exist at the time of adoption or amendment of this Plan certain uses of land that do not conform to the Comprehensive Plan; while it is the policy of the City to work toward the land use goals set forth in the Plan, the Planning and Zoning Commission and City Council recognize that some uses that do not conform to the Plan may be of such size, nature, or location that their existence should be recognized by zoning that is not consistent with the Plan; it is the further policy of the City that such nonconforming zoning ordinarily be not more extensive than is necessary to encompass such uses and that such zoning not be expanded.

C. Certain policies relating to zoning also appear in the following chapters of this title.

Chapter 3.30 Agricultural and Other Non-Urban Areas

It is the policy of the City that intensive agricultural uses be so located as not to be detrimental to residential and related uses.

3. PROVISIONS RELATING TO LAND USE
3.30 Agricultural and Other Non-Urban Areas

Areas designated as agricultural on the Comprehensive Plan map are expected to remain largely in agricultural and related uses for some time, but it is the expectation of the City that ultimately all areas so designated will be developed for urban uses and that, therefore, such areas will ultimately be shown in a classification other than agricultural on the Plan map. Areas designated as agricultural may be regarded as "holding" areas where intensive development is temporarily deferred.

The City recognized that even while intensive development of areas designated as agricultural is deferred, some nonagricultural uses **may be appropriate and** should then be permitted in such areas.

3. PROVISIONS RELATING TO LAND USE

Chapter 3.40 Residential Areas X ?

Sections:

3.40.10 Goals

3.40.20 Policies

3.40.10 Goals. It is a goal of the City to encourage the development of residential areas containing sound housing in a good environment at prices that citizens of the planning area can afford. Such areas should have adequate neighborhood facilities and should be protected from heavy traffic and incompatible land uses. They should have convenient access to community facilities and places of employment.

3.40.20 Policies. Policies of the City with respect to residential areas are as follows:

A. Residential Location Policies.

1. Residential areas should not be located immediately adjacent to heavy industrial areas, downwind from industries likely to produce air pollution, or in approach zones of airports.
2. New residential areas should be so located as to permit easy access to the central business district and other employment areas.
3. New residential areas should ordinarily be large enough to permit the development of neighborhoods containing customary neighborhood facilities.
4. In so far as possible, residential neighborhoods should be so located as to be bounded by natural or man made barriers, such as streams, other topographic features, highways, and railways.

B. Specific Residential Locations.

1. Residential development should be encouraged in the areas most readily served by existing and proposed trunk sewers.
2. Higher density housing should be permitted in the vicinity of the central business district and the state highways than elsewhere.

C. Residential Design Policies.

1. Regulations: The quality of housing should be improved and protected by enactment and enforcement of adequate zoning and subdivision regulations and building and housing codes.

3. PROVISIONS RELATING TO LAND USE

3.40 Residential Areas

2. Type of Residential Zoning: Zoning control of residential uses should relate primarily to density of development and should not differentiate among dwelling types (such as single-family, two-family, and multifamily) from district to district. Thus, apartments should be permitted in low-density areas, if they are on large enough sites.
3. Mobile Homes: It is the policy of the City to permit the placing of mobile homes only in mobile home parks and mobile home subdivisions and to permit the locating of such parks and subdivisions only in zoning districts especially designed for these purposes.
4. Innovation: It is the policy of the City to encourage new types of subdivision design, including cluster subdivisions.

D. Facilities in Residential Neighborhoods.

1. Adequate sites for schools and neighborhood park-playgrounds should be planned to serve the neighborhoods.
2. Streets in new residential subdivisions should be curbed, guttered, paved, and provided with sidewalks.
3. Subdivision regulations should require developers to provide adequate streets, street improvements, and certain public utilities; the cost of improvements which directly serve property should ordinarily be borne by such property; where it is necessary for one developer to provide utilities which will benefit land in addition to his own, he should be compensated for the additional capacity he provides.

Chapter 3.50 Commercial Areas

Sections:

- 3.50.10 Goals
- 3.50.20 Policies

3.50.10 Goals. Goals of the City with respect to commercial areas are as follows:

- A. To facilitate the providing (in a convenient and efficient manner) of goods and services to the people, businesses, and industries of the City and its trade territory.
- B. To provide increased employment and investment opportunities for the people of the planning area.
- C. To minimize the possible undesirable effects of commercial development on nearby residential areas.

3. PROVISIONS RELATING TO LAND USE

3.50 Commercial Areas

3.50.20 Policies. Policies of the City with respect to commercial areas are as follows:

A. Types of commercial areas: The following types of commercial areas should be provided for in the planning area:

1. the central business district; see also Chapter 2.10;
2. a few small convenience shopping centers
3. highway commercial areas serving highway traffic and providing space for commercial recreation.

B. Convenience Shopping Centers: Because of (1) the desirability of maintaining and strengthening the central business district and (2) the fact that no residential area in Monett is more than one and three-quarters miles from the central business district, the number of convenience centers should be kept to a minimum. Convenience shopping centers should be no larger than is necessary to meet the convenience shopping requirements of the residential area served by the center.

C. Shapes of Shopping Areas: The central business district and convenience shopping centers should be compact and approximately square in shape; shopping facilities should not be permitted to scatter in spots or in ribbons along streets and highways.

Chapter 3.60 Industrial Areas

Sections:

- 3.60.10 Goals
- 3.60.20 Policies

3.60.10 Goals. Goals of the City with respect to industrial areas are as follows:

- A. To provide for employment and investment opportunities and thus strengthen the industrial base of the City.
- B. To provide sufficient industrial sites suitable for a variety of industrial uses near adequate means of transportation.
- C. To minimize the possible undesirable effects of industrial development on nearby residential and commercial areas.

3. PROVISIONS RELATING TO LAND USE

3.50 Commercial Areas

3.60.20 Policies. Policies of the City with respect to industrial areas are as follows:

- A. Industrial areas should be so located as to have convenient access to US 60 or US 60-BR (but not all land having access to these routes should necessarily be regarded as suitable for industry); areas intended for medium or heavy industry should ordinarily be so located as to have convenient access to the Frisco Railroad.
- B. Industrial districts permitting uses likely to be detrimental to residential and commercial areas should be located as far as possible from such areas and should be buffered from them by less intensive industrial uses and other barriers. Districts permitting uses likely to produce a smoke, fumes, odor, or dust in amounts detrimental to residential or commercial areas should be located downwind from such areas.
- C. Industrial areas should be located so that it is not necessary to route the traffic generated by them through residential or shopping areas.
- D. Industrial sites should be of a variety of sizes on fairly level, well-drained land, with access to all utilities.

Chapter 3.70 The Railroad and Privately Owned Utilities

Sections:

- 3.70.10 The Railroad
- 3.70.20 Privately-Owned Utilities

3.70.10 The Railroad

- A. Goal: It is a goal of the City to maximize the usefulness of the railroad in serving the industrial and commercial development of the area.
- B. Policies: Policies of the City with respect to the railroad are as follows:
 - 1. In areas of potential industrial development, streets and highways paralleling the railroad should be located sufficiently far from the railroad right-of-way to permit industrial development between thoroughfare and railroad and to facilitate future construction of grade separations, where such separations are expected to be needed.

3. PROVISIONS RELATING TO LAND USE
3.70 The Railroad and Privately Owned Utilities

2. In so far as feasible, industrial areas abutting the railroad should be reserved for the types of industries requiring railroad access.
3. Location of industry, new thoroughfares, and new railroad spurs should be such as to minimize the number of grade crossings, especially those involving heavy rail or highway traffic.

3.70.20 Privately-Owned Utilities.

A. Goals: It is the goal of the City to obtain maximum development of such utilities, consistent with the interests of publicly-owned utilities in the planning area.

B. Policies: Policies of the City with respect to privately-owned utilities are as follows:

1. The location of new industry, especially of types heavily dependent on utilities, should recognize the locations of existing major utilities, in so far as is reasonably feasible.
2. Plans for public utilities should be coordinated with existing and anticipated patterns of land development so that adequate utility service will be provided at the lowest possible cost and land development will not be hindered. To this end, subdivision regulations should make adequate provision for utility easements.
3. Utility facilities of all kinds should be recognized as land uses and appropriately classified in zoning regulations.
4. (See also Section 1.2.20: Item B.4).

TITLE 4. PROVISIONS RELATING TO THOROUGHFARES

Chapters:

- 4.1 Thoroughfare Goals
- 4.2 Thoroughfare Planning Principles
- 4.3 Thoroughfare Classification and Standards
- 4.4 Thoroughfares: Specific Proposals

City policy with respect to thoroughfares and related circulation facilities is expressed in Chapters 4.1 through 4.4.

Chapter 4.1 Thoroughfare Goals

The goals of the City with respect to thoroughfares are as follows:

- A. To provide a system of thoroughfares and pedestrian ways designed to move people and goods safely and efficiently, both by vehicle and on foot.
- B. To assure that there will be adequate space, properly located and improved, for the parking of vehicles.
- C. To obtain visually attractive development of thoroughfares, pedestrian ways, and off-street parking areas.

Chapter 4.2 Thoroughfare Planning Principles

Sections:

- | | |
|-----------------------------------|---------------------------|
| 4.2.10 General Principles | 4.2.50 Alleys |
| 4.2.20 Location Principles | 4.2.60 Off-Street Parking |
| 4.2.30 Control of Access | 4.2.70 Sidewalks |
| 4.2.40 Dedication of Right-of-Way | |

4.2.10 General Principles.

1. Thoroughfares should be so planned as to minimize conflict between local and through traffic.
2. Thoroughfares should be so planned as to minimize conflict with major pedestrian movements, such as at school crossings and in and near school campuses.
3. The design of each thoroughfare should be according to its intended function and the type of traffic it is expected to handle.

4. PROVISIONS RELATING TO THOROUGHFARES

4.2 Thoroughfare Planning Principles

4.2.20 Location Principles. Major thoroughfares should be so located that:

1. Such thoroughfares help define and bound residential neighborhoods.
2. Commercial, industrial, and through traffic is routed around residential neighborhoods and school areas.

4.2.30 Control of Access.

1. Access from adjoining properties to major thoroughfares should be partially controlled (in the case of new development), where it is anticipated that traffic will be heavy and substantially through rather than local.
2. Dwellings should ordinarily face on, and have driveway access to, local streets, including frontage roads.
3. The spacing, width, and design of driveways on all major thoroughfares should be controlled.

4.2.40 Dedication of Right-of-way. The City should seek the dedication of right-of-way needed to carry out the thoroughfares element of this Plan.

4.2.50 Alleys. Alleys should be provided in new commercial and industrial areas where property is to be sold on an individual lot basis rather than as part of an integrated shopping center or industrial park. Alleys may be provided for lots intended for residential use, at the option of the subdivider.

4.2.60 Off-Street Parking. Adequate off-street parking for new or enlarged uses should be required through zoning, except in the core of the central business district.¹

4.2.70 Sidewalks.

1. Adequate sidewalks should be provided along all developed streets in the City.
2. Sidewalks should be provided by the developer in all new subdivisions.

¹ For policy on off-street parking in the central business district, see Section 2.10.40, paragraph D.

4. PROVISIONS RELATING TO THOROUGHFARES

Chapter 4.3 Thoroughfare Classification and Standards

Sections:

- 4.3.10 Thoroughfare Classification
- 4.3.20 Thoroughfare Standards

4.3.10 Thoroughfare Classification. It is the policy of the City, for planning and development purposes, to classify all thoroughfares, on the basis of their functions and importance, into the categories shown on Plate 1.

4.3.20 Thoroughfare Standards

1. Planned right-of-way widths of thoroughfares are as set forth on the Comprehensive Plan map.
2. It is the policy of the City that in the cases of subdivision thoroughfares, other new thoroughfares, and thoroughfares proposed for widening, the widths of pavements and border areas, including shoulders, will ordinarily be as set forth on Plate 1 of this report.
3. Thoroughfares in the planning area should be improved with durable, hard surfacing.
4. Curbs and gutters should be provided on all thoroughfares other than those having partially controlled access.

Chapter 4.4 Thoroughfares: Specific Proposals

Sections:

- 4.4.10 Proposals within the Planning Area
- 4.4.20 Proposals Outside the Planning Area

4.4.10 Proposals Within the Planning Area.

It is the policy of the City to seek the following major improvements in the thoroughfare system of Monett and vicinity as they are determined to be financially feasible:

1. Constructing of a vehicular crossing over the Frisco, in the vicinity of 13th Street and linking it with appropriate existing and proposed north-south thoroughfares to give a north-south route across the east part of the City.

TYPICAL THOROUGHFARE CROSS-SECTIONS

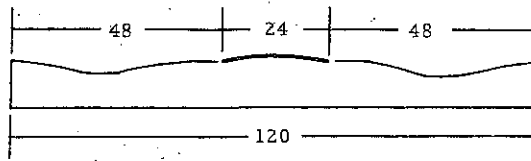
FOR SUBDIVISION THOROUGHFARES, OTHER NEW THOROUGHFARES,
AND THOROUGHFARES PROPOSED FOR WIDENING

(E) INDICATES EXISTING STATE HIGHWAY WHOSE RIGHT-OF-WAY IS NOT PROPOSED TO BE CHANGED UNDER THIS PLAN

MAJOR THOROUGHFARES

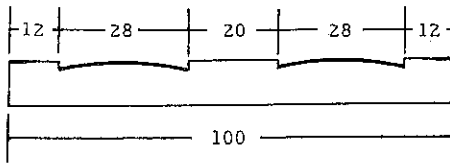
CONTROLLED ACCESS

CLASS **(4)** 120 FEET: CONTROLLED ACCESS HIGHWAY

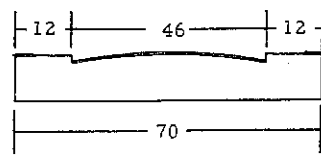


FREE ACCESS

CLASS **(8)** MAJOR STREET

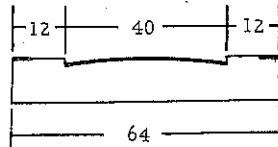


CLASS **(10)** MAJOR STREET

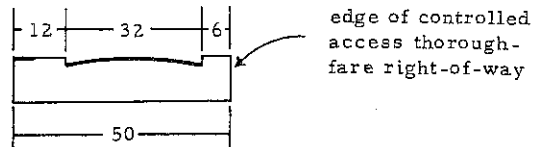


MINOR THOROUGHFARES

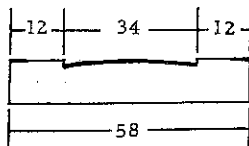
CLASS **(12)** COLLECTOR STREET



CLASS **(16)** OUTER ROADWAY



CLASS **(14)** LOCAL STREET



4. PROVISIONS RELATING TO THOROUGHFARES

4.4 Thoroughfares: Specific Proposals

2. Designate and improve Bond Street and Front Street as bypasses of Broadway between Central and Seventh; convert Broadway into a partial or complete shopping mall for an appropriate segment of the portion between Central and Seventh.
3. Extend Broadway westerly from its present terminus west of Valley Street to Eisenhower.
4. Extend Bond westerly from Central through Logan to a junction with Lincoln, thus permitting Bond traffic to bypass the Broadway-Central area.
5. Bring major thoroughfares shown on the Comprehensive Plan map up to the standards established in the Plan.

4.4.20 Proposals Outside the Planning Area.

1. Relocate County Road H south of Freistatt one mile east to Chapell Drive.
2. Extend County Road PP (one mile west of Eisenhower) north to the Stotts City interchange on Interstate 44 and State Route 97. Extend PP south to U. S. 60.
3. Develop an east-west thoroughfare three miles north of U. S. 60 to serve as a link between SR 37, northwesterly of Pierce City, and U. S. 60 south of Verona.

TITLE 5. PROVISIONS RELATING TO OTHER PUBLIC FACILITIES

Chapters:

- 5.10 Administration and Maintenance Facilities
- 5.20 Airport
- 5.30 Civil Defense
- 5.40 Educational and Cultural Facilities
- 5.50 Health Facilities
- 5.55 Cemeteries
- 5.60 Open Space and Recreational Facilities
- 5.70 Safety Facilities
- 5.80 Utilities

Chapter 5.10 Administration and Maintenance Facilities

Sections:

- 5.10.10 City Hall
- 5.10.20 Maintenance Facilities

5.10.10 City Hall.

A. Goals: It is a goal of the City to maintain City Hall as an attractive governmental center in which are centrally located all of the administrative, engineering, and safety functions of the City, except for neighborhood safety facilities.

B. Policies: It is the City's policy to:

1. Make available all of the space in City Hall for municipal governmental functions.
2. Provide adequate off-street parking facilities for City Hall.
3. Provide additional land, as may be required, for expansion of City Hall for municipal purposes and the addition of off-street parking for City Hall.

5.10.20 Maintenance Facility.

A. Goals: It is a goal of the City to develop a central maintenance facility for all City functions in a location that is easily accessible to the entire City and that will not adversely affect the central business district or any other land use area. The purposes of such facility would include the storage, servicing, and maintenance of vehicles, machinery, other equipment, and supplies used in the City's operation and maintenance of its utilities, streets, parks, and other facilities.

5. PROVISIONS RELATING TO OTHER PUBLIC FACILITIES

5.10 Administration and Maintenance Facilities

5.10.20 Maintenance Facilities

B. Policies: It is the intention of the City to ultimately remove the existing public works maintenance facility from the northwest corner of Sixth and Front Streets in order to make that site available in accordance with the Central Business District Plan.

Chapter 5.20 Airport

Sections:

5.20.10 Goals

5.20.20 Policies

5.20.30 Specific Proposal

5.20.10 Goals: It is a goal of the City to establish and operate a municipal airport of appropriate type and size, within a reasonable distance of Monett.

5.20.20 Policies: The City will take any necessary steps to protect the approaches to the proposed airport and to insure that development contiguous to the airport will be compatible with it.

5.20.30. Specific Proposal: The City intends during the planning period to take steps toward the acquisition or protection of a site for a basic transport airport at a suitable location, probably southeast of the City. A site area of 240 acres will be required.

Chapter 5.30 Civil Defense

It is a goal of the City to cooperate with State and Federal agencies in providing adequate fallout shelters for the City.

Chapter 5.40 Educational and Cultural Facilities

Sections:

5.40.10 Auditorium

5.40.20 Library

5.40.30 Schools

5.40.10 Auditorium

A. Goal: It is a goal of the City to provide adequate facilities for public assembly; such facilities may be of several types to meet the varying needs of the community.

B. Policies: With respect to public assembly facilities, it is the City's policy to:

5. PROVISIONS RELATING TO OTHER PUBLIC FACILITIES

5.40 Educational and Cultural Facilities

5.40.10 Auditorium

1. Replace the present casino at the earliest opportune time, the new facility to be a multipurpose facility including auditorium space.
2. Continue to provide and maintain an auditorium in City Hall at its present seating capacity of 400, as long as space is available in City Hall.
3. Continue to cooperate with the Board of Education in the joint use of City and school owned auditorium facilities.
4. Continue to seek to learn the attitudes of the public with respect to facilities of this type.

X 5.40.20 Library.

A. Goal: It is a goal of the City to cooperate with the Barry-Lawrence Regional Library to make available high quality library services to the people of Monett.

B. Policies: In keeping with the above goal, it is the City's intention to:

1. Cooperate as fully as possible with the Regional Library in providing branch services to Monett.
2. Cooperate in providing adequate off-street parking to serve the library.
3. Encourage the Regional Library System and the Board of Education to cooperate to the maximum degree feasible in the developing of library facilities and the providing of library services.

5.40.30 Schools.

A. Goal: It is a goal of the City and the Board of Education to continue to develop and maintain a high level of educational services for all age groups, as efficiently as possible.

B. Policies of the Board of Education: Policies of the Board of Education relating to the planning of public school facilities are as follows:

1. Maintain and develop the existing elementary school complex to serve the entire school district until such time as an increase in elementary school population warrants the development of new elementary schools in and near new residential areas.
2. Maintain and improve the existing junior high school.
- X 3. Expand the present senior high school facilities by the addition of the following new buildings on or adjacent to the present high school site:

5. PROVISIONS RELATING TO OTHER PUBLIC FACILITIES

5.40 Educational and Cultural Facilities

5.40.30 Schools

- a. library and administration building.
- b. multipurpose building to include a girls' gymnasium, music and art facilities, and a cafeteria.
- c. an additional classroom building including physical science and mathematics facilities.

4. Continue to cooperate with the Missouri Department of Education in providing specialized educational services.

~~X~~5. Provide additional off-street parking facilities for senior high school use.

~~X~~6. Provide school bus transportation as required.

7. Cooperate with the City and the Regional Library in full utilization of Monett's cultural and recreational facilities.

~~X~~C. City Policy: Schools: It is the policy of the City to cooperate with the Board of Education in carrying out its planning policies.

Chapter 5.50 Health Facilities

Sections:

5.50.10 St. Vincent's Hospital

5.50.20 Clinical Services

~~X~~5.50.10 St. Vincent's Hospital.

A. Goal: It is a goal of the City to cooperate with St. Vincent's Hospital in maintaining the hospital as an approved facility serving Monett and its environs.

~~X~~B. Policy: To this end, it is the policy of the City to help attract needed physicians to Monett and to take such actions as are feasible and appropriate to facilitate expansion of the hospital's site.

5. PROVISIONS RELATING TO OTHER PUBLIC FACILITIES

5.50 Health Facilities

5.50.20 Clinical Services.

A. Goal: It is a goal of the City to aid in the establishment of a medical clinic, located near St. Vincent's Hospital, which clinic would serve to attract physicians to Monett and would release hospital space now used for diagnostic and treatment services which would be provided by the clinic.

B. Policies: In keeping with the goal stated above, it is the policy of the City to be alert to all opportunities for the development of a private medical clinic, including forms of subsidizing such an establishment: e. g. developing and leasing a modern, adequately equipped clinic building.

Chapter 5.55 Cemeteries

Sections:

5.55.10 Goal

5.55.20 Policies

5.55.10 Goal. It is a goal of the City to provide cemetery facilities adequate to meet the City's needs for the foreseeable future.

5.55.20 Policies. Policies of the City with respect to City-owned cemeteries are as follows:

A. City-owned cemeteries should be so developed as to maximize their attractiveness and minimize adverse effects on nearby residential areas.

B. Future acquisition of land for City-owned cemeteries should be in areas where urban development is not expected in the foreseeable future.

Chapter 5.60 Open Space and Recreational Facilities

Sections:

5.60.10 General

5.60.20 Baseball Diamonds

5.60.30 Community Parks

5.60.40 Golf Course

5.60.50 Neighborhood Park-Playgrounds

5.60.60 Swimming Pool

5.60.70 Tennis Courts

5. PROVISIONS RELATING TO COMMUNITY FACILITIES

5.60 Open Space and Recreation

5.60.10 General.

A. Goal: It is a goal of the City to provide, develop, and maintain adequate open space and recreation facilities to provide opportunities for passive and active recreation for all age groups in Monett.

B. Policies: In keeping with the goal stated above, it is the policy of the City:

1. To continue to ascertain, as fully as possible, the needs of residents of various ages and develop standards, plans, and programs accordingly.
2. To proceed with development of open space and recreation facilities in accordance with the standards and proposals contained in this chapter.

5.60.20 Baseball Diamonds.

A. Standards:

1. hardball: one diamond for every 6,000 persons.
2. adult softball: one diamond for every 3,000 persons.
3. Little League (pony leagues): as required.

B. Specific proposals: No additional baseball diamonds are proposed for the planning period.

5.60.30 Community Parks.

A. Standards:

1. Number: one within 1.5 miles of most residential areas.
2. Size: minimum of 35 acres each.

B. Specific proposals for the planning period: It is the City's intention to provide during the planning period:

1. A multipurpose building in City Park to replace the casino.
2. Additional picnic and play facilities, as needed, in City parks.
3. No additional community parks.

5. PROVISIONS RELATING TO COMMUNITY FACILITIES

5.60 Open Space and Recreation

5.60.40 Golf Course.

A. Goal: It is a goal of the City to provide adequate golf facilities for the people of the City.

B. Policies: With respect to the existing municipal golf course, it is the policy of the City that the present high quality of the course be maintained.

C. Specific proposals for the planning period: Land needed for expanding the course into an 18-hole facility should be acquired by the City and held for future development.

5.60.50 Neighborhood Park-Playgrounds.

A. Standards:

1. Number: One within 1/4 mile to 5/8 mile walking distance of most residential areas.
2. Size: One acre for every 500 persons: ordinarily from four to seven acres.

B. Specific proposals for the planning period:

1. The acquisition and development of neighborhood park-playgrounds as follows:

- a. One near the center of the City, in the general vicinity of County Street between Central Avenue and 11th Street.
- b. One in the Marshall Hill area.

2. The development of a neighborhood park-playground on the elementary school complex and/or the Junior High School site, in cooperation with the Monett Board of Education.

3. Improvement of existing playgrounds on the sites of former elementary schools, in cooperation with the Board of Education.

5.60.60 Swimming Pool.

A. Standards: One pool for every 25,000 persons; a minimum of one pool for the Monett area.

B. Specific proposals for the planning period: None.

5.60.70 Tennis Courts.

A. Standards: One court of at least 60 x 20 feet for each 2,000 persons.

B. Specific proposals for the planning period: None.

5. PROVISIONS RELATING TO COMMUNITY FACILITIES

Chapter 5.70 Safety Facilities

Sections:

- 5.70.10 Fire Stations
- 5.70.20 Police Facilities

5.70.10 Fire Stations.

A. Goals: It is a goal of the City to make adequate fire protection economically and efficiently available to all property in the City.

B. Policies:

1. Fire stations should be located in accordance with Table 5.70.

Table 5.70 Standards for Location Fire Stations

<u>type of area served</u>	<u>ordinary maximum run for engine company</u>
Central business district and principal industrial areas	0.75 mile
Residential areas	3.0 miles

2. Fire stations should ordinarily be located near, but not necessarily at, intersections of major thoroughfares, and should be so located as to minimize interference from vehicular traffic.
3. A fire station should be located in the general vicinity of the intersection of County Road and Industrial Drive to protect:
 - a. the Marshall Hill residential area,
 - b. Monett Industrial Park and other industrial areas south of the Frisco's eastern division and east of the Frisco central division,
 - c. commercial development along U.S. 60 east of the Frisco, and
 - d. future development areas south of U.S. 60 and east of SR 37.

5.70.20. Police. It is the goal of the City to provide adequate space in City Hall for all the police functions of the City.

5. PROVISIONS RELATING TO COMMUNITY FACILITIES

Chapter 5.80. Utilities

Sections:

- 5.80.10 Drainage
- 5.80.20 Electricity
- 5.80.30 Sanitary Sewerage
- 5.80.40 Solid Waste Disposal
- 5.80.50 Water Supply

5.80.10 Drainage.

A. Goal: It is a goal of the City to provide for the adequate drainage of the City, subject to the availability of funds for this purpose.

B. Policies: Policies of the City with respect to drainage are as follows:

1. The City intends to minimize the amount of storm waters entering sanitary sewers.
2. The City intends to regulate the use of land subject to flooding, in order to:
 - a. reduce the extent of flooding
 - b. reduce damage from flooding.
3. The City will require that subdivision improvement plans provide for adequate drainage facilities.

C. Standards: In so far as possible, storm drainage should be handled through existing watercourses. Where natural watercourses are not adequate for this purpose, storm channels and underground storm sewers should be constructed. In developed areas, streets should be paved and provided with standard curbs and gutters to facilitate drainage.

5.80.20 Electricity.

A. Goals: Goals of the City with respect to electricity are as follows:

1. To provide reliable electrical service at appropriate rates throughout the City's service area.
2. To meet increasing industrial demands for electric power.

5. PROVISIONS RELATING TO COMMUNITY FACILITIES

5.80 Utilities

5.80.20 Electricity

B. Policies: With respect to the distribution of electric power, it is the policy of the City:

1. To complete the construction of the 7.2/12.47 kv loop feeder planned to encircle the part of the City lying north of U.S. 60.
2. To make other improvements necessary to provide adequate capacity at appropriate voltages to all users.

5.80.30 Sanitary Sewerage.

A. Goals: The goals of the City with respect to sanitary sewerage are as follows:

1. The construction of a system of trunk sewers, pumping stations, and force mains adequate to collect sewage from the developed areas and potential development areas of the Monett urban area.
2. The construction of disposal facilities adequate to provide an appropriate degree of treatment to all sewage collected by the existing and proposed sewer systems.

B. Policies: With respect to sanitary sewerage, it is the policy of the City:

1. To minimize the flow of storm water into the sanitary sewer system.
2. To construct treatment facilities which
 - a. are downstream from existing and expected urban development in the Monett urban area,
 - b. have minimum adverse effects on property near such facilities.

5.80.40 Solid Waste Disposal.

A. Goal: It is a goal of the City that all solid waste generated in the City be collected and disposed of in a sanitary, efficient manner.

B. Policy: It is a policy of the City that all solid waste collected in the City be disposed of by means of sanitary landfills operating under conditions established by the City or other public authority.

5. PROVISIONS RELATING TO COMMUNITY FACILITIES (page 11 of 13)

5.80 Utilities

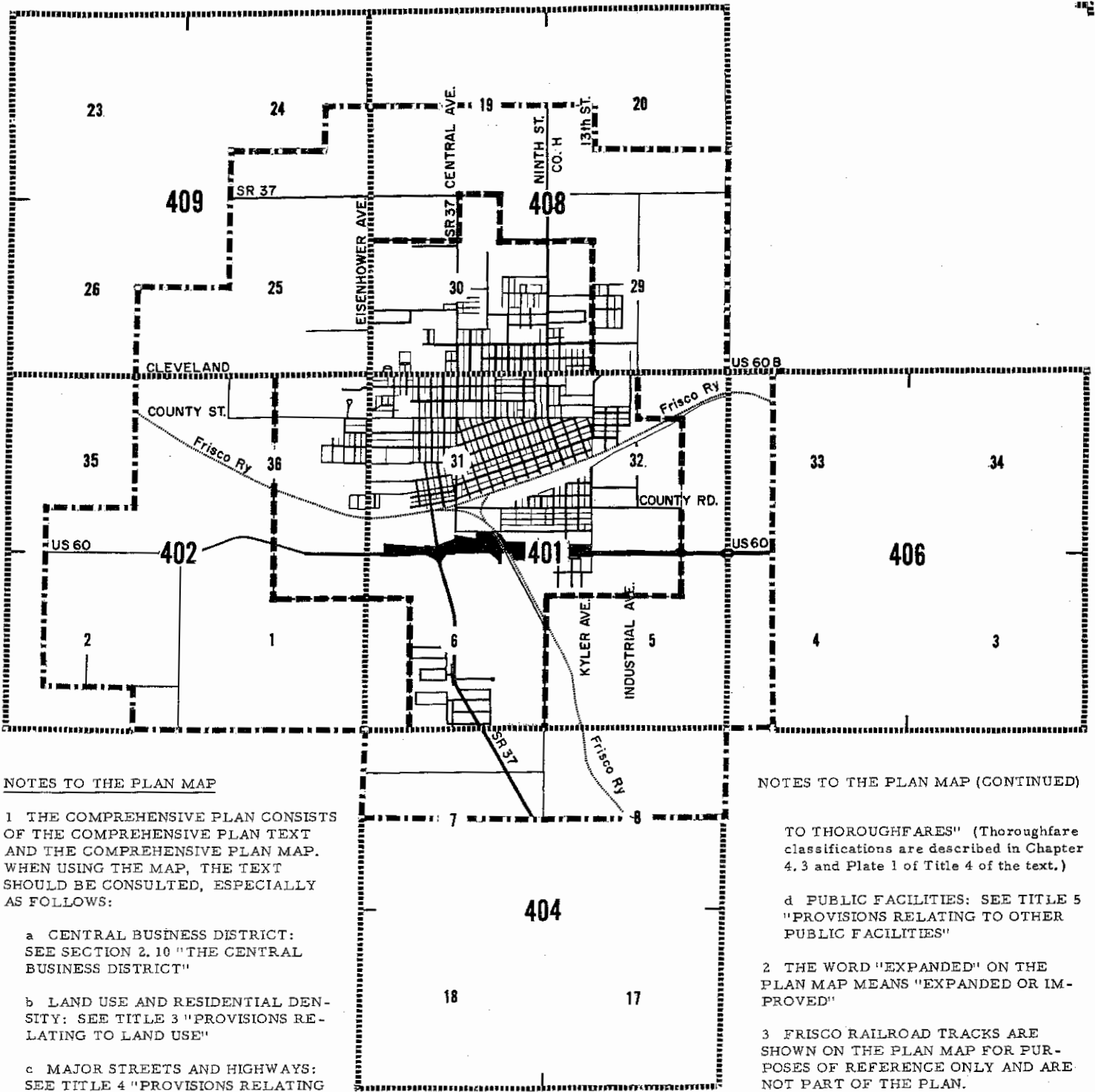
5.80.50 Water Supply.

A. Goal: It is a goal of the City to provide an adequate supply of potable water, at adequate pressures for fire protection purposes, in all developed and developing parts of the City.

B. Policies: With respect to water supply, it is the policy of the City to:

1. Continue to construct loops required to assure continuity of service and maintenance of pressure.
2. Require that all water mains be at least eight inches in diameter.
3. Contribute equitably to the cost of all mains of more than six inches in diameter.

COMPREHENSIVE
PLAN MAPS



NOTES TO THE PLAN MAP

1 THE COMPREHENSIVE PLAN CONSISTS OF THE COMPREHENSIVE PLAN TEXT AND THE COMPREHENSIVE PLAN MAP. WHEN USING THE MAP, THE TEXT SHOULD BE CONSULTED, ESPECIALLY AS FOLLOWS:

- a CENTRAL BUSINESS DISTRICT: SEE SECTION 2.10 "THE CENTRAL BUSINESS DISTRICT"
- b LAND USE AND RESIDENTIAL DENSITY: SEE TITLE 3 "PROVISIONS RELATING TO LAND USE"
- c MAJOR STREETS AND HIGHWAYS: SEE TITLE 4 "PROVISIONS RELATING

NOTES TO THE PLAN MAP (CONTINUED)

TO THOROUGHFARES" (Thoroughfare classifications are described in Chapter 4.3 and Plate 1 of Title 4 of the text.)

d PUBLIC FACILITIES: SEE TITLE 5 "PROVISIONS RELATING TO OTHER PUBLIC FACILITIES"

2 THE WORD "EXPANDED" ON THE PLAN MAP MEANS "EXPANDED OR IMPROVED"

3 FRISCO RAILROAD TRACKS ARE SHOWN ON THE PLAN MAP FOR PURPOSES OF REFERENCE ONLY AND ARE NOT PART OF THE PLAN.

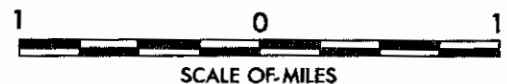
R 28 W

R 27 W

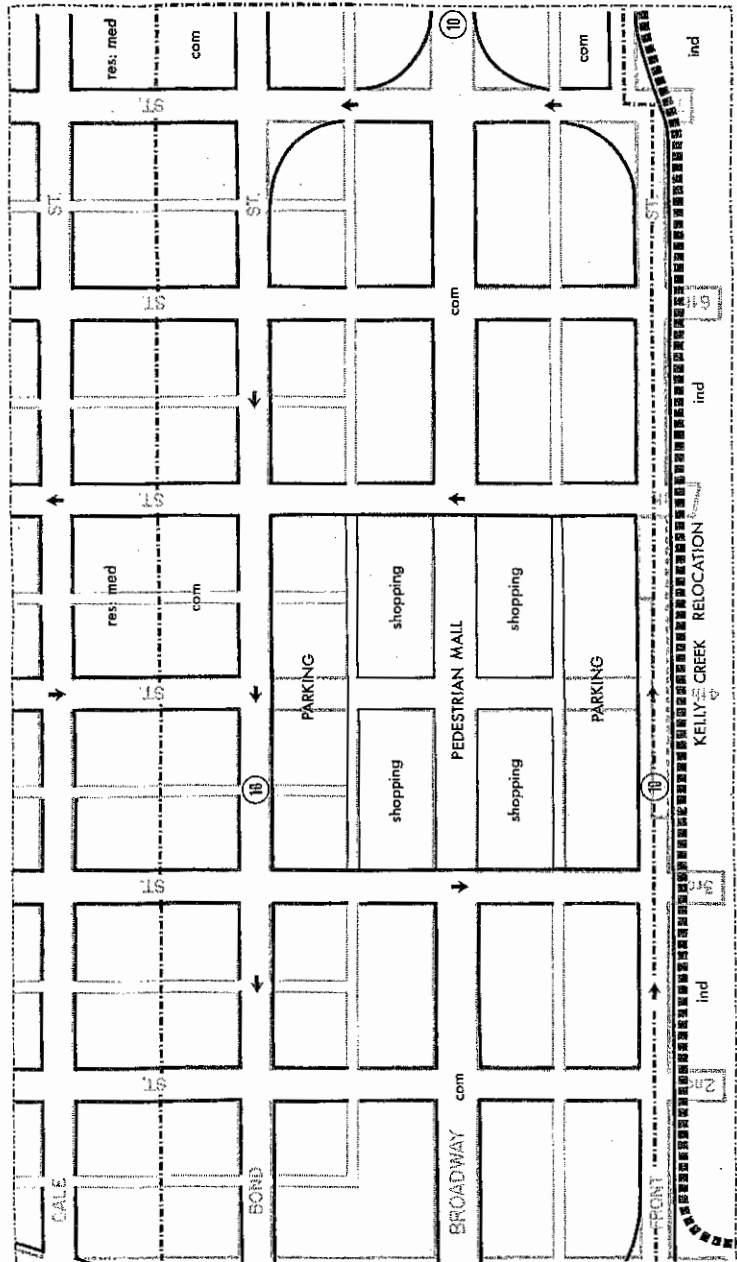
LEGEND

- MAP SHEET BOUNDARY
- 404 MAP SHEET NUMBER
- 8 SECTION NUMBER
- + SECTION CORNER
- PLANNING AREA BOUNDARY
- CITY LIMITS

**CITY PLANNING AND ZONING COMMISSION
CITY OF MONETT, MISSOURI**



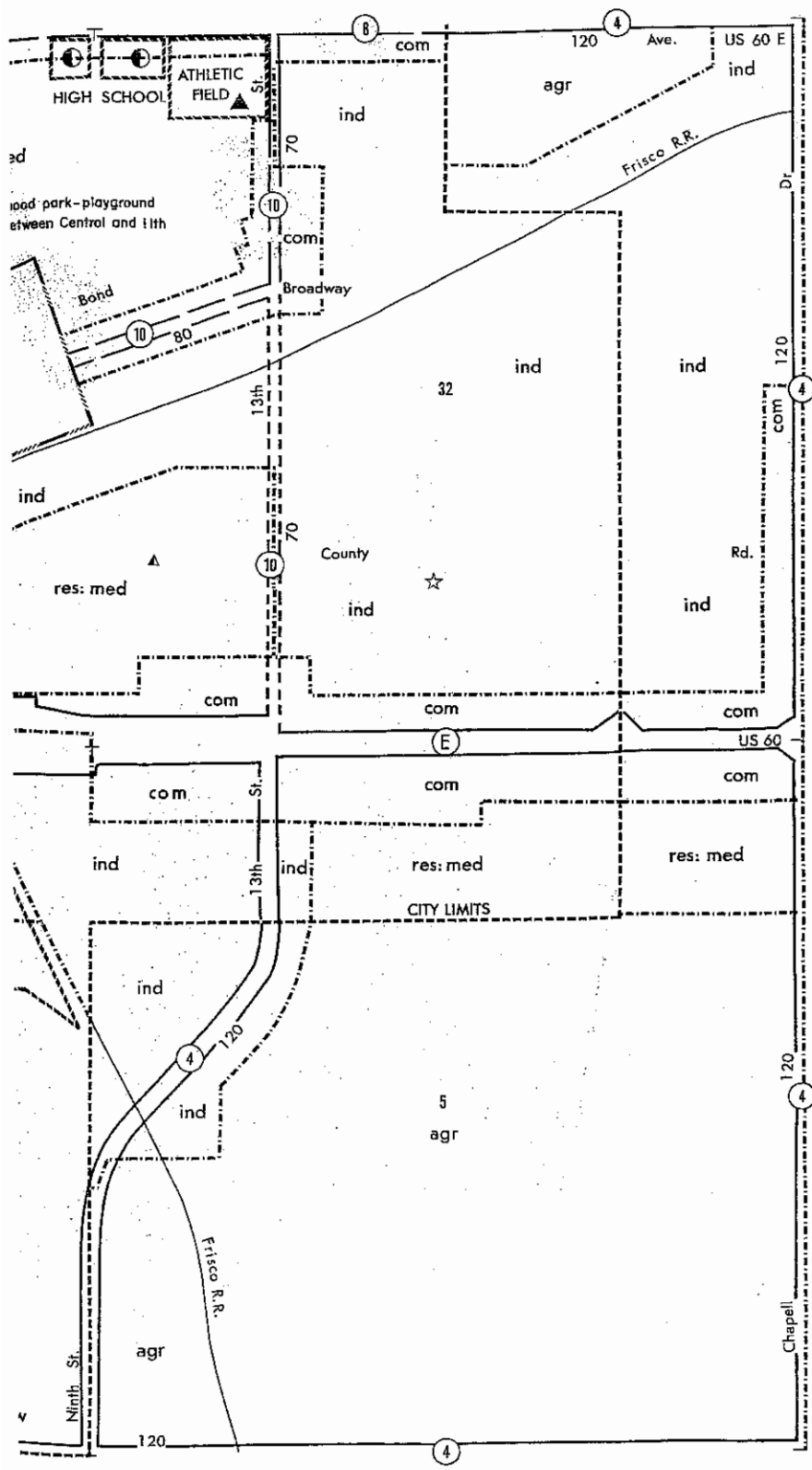
**COMPREHENSIVE PLAN:
KEY TO MAP SHEETS**



RAILROAD
 100 0 100 200 300 400
 SCALE OF FEET

THE CITY OF MONETT, MISSOURI
 COMPREHENSIVE PLAN MAP
 a part of the
COMPREHENSIVE PLAN
 JUNE 15, 1971 SHEET 100

FOR LEGEND, SEE SHEET 400



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 ERING HILLAND ASSOCIATES TULSA, OKLAHOMA

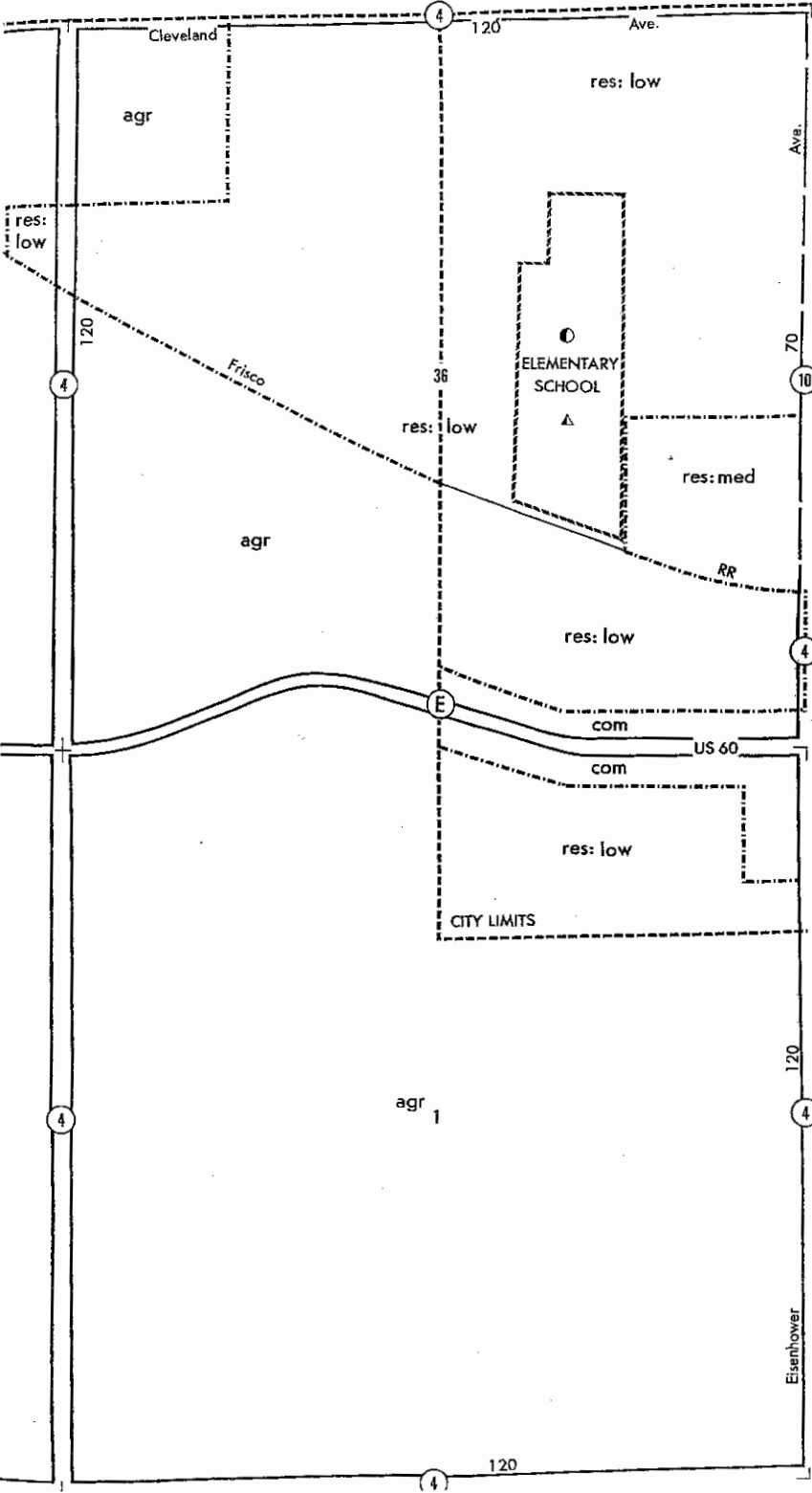
PLAN MAP REVISIONS							
RESOLUTION	REVISION	RESOLUTION	REVISION	RESOLUTION	REVISION	RESOLUTION	REVISION
DATE	NO.	DATE	BY	DATE	NO.	DATE	BY

CERTIFICATION OF ORIGINAL ADOPTION APPEARS ON THE COVER SHEET OF THIS SET OF MAPS.

LEGEND

- city limits
 - planned land use area boundary
 - agr agricultural
 - res: low residential: low density
 - res: med residential: med. density
 - com commercial
 - ind industrial
 - MAJOR STREETS AND HIGHWAYS
 - 70 planned right-of-way boundary and width in feet
 - tentative right-of-way boundary
 - (10) thoroughfare classification
 - PUBLIC FACILITIES
 - exist- exist- pro
ing ing posed
to be to be to be
re- exp- estab-
tained der- lished
 - site for facility
 - fire station
 - elementary school
 - secondary school
 - neighborhood park-playground
 - other public recreational facility
 - other public facility
- "Public facilities" consist of City, County, and Public Schools facilities
- 400 0 400 800 1200 1600
- SCALE OF FEET

THE CITY OF MONETT, MISSOURI
 COMPREHENSIVE PLAN MAP^a
 a part of the
 COMPREHENSIVE PLAN
 JUNE, 1971



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PLAN MAP REVISIONS					
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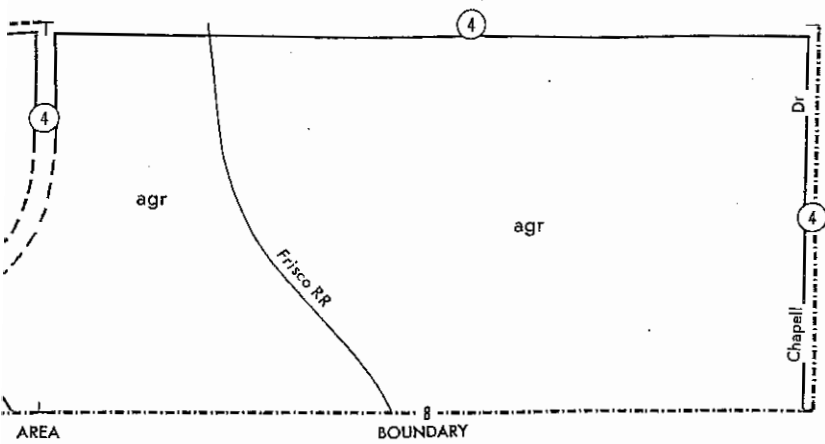
CERTIFICATION OF ORIGINAL ADOPTION APPEARS ON THE COVER SHEET OF THIS SET OF MAPS.

LEGEND

- - - city limits
- - - - - planned land use area boundary
- agr agricultural
- res: low residential: low density
- res: med residential: med. density
- com commercial
- ind industrial
- MAJOR STREETS AND HIGHWAYS**
- 70 planned right-of-way boundary and width in feet
- - - tentative right-of-way boundary
- (10) thoroughfare classification
- PUBLIC FACILITIES**
- exist- ing to be re- exist- ing to be expan- ded pro posed to be estab- lished
- site for facility
- fire station
- elementary school
- secondary school
- neighborhood park-playground
- other public recreational facility
- other public facility

"Public facilities" consist of City, County, and Public Schools facilities
 400 0 400 800 1200 1600
 SCALE OF FEET

THE CITY OF MONETT, MISSOURI
 COMPREHENSIVE PLAN MAP
 a part of the
 COMPREHENSIVE PLAN
 JUNE, 1971



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PLAN MAP REVISIONS							
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DATE	NO.	DATE	BY	DATE	NO.	DATE	BY

CERTIFICATION OF ORIGINAL ADOPTION APPEARS ON THE COVER SHEET OF THIS SET OF MAPS.

LEGEND

- city limits
- planned land use area boundary
- agr agricultural
- res: low residential: low density
- res: med residential: med. density
- com commercial
- ind industrial

- MAJOR STREETS AND HIGHWAYS**
- 70— planned right-of-way boundary and width in feet
 - - - tentative right-of-way boundary
 - (10) thoroughfare classification

- PUBLIC FACILITIES**
- exist- exist- pro
ing ing posed
to be to be to be
re- expan- estab-
tained ded lished
 - [dotted box] site for facility
 - [star] [star] [star] fire station
 - [solid circle] [half circle] [open circle] elementary school
 - [solid circle] [half circle] [open circle] secondary school
 - [solid triangle] [half triangle] [open triangle] neighborhood park-playground
 - [solid triangle] [half triangle] [open triangle] other public recreational facility
 - [solid square] [half square] [open square] other public facility

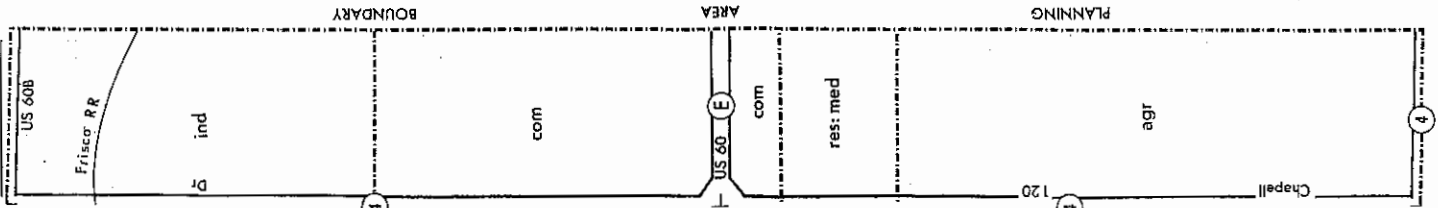
"Public facilities" consist of City, County, and Public Schools facilities

400 0 400 800 1200 1600

SCALE OF FEET

THE CITY OF MONETT, MISSOURI

COMPREHENSIVE PLAN MAP*
 a part of the
 COMPREHENSIVE PLAN
 JUNE, 1971



THIS MAP WAS PREPARED BY BRUCE HILLIARD ASSOCIATES ON BEHALF OF THE CITY OF MONETT, MISSOURI. THE CITY ENGINEER HAS REVIEWED THIS MAP AND CERTIFIES THAT IT ACCURATELY REPRESENTS THE INFORMATION SUBMITTED BY BRUCE HILLIARD ASSOCIATES.

DATE	BY	REVISION	DESCRIPTION

BRUCE HILLIARD ASSOCIATES TELLA, OREGON

CERTIFICATION OF ORIGINAL ADDITION APPEARS ON THE COVER SHEET OF THIS SET OF MAPS.

LEGEND

- - - city limits
- LAND USE & RESIDENTIAL DENSITY**
- . - . - . planned land use area boundary
- agr agricultural
- res: low residential: low density
- res: med residential: med. density
- com commercial
- ind industrial
- MAJOR STREETS AND HIGHWAYS**
- - - - - planned right-of-way boundary 75 and width in feet
- - - - - tentative right-of-way boundary
- Ⓜ thoroughfare classification

PUBLIC FACILITIES

- existing proposed
- to be re-located
- to be re-established
- site for facility
- ★ fire station
- ☆ elementary school
- secondary school
- ▲ neighborhood park-playground
- ◀ other public recreational facility
- ◻ other public facility

"Public facilities" consist of City, County, and Public Schools facilities

400 0 400 800 1200 1600

SCALE OF FEET

THE CITY OF MONETT, MISSOURI
 COMPREHENSIVE PLAN MAP #
 a part of the
 COMPREHENSIVE PLAN
 JUNE, 1971

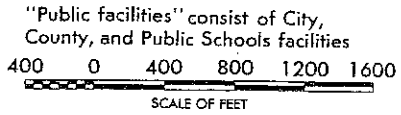
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 ERLING HELLAND ASSOCIATES TULSA, OKLAHOMA

PLAN MAP REVISIONS							
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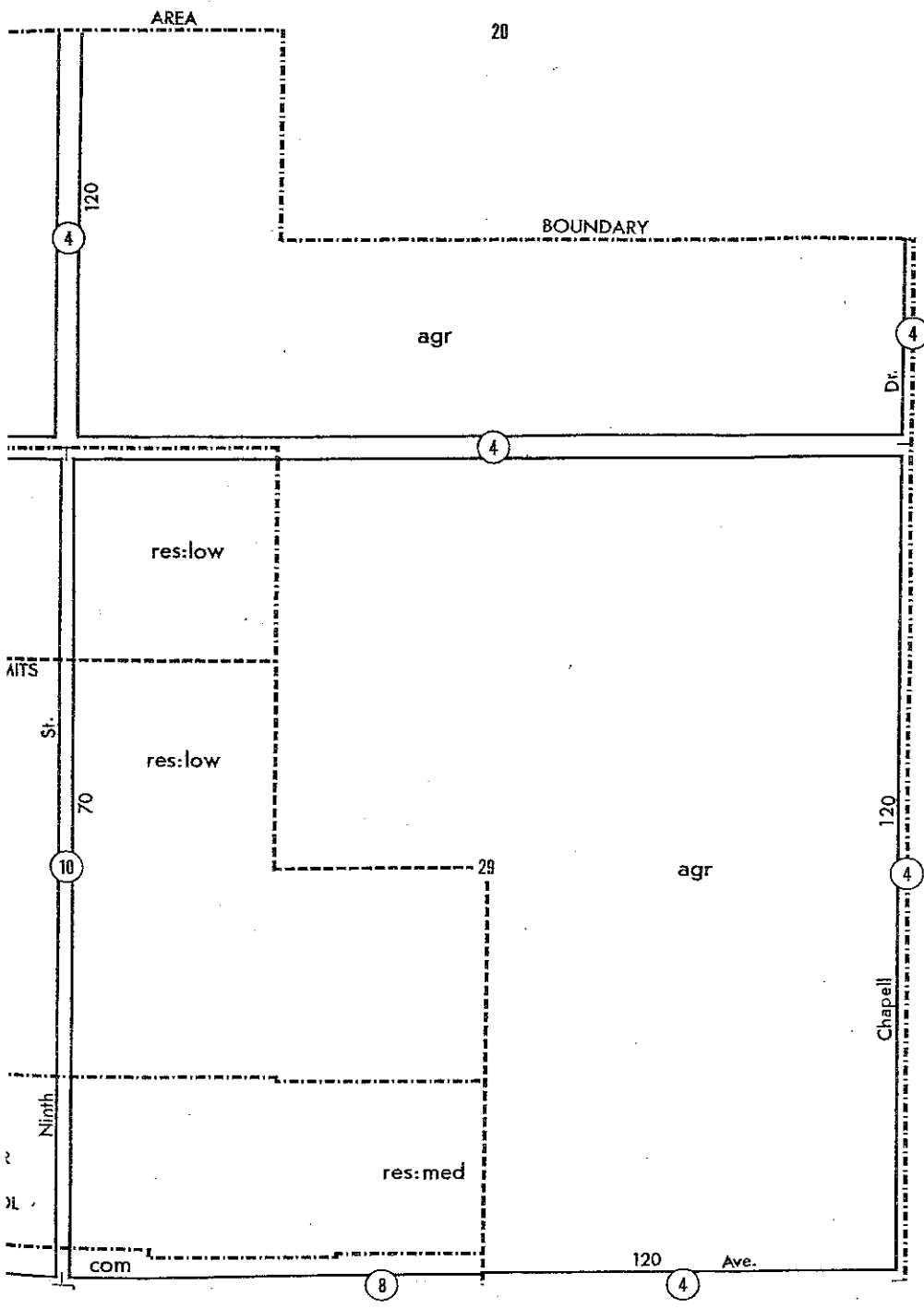
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- PUBLIC FACILITIES
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re- expan- estab-
tained ded lished
- [] [] [] site for facility
- [★] [★] [★] fire station
- [●] [●] [○] elementary school
- [●] [●] [○] secondary school
- [▲] [▲] [▲] neighborhood park-playground
- [▲] [▲] [▲] other public recreational facility
- [■] [■] [□] other public facility



THE CITY OF MONETT, MISSOURI

COMPREHENSIVE PLAN MAP*
 a part of the
 COMPREHENSIVE PLAN
 JULY 28, 1970



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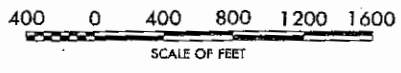
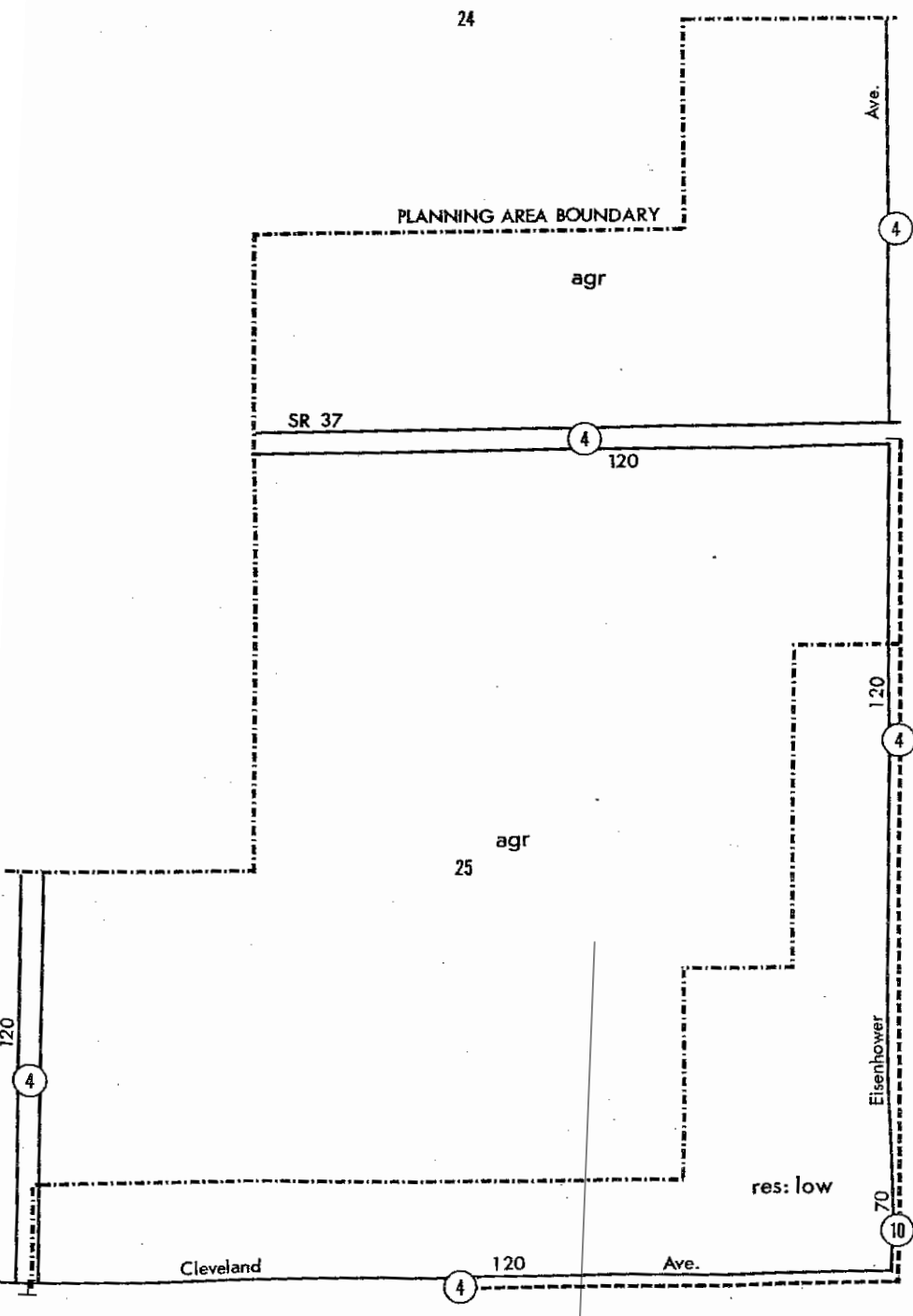
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PLAN MAP REVISIONS							
RESOLUTION		REVISION		RESOLUTION		REVISION	
DATE	NO.	DATE	BY	DATE	NO.	DATE	BY

CERTIFICATION OF ORIGINAL ADOPTION APPEARS ON THE COVER SHEET OF THIS SET OF MAPS.

LEGEND

- - - city limits
- LAND USE & RESIDENTIAL DENSITY**
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- MAJOR STREETS AND HIGHWAYS**
- planned right-of-way boundary and width in feet
- - - tentative right-of-way boundary
- (10) thoroughfare classification
- PUBLIC FACILITIES**
- (A future edition of this Comprehensive Plan map will include public facilities.)



THE CITY OF MONETT, MISSOURI

COMPREHENSIVE PLAN MAP*
 a part of the
COMPREHENSIVE PLAN
 JULY 28, 1970

* LAND USE AND THOROFARES
 MAP NO. 2 SHEET NO. 409

CITY PLANNING AND ZONING COMMISSION

OF THE CITY OF

MONETT, MISSOURI

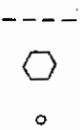
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ERLING HELLAND ASSOCIATES
CONSULTING PLANNERS, TULSA, OKLAHOMA

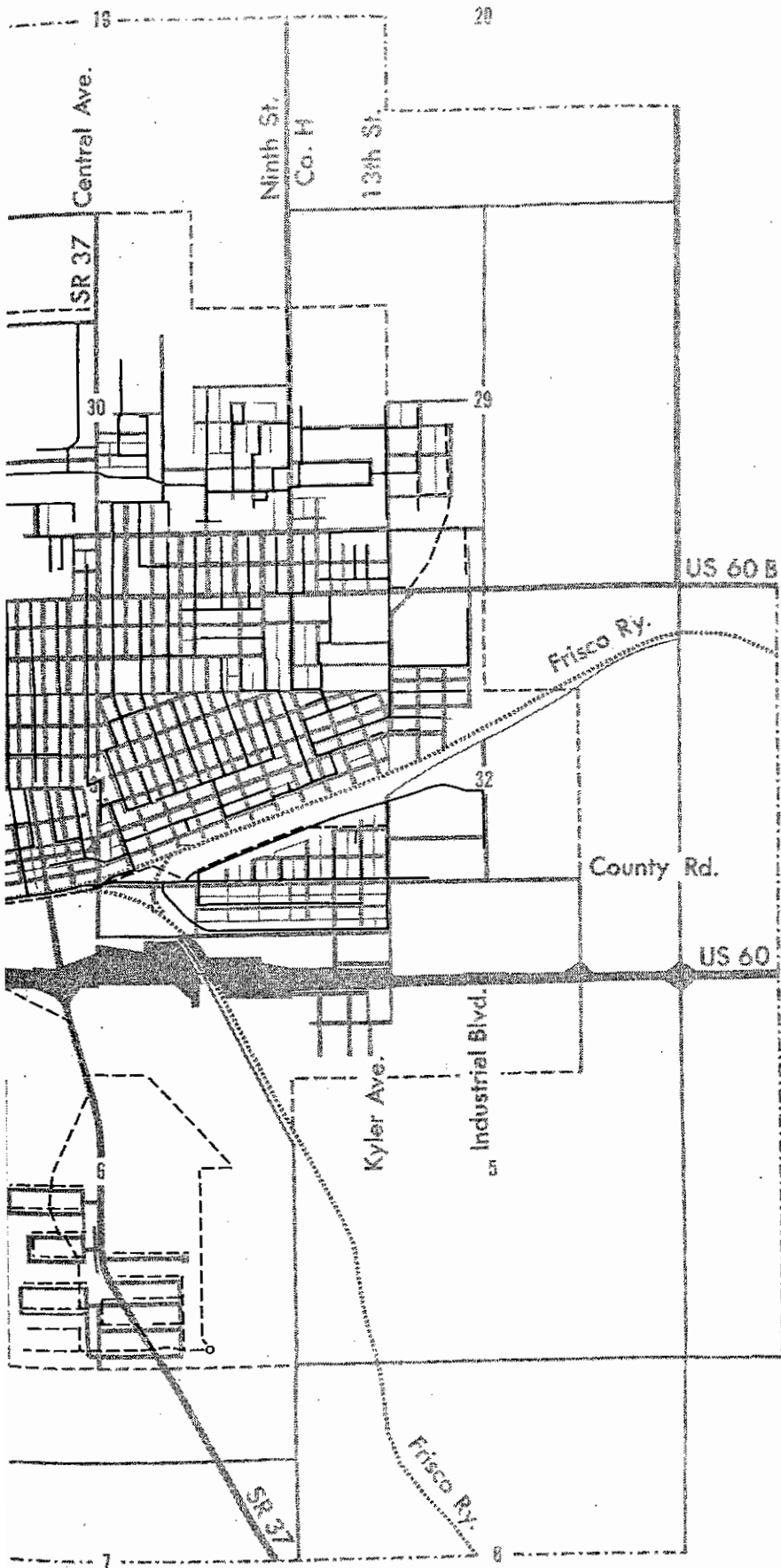
LEGEND

EXIST-
ING

PRO-
POSED



SANITARY SEWER
TREATMENT PLANT
PUMPING STATION



SANITARY SEWER
FACILITIES :
EXISTING & PROPOSED

CITY PLANNING AND ZONING COMMISSION

OF THE CITY OF

MONETT, MISSOURI

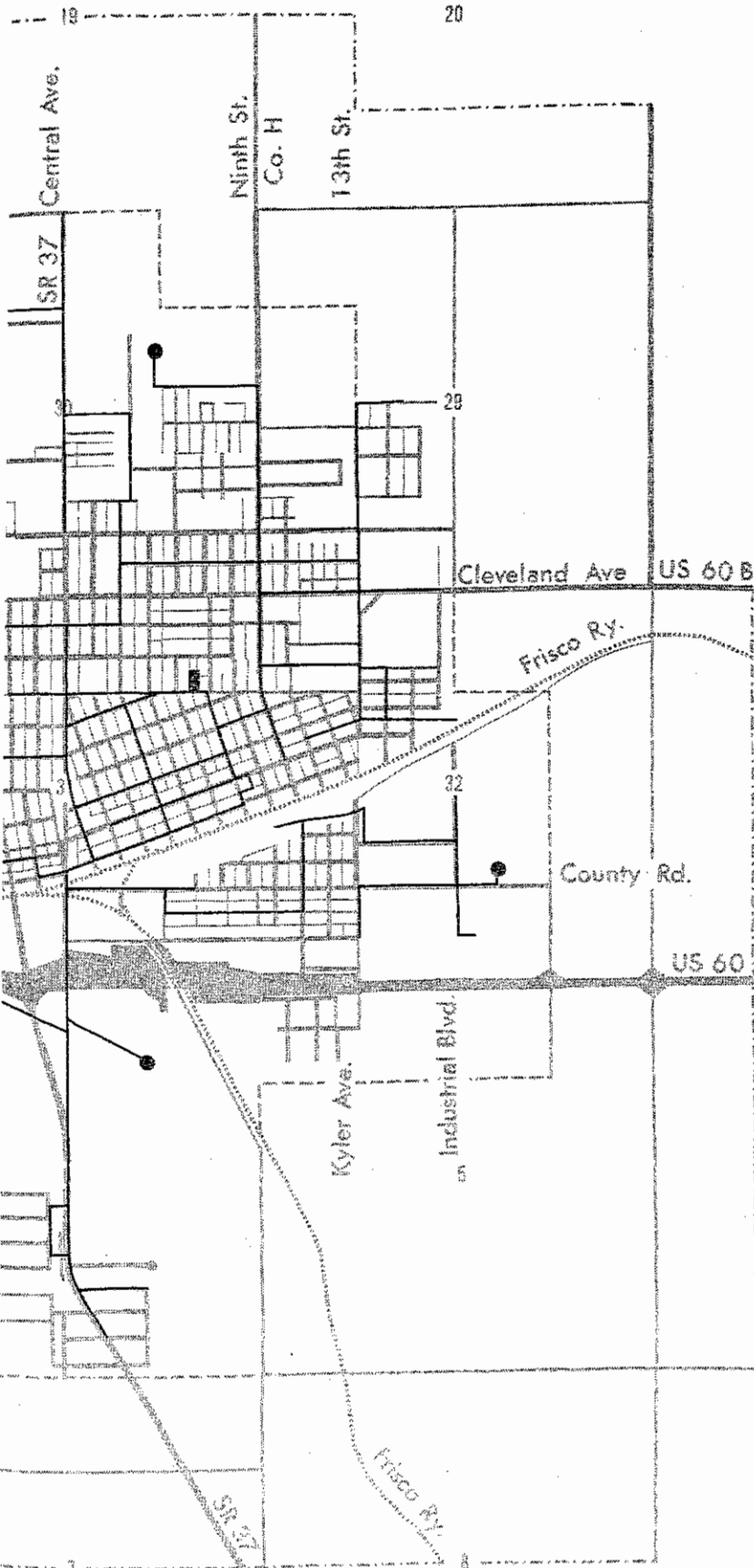
0 SCALE OF MILES 1

ERLING HELLAND ASSOCIATES
CONSULTING PLANNERS, TULSA, OKLAHOMA

LEGEND

- PRINCIPAL WATER TRANSMISSION MAINS (6-INCH DIAMETER AND LARGER)
- ELEVATED STORAGE
- GROUND-LEVEL STORAGE

NOTE: NO NEW MAJOR WATER FACILITIES ARE PROPOSED



WATER FACILITIES: EXISTING & PROPOSED

SUPPLEMENTARY INFORMATION

A REPORT OF BASIC STUDIES

supporting the

COMPREHENSIVE PLAN

This report supplements the Comprehensive Plan. It is not a part of the Comprehensive Plan. It describes the research, analysis, and opinion upon which the Plan is based and recommends procedures for implementing the Plan.

This report of basic studies is presented in order to provide basic information to users of the Plan.

SUPPLEMENTARY INFORMATION

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DESCRIPTION OF THE COMPREHENSIVE PLAN

Definition

The Comprehensive Plan for the City of Monett is a statement of policy which sets forth Monett's broad physical development goals and is intended to be used as a guide for future growth and improvement of the City and its adjacent planning area.

Characteristics

It is long range. The Comprehensive Plan looks ahead for a substantial number of years. The Plan should be considered as describing an expected future level of development rather than the form the planning area will have after a certain number of years. Although the Plan is based on predicted growth of population and employment during the next twenty years, it should be realized that the planned level of development is very unlikely to be achieved in precisely twenty years and that it may be achieved in a substantially shorter or longer period. If the planning area grows faster than is predicted in the studies supporting this Plan, it will be necessary to provide public facilities at a greater rate than now anticipated, and the reverse will be true for growth slower than predicted.

This period may seem like a long time to look ahead, but it should be borne in mind that many costly improvements, such as sewers and water lines, have a longer life than twenty years. Also, the Plan helps determine street and property lines (through the subdivision regulations), and these lines usually remain unchanged for much longer than twenty years.

It is flexible The Comprehensive Plan reflects a careful estimate of how the planning area will (and should) grow. This estimate is based upon examination and evaluation of trends of growth and development. It is unrealistic to expect that the planning area will grow exactly in the amount and directions shown on the Comprehensive Plan map. The Plan should be flexible so that, as the planning area's needs change in the future and new ideas are introduced, the Plan can be changed to meet these new conditions.

It is general The Comprehensive Plan is general in that it is not a detailed plan for the use of every parcel of land or the precise design or location of each street or public facility. The Plan is the framework on which more detailed planning can be undertaken.

INTRODUCTION TO THE COMPREHENSIVE PLAN

Definition

Importance

The Comprehensive Plan is important to Monett because it sets, to a large extent, the pattern for future growth of the planning area. It helps determine where streets and highways will be built, where new schools and other public facilities will be located, and how land should be used. It serves as a guide to both public and private development. By providing or reserving rights-of-way and sites for public facilities in advance of need and by determining sound locations for such facilities, it can help save public funds. Finally, the carrying out of a sound Comprehensive Plan can make the community more livable and efficient for its citizens and more attractive to those considering investment in the Monett area.

Review

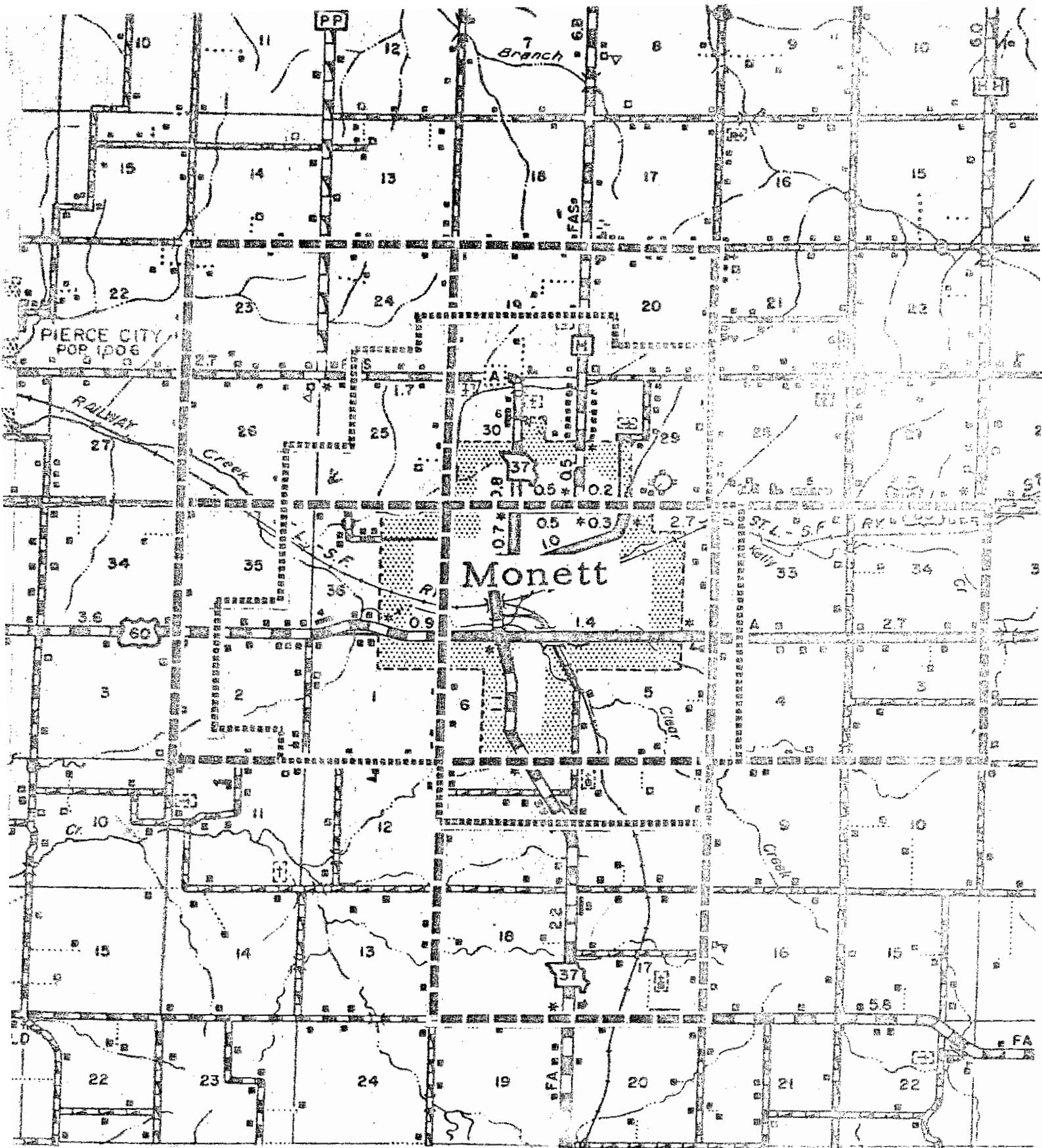
If the Plan is allowed to become obsolete, it will become ineffective as the City's guide for future development. It is recommended, therefore, that the Plan be reviewed annually on July 1, by the Monett Planning and Zoning Commission and the Monett City Council, revised if necessary, readopted and reapproved.

DESCRIPTION OF THE PLANNING AREA

General Characteristics of the Planning Area

Delineation of the Planning Area

The planning area, consisting of approximately 12 square miles is delineated on the map, "Mapping Program for the City of Monett, Missouri," on the following page. The planning area consists of Monett's corporate limits plus a perimeter area of approximately one mile.



LEGEND

- Boundary of planning area
- ==== Boundary of 400-foot scale map sheets

MAPPING PROGRAM FOR

THE CITY OF MONETT
MISSOURI

Erling Helland Associates

Revised September 18, 1969

DESCRIPTION OF THE PLANNING AREA

General Characteristics of the Planning Area

Regional Location of the Monett Planning Area

Monett is located at the center of and along the county line of Barry and Lawrence Counties, 42 miles southwest of Springfield, 39 miles southeast of Joplin, 180 miles south of Kansas City, and 265 miles southwest of St. Louis. Its location is easily accessible to the lakes, streams, and hunting areas of the Ozark playgrounds. U.S. Highway 60 and State Highway 37 intersect at Monett. Two interchanges on Interstate 44 are within 20 miles of Monett; the Sarcouxie and the Stotts City interchanges are 20 and 17 miles respectively from Monett. By a direct sectionline alignment Monett is 12 miles from the Stotts City interchange.

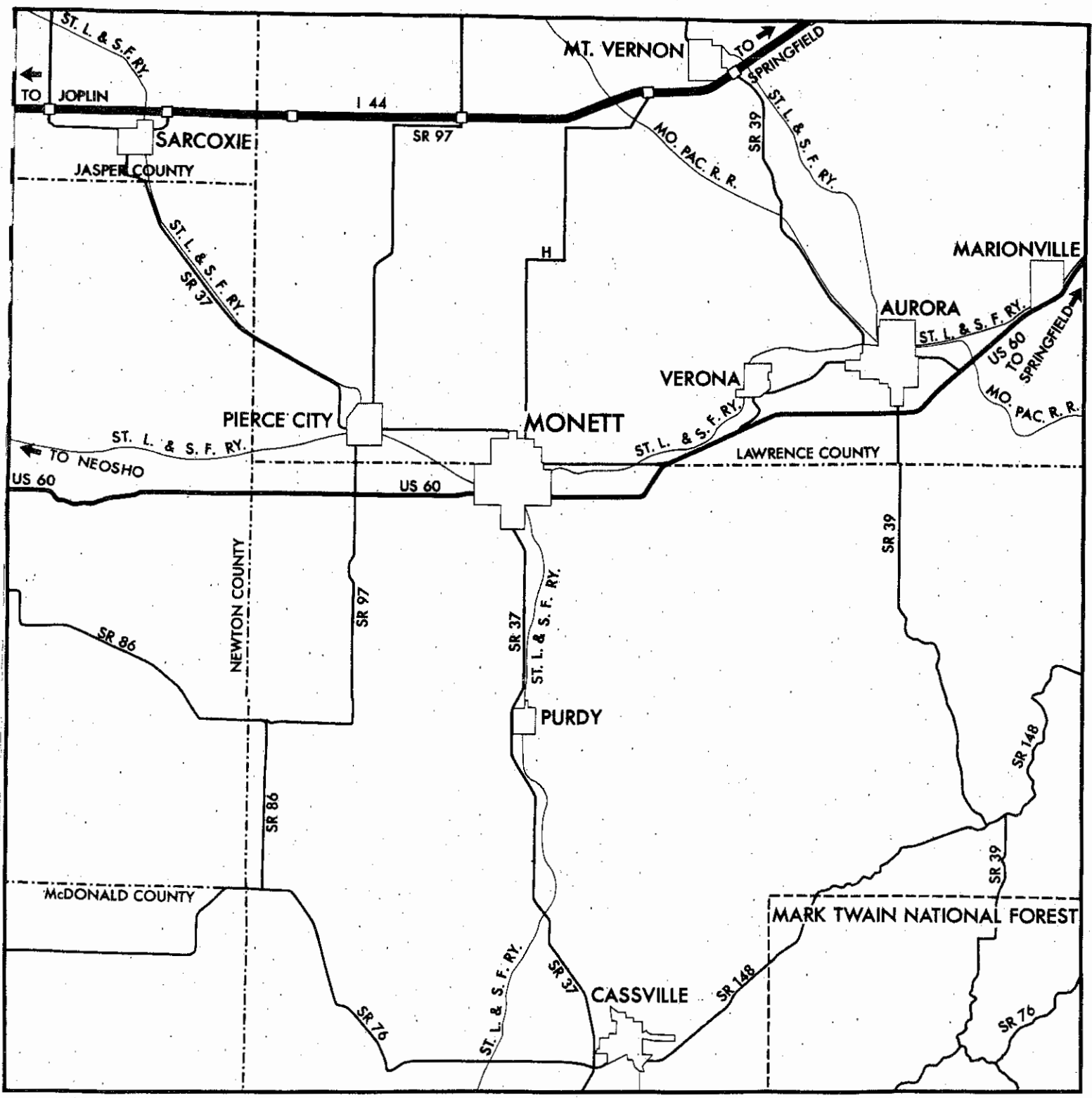
Historical Background

In its early days all of Monett's development was in Barry County. It served as a trading and retail center for the surrounding agricultural area. By 1890, the City had a population of 1700. During the next ten years the City's population almost doubled; at no other time in its history has its population increased so rapidly. The impetus for growth was the action of the Frisco Railway in establishing its main division point in Monett. From 1900 to 1950, Monett continued to be primarily a railway division point; a pleasant, stable residential community for Frisco railway employees. It was during the decade from 1950 to 1960 that the character of the City began to change. The decline in railroad activity made it necessary for the Frisco railway to curtail its operations in Monett, including its designation as a division point. Today railway activity in Monett is limited to the daily operation of a few freight trains still serving Monett.

Although the loss of railroad employment made it necessary for Monett to diversify its economy, much of Monett's current population is made up of retired persons who remember Monett in its days as an important railway center. Monett has been able to quickly and aggressively develop a healthy, growing, diversified economy, but the old-time stable residential character of the City is still evident along with the aggressive spirit of a growing and developing community.

Physical Characteristics of the Planning Area

The three most important physical characteristics of the planning area are the creeks, the railroads, and the topography of the area. Kelly and Clear Creek have cut wide valleys in Barry County. These valleys established the general alignment of the central and southwestern divisions of the Frisco Railway. The railroads, in turn, determined the location and growth of the City's development. The Frisco passenger station established the location of the central business district. Industry developed along the railway, close to the freight terminal. For this reason most of Monett's present day commercial and industrial development is located in Barry County. The location of commerce and industry has been an important factor in the location of Monett's residential development.

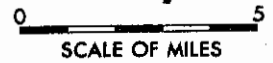


LEGEND

- MULTILANE, DIVIDED, ACCESS FULLY CONTROLLED } PRINCIPAL THROUGH HIGHWAYS
- TWO-LANE } OTHER THOROUGH HIGHWAYS (TWO-LANE)
- OTHER THOROUGH HIGHWAYS (TWO-LANE)

CITY PLANNING AND ZONING COMMISSION
OF THE CITY OF

MONETT, MISSOURI



ERLING HELLAND ASSOCIATES
CONSULTING PLANNERS, TULSA, OKLAHOMA

MONETT AND ITS REGION

DESCRIPTION OF THE PLANNING AREA

General Characteristics of the Planning Area

Physical Characteristics of the Planning Area

Topography has also been an important physical factor influencing Monett's growth and development. Generally utilities have developed to serve the low, flat areas radiating from the central business district. The terrain to the north and northwest in Lawrence County is higher, more rolling land. It has only been during the past decade that water and sewer services have been extended to this area of the City. The extension of these services to this area has been a significant factor in the rapid growth of Monett's population in Lawrence County since 1960.

Economic Characteristics of the Monett Planning Area

As part of this planning program, a report, A Study of the Population and Economy of Monett, Missouri, was published in December, 1969. The material included in the above report has been revised as necessary and summarized herein.

Employment Trends

From its beginnings as a railroad center in an agricultural region, Monett has developed a diversified industrial base in a region whose importance as an industrial and recreational area is growing. Products manufactured in Monett include children's shoes, clothing, feed stuffs, precision tools, caskets, and a variety of other products. Poultry processing, aluminum fabricators, dairy products, and wholesale distributing are other important industries located in Monett.

Much of Monett's successful industrial development is attributable to the Monett Industrial Development Corporation, organized in 1958 by local business and professional people in Monett. The Corporation purchased a 115 acre tract of land at the southeast corner of Monett's city limits. This tract, now expanded to 200 acres, has been developed into an industrial park in which are located several large industries.

The increasing relative importance of industrial development in Monett is indicated by both the actual increase in industrial employment since 1950 and the increase in percentage of industrial employment to total employment. From 1950 to 1960, employment in manufacturing and contract construction increased from 377 to 507, and from 21 percent of all employment in 1950 to 26 percent in 1960. By December, 1969, employment in these categories is estimated to have been 1000 or 34 percent of all employment. Employment in other categories has remained relatively constant or has gradually increased since 1950. Employment in the railroads has declined, while employment of the professional type has increased.

DESCRIPTION OF THE PLANNING AREA
 Economic Characteristics of the Monett Planning Area
 Employment Trends

Monett's employment in 1950, 1960, and 1969 is summarized in Table 1. Data for 1950 and 1960 were obtained from the Census. Data for 1969 were obtained from a local survey aided by local officials and industrial leaders.

Table 1

Monett Employment Summarized
 by Industrial Classification
 1950-1969

industrial group	employed population		Monett em- ployment
	1950	1960	1969
total employed	1828	1946	3000
agric., forestry, fishery	47	57	60
mfg., construction	377	507	1010
transp., comm., utilities	440	279	180
trade: wholesale, retail	478	483	960
bus., pers. serv., fin.	186	246	240
service: hospital, schools nonprofit assoc, prof., public administration	255	345	550

Employment Forecasts

Forecasts of employment developed in this study were derived from an analysis of the effect of commuters on current employment estimates and an analysis of basic and nonbasic types of employment. Basic employment is defined as employment involved in producing goods and services for export (that is, for use outside of Monett's planning area), while nonbasic employment is employment involved in producing goods for home consumption. Estimates of commuters were derived from local and other pertinent data, as available, and from judgment of well informed civic and industrial leaders. The percentage distribution of basic employment in each industrial category largely reflects the consultant's judgment. Estimates of commuters are presented in Table 2, and estimates of the percentage of basic employment in each industrial classification are set forth in Table 3.

DESCRIPTION OF THE PLANNING AREA
 Economic Characteristics of the Monett Planning Area
 Employment Forecasts

Table 2

Estimated Employment and Commuting
 Monett Planning Area: December, 1969

Industry		Place of work		
		Total working in and out of the Area	Working in the Monett Planning Area	Working outside the Monett Planning Area
Place of Residence	Total Living In and Out of the Monett Planning Area		3360	
	Agriculture		100	
	Manufacturing and construction	(not applicable)	1010	(not applicable)
	Transportation, comm., and utilities		180	
	Trade: wholesale and retail		965	
	Service and finance		540	
	Professional and public administration		565	
	Living In the Monett Planning Area	2425	2270	155
	Agriculture	100	100	-
	Manufacturing and construction	585	465	120
	Transportation, comm., and utilities	160	125	35
	Trade: wholesale and retail	675	675	-
	Service and finance	500	500	-
	Professional and public administration	405	405	-
	Living Outside the Monett Planning Area		1090	
Agriculture		-		
Manufacturing and construction	(not applicable)	545	(not applicable)	
Transportation, comm., and utilities		55		
Trade: wholesale and retail		290		
Service and finance		40		
Professional and public administration		160		

DESCRIPTION OF THE PLANNING AREA
 Economic Characteristics of the Monett Planning Area
 Employment Forecasts

Table 3

ESTIMATED BASIC AND NONBASIC EMPLOYMENT
 OF RESIDENTS IN THE MONETT PLANNING AREA: DECEMBER, 1969

Industry	Total Employ ^a	Percent Basic Employ ^b	Basic Employ.
Agriculture	100	100	100
Construction	75	25	20
Manufacturing	510	100	510
Transportation, communica- tions, and utilities	160	80	130
Wholesale trade	210	75	160
Retail trade	165	20	100
Finance, real estate, services	500	20	100
Professional and government	105	20	85
Not reported			10
Total	2,425		1,215
Percent	100		50

- a. Table 2 : Total living in Monett and working in and out of area
- b. Estimated by Erling Helland Associates
- c. Hospital employment estimated separately at 35 percent basic

Forecasts of employment were derived by forecasting basic employment within each industrial category, and assuming a constant 50 percent ratio of total basic employment to total employment during the planning period. The forecasts and the detail from which they were derived are shown in Table 4. Forecasts of the labor force were obtained by forecasting the ratio of unemployment to employment of each period and applying the forecasted ratio to forecasts of employment.

DESCR
 Economic OF THE PLANNING AREA
 Employment Characteristics of the Monett Planning Area
 ts

Table 4
 CURRENT AND PROJECTED EMPLOYMENT
 OF RESIDENTS OF THE MONETT PLANNING AREA:
 1970-1990

Employment	Number Planning Area Residents Employed				
	1970	1975	1980	1985	1990
Labor Force, total	2530	2900	3260	3550	3850
Unemployment	105	130	160	190	220
Percent ratio unemploy/employ ^a	4.4	4.8	5.25	5.7	6.1
Total employment	2425	2770	3100	3360	3630
Basic Employment ^b	1215	1385	1550	1680	1815
Agriculture	100	100	100	100	100
Construction	20	40	45	50	55
Manufacturing	510	550	600	650	700
Transp., comm., util.	130	140	150	150	160
Trade: wholesale	160	175	200	225	250
retail	100	130	150	160	175
Fin., real estate, serv.	100	120	140	160	175
Prof. and govt.	85	120	155	175	190
Not reported	10	10	10	10	10
Non-basic employment	1210	1385	1550	1680	1815
Percent Basic Employment	50	50	50	50	50

- a. Assumed to increase at same rate as from 1950-1960
 b. Estimated by Erling Helland Associates

DESCRIPTION OF THE PLANNING AREA

Population Analysis and Forecasts

Historical Enumeration of Monett's Population

Monett's population from 1890 to 1970 is enumerated in Table 5, and it is graphically presented in Figure 1, page S-16. Data were obtained from the Census of Population, the 1970 data being a preliminary enumeration.

Table 5

MONETT'S POPULATION: 1890-1970

year	population by county		
	total	Lawrence	Barry
1890	1699	-	1699
1900	3115	-	3115
1910	4177	-	4177
1920	4206	-	4206
1930	4099	-	4099
1940	4395	576	3819
1950	4771	740	4031
1960	5359	1244	4115
1970	5800	1750	4050

It is estimated herein that 600 persons live in the planning area outside the City of Monett. This estimate was obtained by applying a ratio of 3.1 occupants per dwelling unit to the number of dwelling units identified in the land use survey completed early in 1970 as part of this planning program. A total of 6400 persons are estimated to be living in the planning area in 1970.

Characteristics of Monett's Population

Family Characteristics. Monett is a family centered community. Most of its population lives in families of related individuals. The next largest segment of the population consists of elderly persons living as single individuals. Only about one percent of Monett's 1960 population live in group quarters. There are no college or other residential institutions in the community.

DESCRIPTION OF THE PLANNING AREA

Population Analysis and Forecasts

Characteristics of Monett's Population

Age and Sex Characteristics of Current Population. Women in Monett have historically outnumbered men. Their relative importance in the total population, numerically speaking, grew from 52 percent in 1950 to 54 percent in 1960. The median age of the female population in 1960 (40 years) is slightly higher than that of males (35 years of age). By 1969, it is estimated in this study that the median age of the male population will have declined from 35 years to 31 years, but that of females will remain constant. This estimate is derived from forecasts of population developed by applying population component rates to cohorts of the 1960 Monett population. ("Cohorts" are groups of the same sex and the same age bracket.) The forecasts developed by this method are set forth in a later section of this report. It is believed that the decrease in median age of the male population is a result of the industrial expansion and diversification which has occurred in Monett since 1960.

Other Characteristics of the Population. Historically there have been few, if any, non-white persons, as classified by the Census, living in Monett.

The educational level of the population is indicated by the year of schooling completed. In 1960, 25 percent of the population 25 years of age and over had completed high school; less than 10 percent had completed from one to four years of college, and less than six percent had completed four or more years of college. Median school years completed in 1960 in Monett was 10.3.

Median family income in Monett has been relatively low. Because of the changing value of the dollar, a comparison of the median dollar value of family income is not significant to a base value, such as 1959, for comparative purposes. It is significant to note, however, that in 1960 annual incomes of five percent of the families were reported in the Census as less than \$1,000, and only seven percent of the families reported incomes of \$10,000 and over.

Population Distribution and Density in the Planning Area: 1970

The "Population Distribution and Density Map" and table, page S-12, show the distribution of population in the planning area in 1970 and the density of the various areas. The data for the map and table were obtained by converting population to families, assuming one family per dwelling unit, comparing the total dwelling unit count derived from the land use survey with the family estimate obtained from the 1970 Census enumeration of population, (the estimates from the two sources were very similar) and distributing family population in accordance with the land use survey dwelling unit count. Density estimates in each planning unit were derived from dividing the number of dwelling units by the number of acres in each planning unit, assuming a uniform five percent vacancy ratio throughout the planning period.

Population Distribution and Density, by Planning Units
Monett Planning Area, 1969

(This table is part of a map of the same title.)

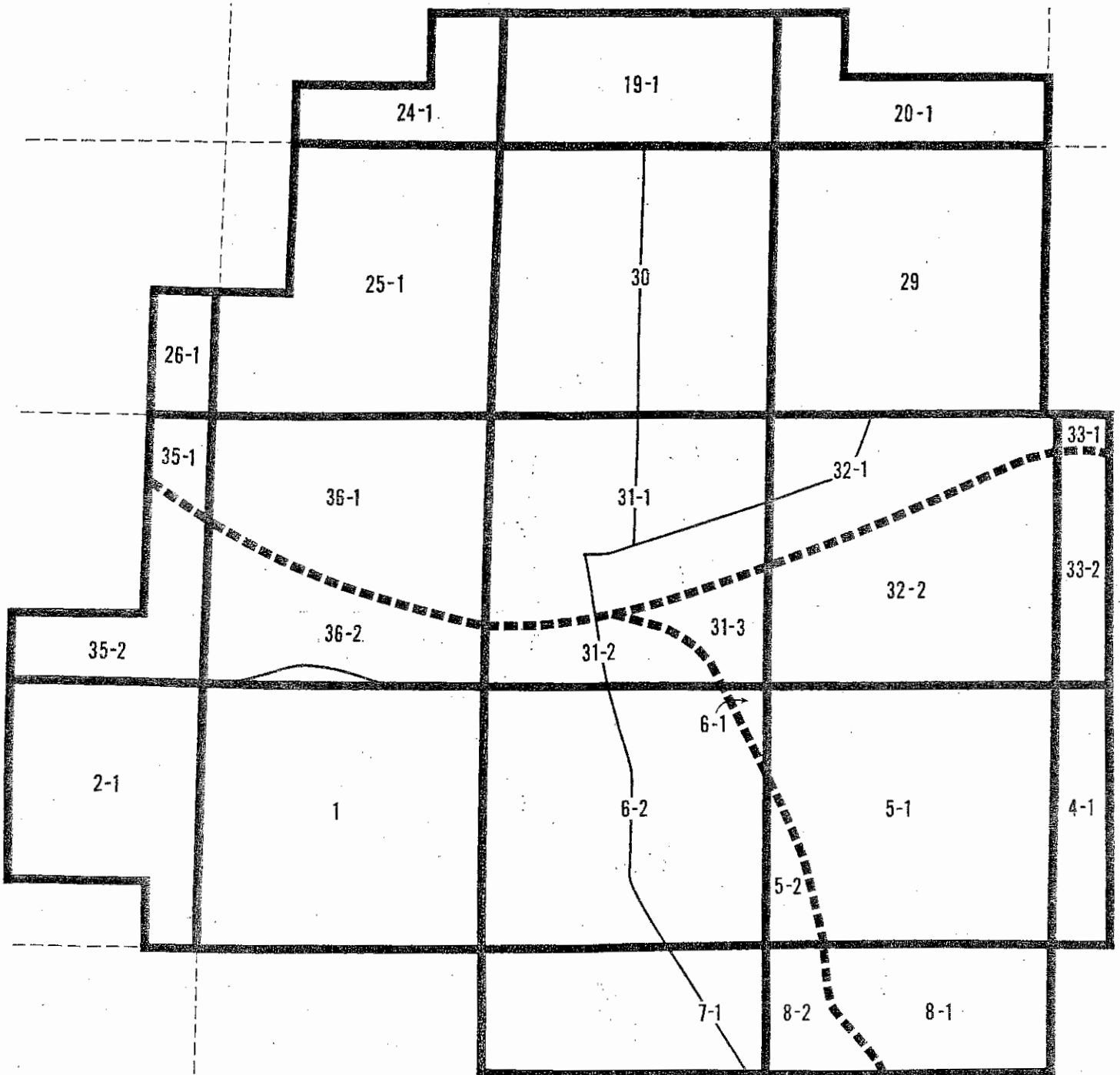
Planning Unit ^a	Number of Dwelling Units ^b	Density ^c		Planning Unit ^a	Number of Families ^b	Density ^c	
		Net	Gross			Net	Gross
Total	2,460	3.9	d	Southeast Nhd.	229	4.6	d
North Nhd.	2,120	d		4-1	3	d	d
19-1	2	d	d	5-1	19	d	d
20-1	3	d	d	6-1	1	d	d
24-1	3	d	d	8-1	1	d	d
25-1	4	d	d	31-3	92	6.6	4.7
26-1	1	d	d	32-2	113	6.6	4.0
29	227	3.4	1.9	33-2	-	d	d
30	447	2.7	2.3	Southwest Nhd.	111	d	d
31-1	1,090	4.9	3.9	1	12	d	d
32-1	182	5.2	2.6	2-1	9	d	d
33-1	-	d	d	5-2	1	d	d
35-1	-	d	d	6-2	49	1.8	1.8
36-1	161	4.2	2.9	7-1	12	d	d
				8-2	1	d	d
				31-2	-	d	d
				35-2	16	d	d
				36-2	11	d	d

^a Planning units are sections or parts of sections designated for statistical and planning purposes; the boundaries and numbers of the planning units are shown on the map of which this table is a part.

^b Number of dwelling units is considered the same as the number of families plus the number of vacant units at a vacancy ratio of 5 percent.

^c Density means the number of families per acre of developed residential land, estimated from the planning unit, or typical parts thereof. Gross density was computed for typical subdivisions and is based on the area of the lots plus that of the abutting streets, whereas net density is based on the area of the lots alone.

^d Density not determined, because residential development is minor or scattered.



LEGEND

- PLANNING UNIT BOUNDARY
- 31-3** PLANNING UNIT NUMBER
- NEIGHBORHOOD & PLANNING UNIT BOUNDARY

DISTRIBUTION AND DENSITY ARE SHOWN ON THE ACCOMPANYING TABLE, WHICH IS A PART OF THIS MAP.

CITY PLANNING AND
ZONING COMMISSION
OF THE CITY OF
MONETT, MISSOURI

0 SCALE OF MILES 1

ERLING HELLAND ASSOCIATES
CONSULTING PLANNERS, TULSA, OKLAHOMA

POPULATION DISTRIBUTION AND DENSITY

DESCRIPTION OF THE PLANNING AREA
Population Analysis and Forecasts

Forecasts of Population in the Monett Planning Area

Forecasts Summarized. Forecasts of population in the Monett planning area from 1970 through 1990 have been developed in this study by the following independent methods:

- 1 projection of historic population trends,
- 2 application of step-down ratios,
- 3 the cohort-survival method, and
- 4 the application of labor force participation ratios.

Forecasts of population derived from each of the four methods are presented in Table 6.

Table 6

FORECASTS OF POPULATION IN THE MONETT PLANNING AREA: 1970-1990

year	population forecasts derived by various methods			
	projection of historic trend	step-down ratio	cohort-survival	labor force participation ratio
1970	6400	6400	7050	6400
1975	6700	7000	7300	7300
1980	7000	7800	7650	8200
1985	7350	8650	8000	9000
1990	7700	9200	8350	9600

Conclusions Relating to Population Forecasts. The forecasts derived by the labor force participation ratio method appear to be the most reliable forecasts. In most small communities, economic growth is the most important determinant of population growth. The labor force participation ratio method of forecasting population is the only method, of the four used in this study, which is based solely on an analysis of economic growth. For this reason it is considered, herein, to be the most reliable method, generally supported by forecasts derived from the step-down ratio method.

Forecasting Methods Described. Each of the four methods is fully described in the previously referred to report, A Study of the Population and Economy of Monett, Missouri. The 1970 estimates used in that report have been revised to reflect the 1970 preliminary enumeration from the 1970 Census of Population, and forecasts have been revised, as necessary, to also reflect the 1970 Census enumeration. Revised tables are included herein as well as a brief discussion of the methods used in forecasting.

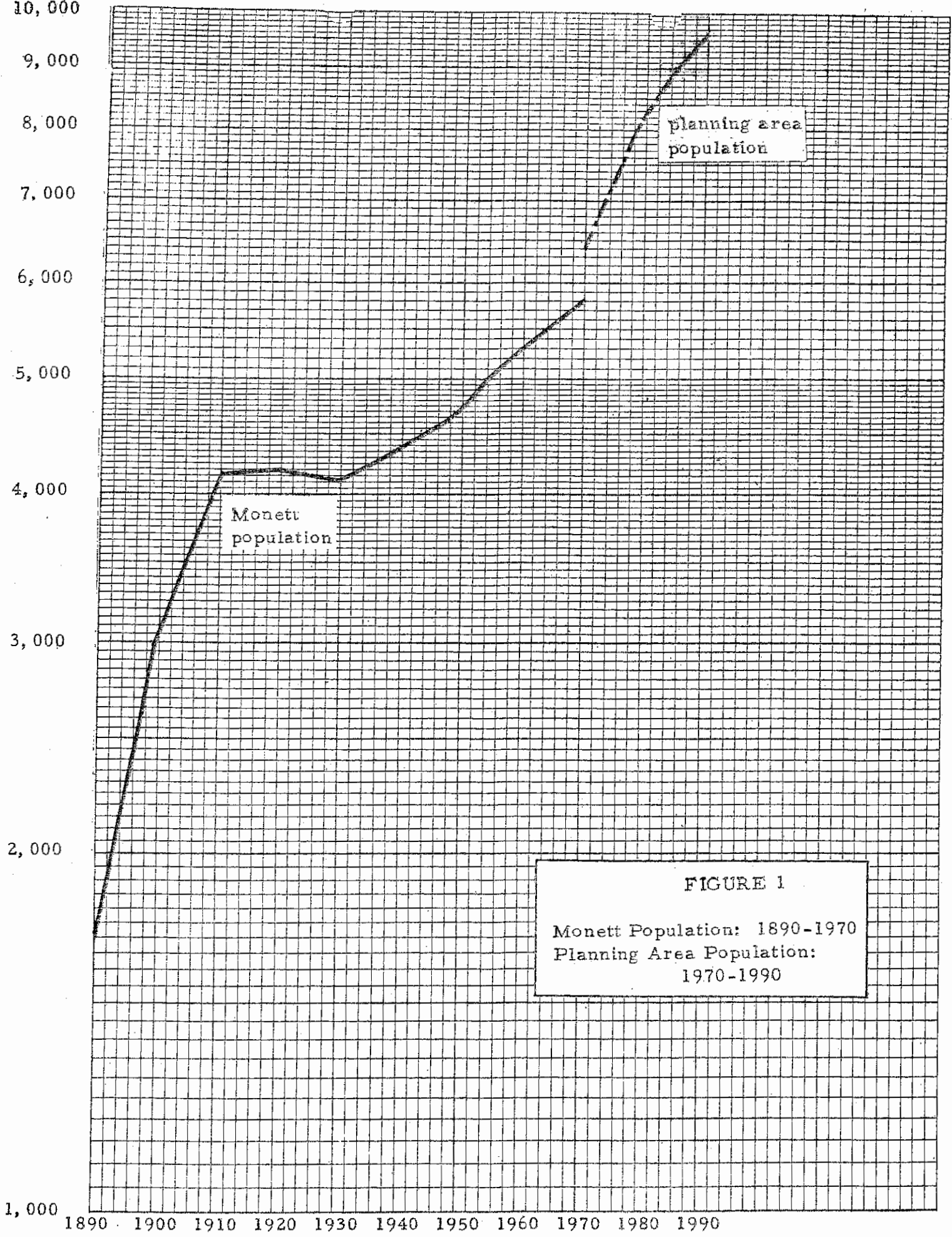


FIGURE 1
 Monett Population: 1890-1970
 Planning Area Population:
 1970-1990

DESCRIPTION OF THE PLANNING AREA

Population Analysis and Forecasts

Forecasts of Population in the Monett Planning Area

Projection of Historic Population. The 1970 planning area population figure was obtained by adding population in the fringe of the area, as estimated herein, to the 1970 Census preliminary enumeration of Monett's population. Population in the planning area was projected to 1990 at the same general rate of growth as that of Monett from 1900 to 1970. This projection is shown in Figure 1, page S-15.

Step-Down Ratio Method. The step-down ratio method is a way of forecasting the population of an area by relating the population trends of the area to corresponding trends of larger areas of which it is a part.

In the case of this study, the step-down method was carried out by the following steps. Past trends in the ratio of population in the planning area to the combined population of Lawrence and Barry counties, and the ratio of the combined population of the two counties to the State's population were ascertained. These ratios were then projected, and the forecasted ratio of the combined county population to state population was applied to the State's 1970-1990 population, as forecasted by the Census Bureau.^a The forecasted ratio of population in the planning area to the combined county population was then applied to forecasts of combined county populations, as derived above.

Cohort-Survival Method of Forecasting. This method involved the determining of age-specific population component rates for Monett's 1960 population and the application of these rates to population age and sex cohorts of five-year age intervals for each five-year period, moving each age cohort one cohort ahead at each five-year period. The age-specific component rates applied were birth, death, and net migration rates. Current and historic birth and death rates for Barry and Lawrence Counties and 1968 age specific deaths for both counties were made available by the Missouri State Department of Health. From these rates, current age-specific rates for Monett were derived and applied to population cohorts. The forecasts derived from this method are not considered reliable because adequate data from which to develop 1960 to 1970 net migration rates is not yet readily available. The rates developed herein were obtained from 1950 to 1960 net migration, a very different net migration than that which is believed to have occurred from 1960 to 1970 as a result of growth in employment in Monett from 1960 to 1969.

Labor Force Participation Ratio Method. This method utilizes the labor force forecasts developed in this study. The labor force participation ratio is a percentage expression of the relationship of population 14 and over to the labor force. Forecasts of this ratio were derived from forecasts of the Missouri labor force participation ratio published in Special Labor Force Report, No. 74. The application of the forecasted participation ratio to forecasts of Monett's labor force provided forecasts of population 14 years of age and over. Forecasts of the ratio of population in this age cohort to total population were derived from forecasts of population by age developed for Missouri and published in Current Population Reports, P-25, No. 375, Table 5. The application of the ratio of the age of population cohort to total population provided forecasts of total population in the planning area. These steps are shown in Table 7.

^a Current Population Reports, Series P-25, No. 362, U.S. Dept. of Commerce, 1967.

DESCRIPTION OF THE PLANNING AREA
 Population Analysis and Forecasts
 Forecasts of Population in the Monett Planning Area

Table 7

FORECAST OF POPULATION
 BASED ON LABOR FORCE PARTICIPATION RATIO
 MONETT PLANNING AREA
 1970-1990

	1970	1975	1980	1985	1990
Labor Force	2530	2900	3260	3550	3850
Labor Force Participation Ratio: Percent ^a	53.0	53.2	53.5	53.8	54.0
Population 14 years of age & over	4775	5450	6100	6600	7100
Percent population 14 years of age ^b and over to total population	74.6	74.6	74.6	74.0	74.0
Total Population	6400	7300	8200	9000	9600

^a Monett's 1970 ratio projected at same rate of increase as that forecasted for the State of Missouri by the Department of Labor, Serial Labor Report #4.

^b As forecasted from data developed for the State of Missouri in Current Population Reports, Series P-25, no. 375, U.S. Bureau of the Census.

DEVELOPMENT OF THE COMPREHENSIVE PLAN

Land Use Element

Existing Land Use Described

Factors Influencing Land Use. The most important factors influencing Monett's land use pattern are the railroad, the topography, and Kelly Creek. The various branches of the Frisco Railway in Monett have largely determined the location of the central business district and most of Monett's industrial development. Residential development, in the early days, was north of the eastern and southwestern line of the Frisco. More recent residential development has been to the north of the County line, to the northwest, and to the southwest.

Topography has more precisely defined location of development within the above general directions. Most of the commercial and industrial development along the railroad right-of-way has been on flat, dry land. Residential development has spread to somewhat higher, more rolling land, provided the availability of utility services. Topography has been an important factor in determining the areas serviced by utilities.

Land along the Creek, being subject to flooding, is virtually undeveloped, except for a small area in the central business district, where the Creek is confined to an improved channel which generally follows the right-of-way of alleys or vacated streets.

The separation of the sparsely developed residential area in the southwest from the rest of the city, and the trend toward strip commercial development in this area along State highway 37 may reduce the present attractiveness of this area unless steps are taken to protect and enhance the existing residential and recreational development in this area.

Tabulation of Existing Land Use. The use of land, as it is mapped on the Existing Land Use Map on the following page, has been tabulated for the planning area as a whole and for each of the neighborhoods within the planning area and is set forth in Table 8.

DEVELOPMENT OF THE COMPREHENSIVE PLAN

Land Use Element

Tabulation of Existing Land Use

Table 8
Acres of Land by Use: 1970
Monett Planning Area

Land Use	Total No. Acres		Sub-total by Neighborhood					
	Total	Per ^a Capita	Total Acres ^b			Acres Per Capita ^c		
			North	S. E.	S. W.	North	S. E.	S. W.
Total	8073	1.26	3755	1650	2668	0.67	3.00	8.89
Rural vacant	4737	0.74	1985	1126	1626	0.36	2.05	5.42
Urban vacant	1463	0.23	511	293	659	0.09	0.53	2.20
Residential	675	0.10	547	50	78	0.10	0.09	0.26
Commercial	65	0.01	35	17	13	0.01	0.03	0.04
Industrial	130	0.02	57	41	32	0.01	0.07	0.10
Public	367	0.05	252	-	115	0.04	0.00	0.38
Street and rr.	636	0.09	368	123	145	0.06	0.22	0.48

^a Estimated 1960 population: 6400

^b Neighborhood delineation by planning units;

North		South-east	South-west
19-1	30	4-1	1
20-1	31-1	5-1	2-1
24-1	32-1	6-1	5-2
25-1	33-1	8-1	6-2
26-1	35-1	31-3	7-1
29	36-1	32-2	8-2
		33-2	31-2
			35-2
			24-2

^c Dwelling Units and Population

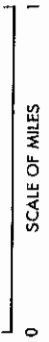
	No. Dwelling Units	Est. Population
Total planning area	2460	6400
North	2120	5550
Southeast	229	550
Southwest	111	300

Analysis of Existing Use of Land in the Monett Planning Area. Vacant land accounts for 77 percent of all the land in the planning area, of which 59 percent is outside the City of Monett as it is currently incorporated. Residential development accounts for 36 percent of all the developed land; streets and railroads, 34 percent; public and quasi-public uses, 20 percent; commercial and industrial uses, 10 percent. Of the land in public and quasi-public use, parks, the golf course, and the elementary school account for over 50 percent.

The North neighborhood, the largest in area, includes 47 percent of the land in the total planning area. Most of the planning area's development (67 percent) is located within the








CITY PLANNING AND ZONING COMMISSION OF THE CITY OF

MONETT, MISSOURI

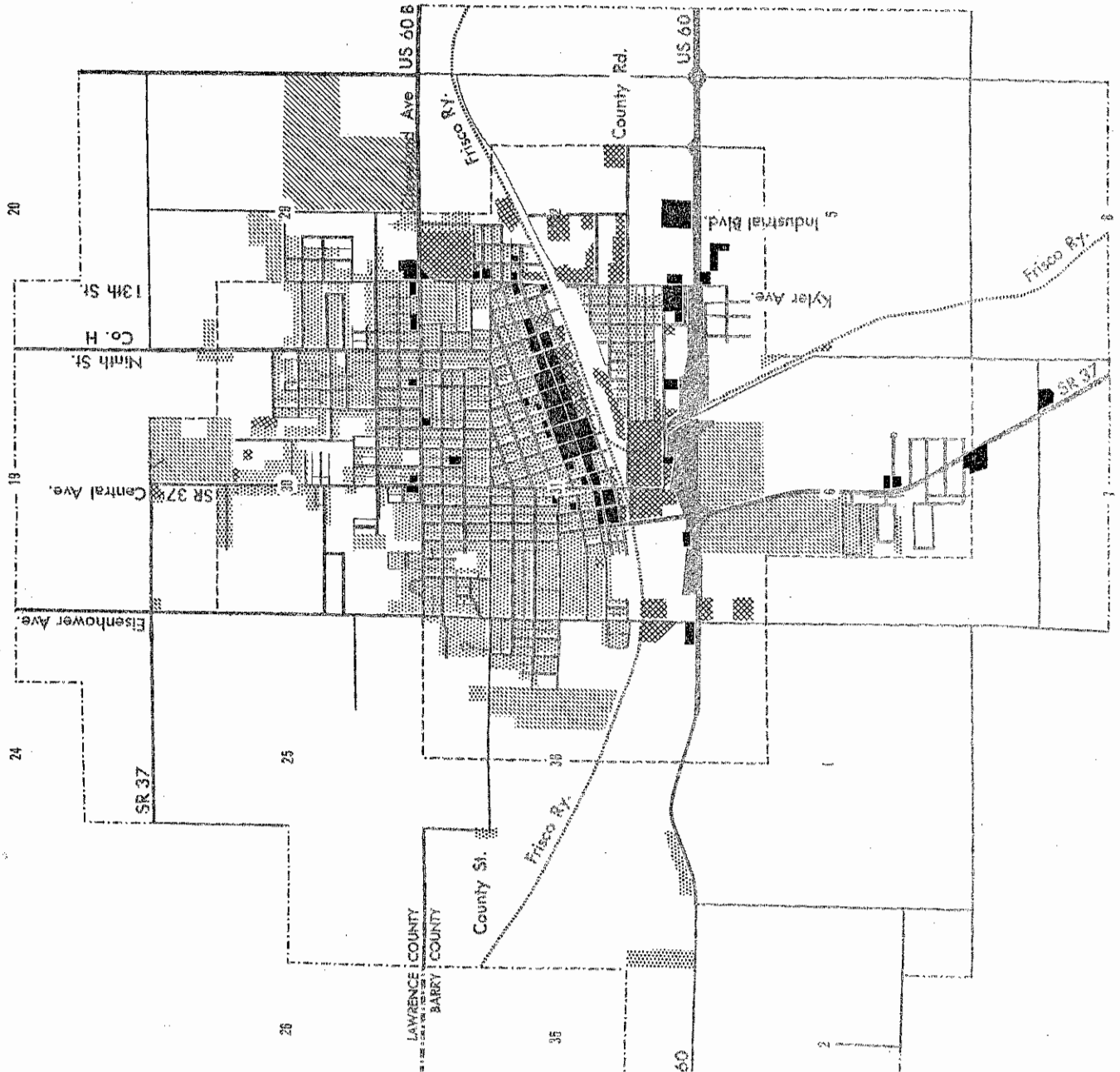


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LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC AND QUASIPUBLIC
-  AIRPORT
-  AGRICULTURAL AND VACANT
-  PLANNING AREA BOUNDARY

NOTE: LAND USE IS GENERALIZED



EXISTING LAND USE

DEVELOPMENT OF THE COMPREHENSIVE PLAN

Land Use Element

Analysis of Existing Use of Land

North neighborhood. The percentage of existing development of various kinds in the North neighborhood to similar development in the total planning area is as follows: residential development, 81 percent; commercial development, 54 percent; industrial development, 44 percent; public and quasi-public, including streets and railroad right-of-way, 62 percent.

The southeast neighborhood is the smallest neighborhood in area and generally is the least developed, relative to the planning area as a whole. There are no public use developments (other than streets and railroads) in this neighborhood, and there is very little residential use of land in this neighborhood.

Forecasted Land Use

Location Principles Applied to Proposed Types of Land Use. The broad types of land use proposed in this plan are agricultural, residential (low density and medium density), commercial, and industrial. Thoroughfares, other public facilities, and railroad rights-of-way are not treated as primary land use types, but as uses which may be located anywhere within the broad land use areas. While the designating of areas for the several use categories was primarily the result of applying land use planning principles, consideration was also given to existing community practice, as reflected in the existing zoning pattern.

In general, the principles applied to proposed types of land use were those set forth in Chapters 3.30, 3.40, 3.50, and 3.60 of the Comprehensive Plan. Additional principles applied included the following:

Agricultural Areas. Areas designated as agricultural are those portions of the planning area remaining after designation of residential, commercial, and industrial areas.

Residential Areas. Areas designated as residential are areas now in residential use or extensions of those areas.

Commercial Areas. Areas designated as commercial particularly reflect long established attitudes in Monett. Thus, while the undesirability of strip commercial development on Cleveland Avenue is recognized, it is felt that this pattern of development has had long sanction of zoning and public opinion and therefore should remain.

Because most residential areas in Monett are easily accessible to the central business district, the scattered Cleveland Avenue development, and the already established commercialization of U.S. 60 frontage, no additional commercial locations for convenience centers appear needed and hence have not been shown.

Industrial Areas. Areas designated as industrial are primarily those already in industrial use (the Monett Industrial Park, the older industrial areas west along the Frisco, and the area east of 13th Street), and extensions of these existing areas, mainly to the northeast and the west, along the Frisco.

DEVELOPMENT OF THE PLAN

Land Use Element

Forecasted Land Use

Land Use Space Requirements. Space requirements are discussed under the headings of the primary land use categories.

Agricultural Areas. Since the Monett plan is an urban area plan, the agricultural use of the land is simply the residual use of land not needed for urbanization. There are no meaningful space standards that can be applied to agricultural use in the Monett planning area.

Residential Areas. The amount of land needed for residential purposes reflects the following:

- 1 The number of families to be housed,
- 2 The densities at which they will be housed,
- 3 Requirements for public and quasi-public neighborhood facilities located within and serving residential neighborhoods.

The preponderant type of residential development in the Monett planning area has been that of conventional single-family dwellings; this basic pattern is expected to continue, but with increasing diversion to mobile homes and other prefabricated dwellings and to multifamily dwellings.

Land needs per family for various dwelling types are estimated in Table 9.

Table 9

LAND REQUIREMENTS FOR VARIOUS DWELLING TYPES

	single family density			multifamily density	
	low	medium	high	low	medium
average lot area	20,000	9,000	7,200	4,500	2,800
acres per family	0.46	0.21	0.17	0.10	0.06
families per acre	2.2	4.8	6.0	9.7	15.5

DEVELOPMENT OF THE PLAN

Land Use Element

Forecasted Land Use

The quantity "families per acre" at the bottom of Table 9 is sometimes described as "neighborhood density" because it recognized land required not only for the lot and street but also for the usual neighborhood facilities. This term is in contrast to "gross density", which recognizes the combined area of lots and streets, and "net density", which recognizes only the area of the lot itself.

Area per dwelling unit does not include land for local shopping facilities, because it is expected that such facilities will continue to be located in areas already developed commercially or so designated in the Comprehensive Plan.

Commercial Areas. The amount of land needed for commercial purposes in Monett is primarily dependent on the population of the Monett area and the density of commercial development. In 1970, there were 65 acres of commercial development serving 6,400 persons; this is about one acre per 98.5 persons, or about 440 square feet per person. It would seem reasonable to expect substantially increased commercial area per person, as more open, landscaped development with adequate parking replaces older more cramped development; assuming an increase of one-half would indicate a need of 660 square feet of commercial land per capita in 1990.

Industrial Areas. Land needed for industrial purposes directly reflects forecasted industrial employment. Worker density in lands developed industrially in Monett was 9.7 workers per acre, in 1970. It is expected that the continuing trend to larger, more open, landscaped sites will reduce worker density to 7.5 workers per acre by 1990; this estimate is within the range of the densities of five to ten workers per acre as often used in forecasting industrial land needs.

Public Areas, Streets, and Railroads. It is assumed that the need for public land, streets, and railroads will grow only three-fifths as fast as the population increases between 1970 and 1990, for the following reasons:

- 1 the tendency toward lower densities of development (which means relatively less street and public area per unit of private lot area),
- 2 the fact that the City now has two large parks, which will serve most of its recreational needs for a long time,
- 3 the fact that the railroad is not expanding.

Forecast of Total 1990 Land Needs. Forecasted urban land needs for the Monett planning area in 1990 are shown in Table 10.

DEVELOPMENT OF THE PLAN
 Land Use Element
 Forecasted Land Use

Table 10

FORECASTED URBAN LAND NEEDS
 MONETT PLANNING AREA, 1990

type of use	acres needed (rounded)		
	in use 1970	to be added	total, 1990
Totals	1,870	695	2,565
residential	675	230	905
commercial	65	80	145
industrial	130	85	215
public	365	110	475
streets and railroads	635	190	825

Amounts of land needed for each major category were estimated as follows:

Residential Land Needs. Residential land needs were forecasted by adding to present residential land the land needed to house the forecasted increase in population-- 3200 persons, or 1100 families. In this analysis, only lot area was considered, because residential-related uses, such as streets, were separately forecasted.

It was assumed that the vacancy ratio will be 5 percent; therefore 1155 dwelling units would be required to house the additional families.

The means by which additional residential land needs were forecasted is shown in Table 11.

DEVELOPMENT OF THE PLAN
 Land Use Element
 Forecasted Land Use

Table 11

SUMMARY OF RESIDENTIAL LAND REQUIREMENTS, 1970

type and density	lot area per dwelling unit		dwelling units at each density		new land area required (acres, rounded)
	square feet	acres	percent	number	
Totals			100	1155	230
single family					
low density	20,000	0.46	10	115	55
medium density	9,000	0.21	45	520	110
high density					
conventional	7,200	0.17	10	115	20
mobile home	4,500	0.10	15	175	20
multifamily					
low density	4,500	0.10	15	175	20
medium density	2,800	0.06	5	55	5

This calculation gives an average net density (number of dwelling units per acre of new residential land) of 5.0. Existing net density is 3.6 dwelling units per net acre. The increase in density reflects increased use of mobile homes and multifamily dwellings.

Commercial Land Needs. Total 1990 commercial land use needs are forecasted at 660 square feet per capita for the forecasted population of 9600, or a total of 145 acres.

Industrial Land Needs. Total 1990 industrial land needs are forecasted by dividing forecasted industrial employment, 1610, by the forecasted density of industrial workers, 7.5; this results in a forecasted total need of 215 acres.

Land Needs for Public Uses, Streets, and the Railroad. In forecasting 1990 land needs, for public uses, streets, and the railroad, it has been assumed in an earlier section of this report that per capita needs for such uses for the anticipated increase in population would be three-fifths of the per capita needs for the present population. The forecasted population growth factor is 1.5. Applying three-fifths to the increase of 0.5 gives an increase of 0.3. Adding this to 1.0 gives a growth factor of 1.3 for these uses. Applying this factor to 1970 areas gives the following forecasted 1990 needs:

public uses	475 acres
streets and the rail- road	825 acres

DEVELOPMENT OF THE PLAN

Land Use Elements
Forecasted Land Use

Discussion of Proposed Land Use Relationships.

Relationships of Land Uses to One Another. Residential uses are generally separated from industrial uses, primarily by commercial areas, the railroad, and U. S. 60 right-of-way. Industrial areas are quite centrally located in the planning area and are generally near major thoroughfares, so they are readily accessible to the residential areas.

Residential uses are in many instances contiguous to commercial uses, especially along the north side of the central business district and along the strip development on Cleveland Avenue. Most residential areas have easy access to the central business district and enter commercial areas.

Effect of Land Uses on Major Thoroughfare Patterns. The major thoroughfare pattern is largely established by existing thoroughfares and section lines. The principal proposed new thoroughfares are (1) the very approximately located route from Cleveland and 13th southerly across the Frisco and southerly to SR 37, south of the City, and (2) the extension of Broadway westerly to Eisenhower. The Frisco crossing and its connections would provide improved access to the Monett Industrial Park and adjacent areas. The Broadway extension would provide improved access to downtown from the west.

Effects of Land Uses on Existing and Proposed School Facilities. Monett's public schools are centralized into three facilities--elementary, junior high, and senior high--and they serve a much larger area than Monett. The new elementary school campus is located within an area which is designated residential on the plan and where appreciable residential growth is expected because of planned sewer construction. The junior and senior high schools are reasonably well located with respect to existing and planned residential areas.

Land use relationships having moderately adverse effects on schools are commercial developments along Cleveland and industrial development on the east side of 13th, both in close proximity to the senior high and vocational schools.

Effects of Land Uses on Utilities and Other Community Facilities. Existing and anticipated residential and industrial development have affected the planning of municipal utilities--water, sewerage, and electrical. Recently approved sewer plans will serve prospective residential areas to the west, northwest, and north and industrial areas to the southeast.

Existing and anticipated residential development to the north and northwest made desirable the establishment of the new North Park.

Thoroughfares Element of the Plan

Existing Major Thoroughfare System

The existing major thoroughfare system consists primarily of the following broad types of thoroughfares:

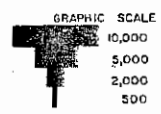
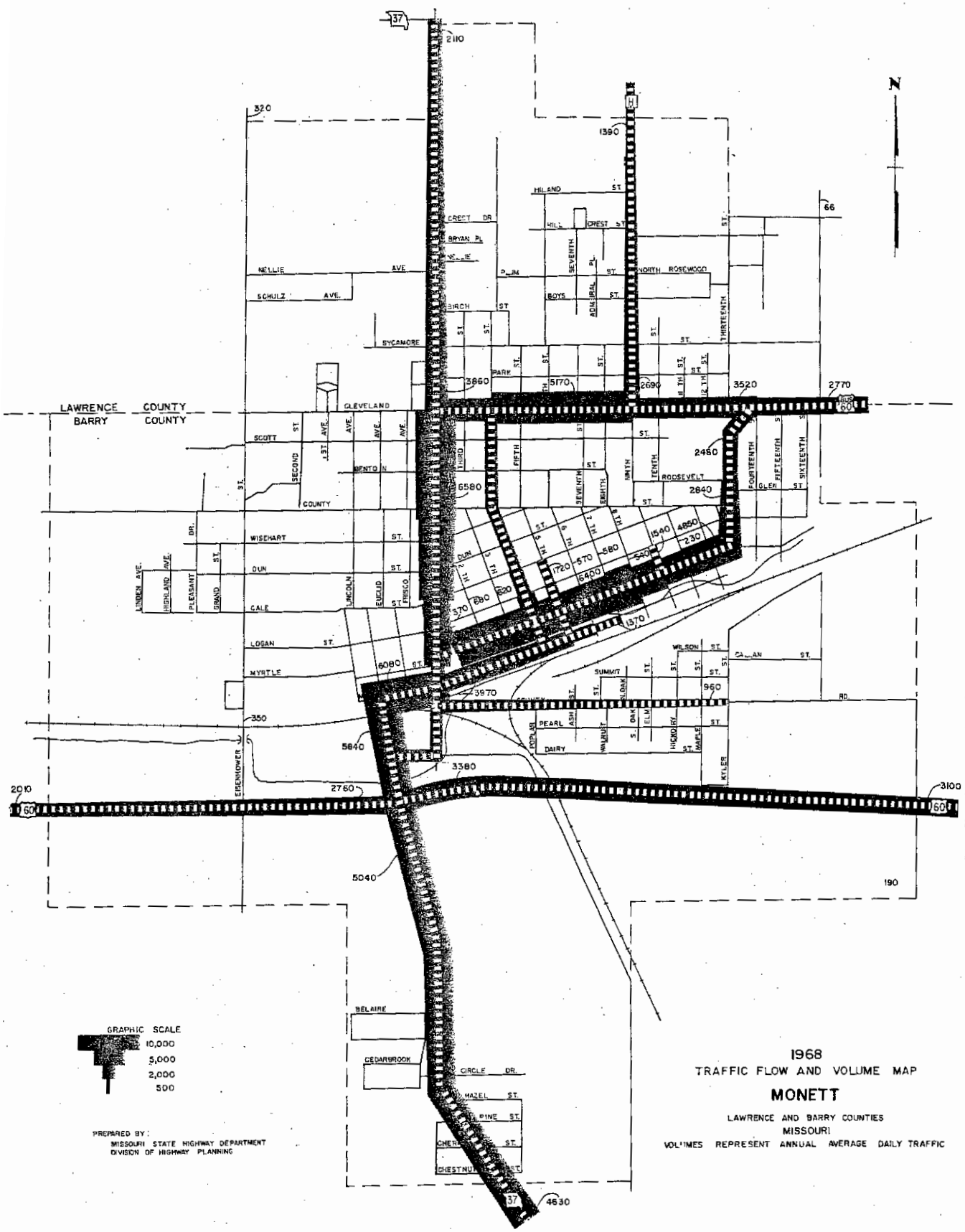
- 1 state and county highways: U.S. 60, U.S. 60B, SR 37, and Co. H.
- 2 section line roads, such as Eisenhower Avenue and Chapell Drive

Deficiencies of the present system include the following:

- 1 Forecasted inadequate capacity of Broadway, unless parking is removed and other improvements made, or this thoroughfare is bypassed, as proposed in this plan.
- 2 Inadequate, obsolete bridge carrying SR 37 over the Frisco.
- 3 Absence of a grade separation over the Frisco east of the SR 37 crossing.
- 4 Absence of a north-south route across the City between Central-SR37 and Chapell Drive.
- 5 Lack of a connection from the west end of Broadway to Eisenhower.
- 6 Inadequate rights-of-way on most of the section line roads in and near Monett, especially Eisenhower.
- 7 Inadequacy of U.S. 60 west of Eisenhower.
- 8 Inadequate connection from Monett to Interstate 44.
- 9 The fact that County Road H terminates at Cleveland and Ninth. (To continue south, traffic must go on Ninth through the high school campus, turn east on Cleveland to a very difficult corner at 13th, turn west on Cleveland to Central, or use local streets.)

Analysis of Travel Patterns

Traffic flow in and near Monett in 1968 is shown on the map "1968 Traffic Flow and Volume Map: Monett," which appears on the following page. This map shows heavy traffic flows on Cleveland, Central, Broadway, U.S. 60 east, and SR 37 south. Records of average daily traffic for 1962 and 1968 have been studied and forecasts made to 1990. This information appears in Table 12. Forecasts to 1990 are based on the assumption that traffic will increase at substantially lower annual rates from 1968 to 1990 than it did from 1962 to 1968.



PREPARED BY:
 MISSOURI STATE HIGHWAY DEPARTMENT
 DIVISION OF HIGHWAY PLANNING

1968
 TRAFFIC FLOW AND VOLUME MAP
MONETT
 LAWRENCE AND BARRY COUNTIES
 MISSOURI
 VOLUMES REPRESENT ANNUAL AVERAGE DAILY TRAFFIC

DEVELOPMENT OF THE PLAN
Thoroughfares Element of the Plan

Table 12

ANNUAL AVERAGE DAILY TRAFFIC FLOW, MONETT AND VICINITY:
1962, 1968, FORECASTED TO 1990
(based on existing thoroughfare system)

street	location	traffic flow				
		annual growth rates		annual average daily traffic (thousands)		
		1962-1968 ^a	1968-1990 ^b	1962	1968	1990
Broadway	E. of Euclid	1.5	1.5	5.6	6.1	8.5
Broadway	E. of 6th	6.6	3.3	4.4	6.4	13.0
Broadway	E. of 11th	6.2	3.1	3.4	4.8	9.5
Central	N. of Cleveland	5.6	2.8	2.8	3.9	7.1
Central	N. of County St.	6.1	3.0	4.6	6.6	12.6
Cleveland	W. of 7th	7.2	3.6	3.4	5.2	11.3
Cleveland	E. of 13th	10.7	3.6	1.8	3.5	7.7
Cleveland	E. of City	12.3	3.6	1.4	2.8	6.0
County Rd. 9th	E. of Maple	6.0	3.0	0.7	1.0	1.8
9th	N. of Cleveland	5.4	2.7	2.0	2.7	4.8
13th	N. of Roosevelt	9.1	3.6	1.5	2.5	5.4
13th	N. of County St.	8.6	3.6	1.7	2.8	6.2
U.S. 60	W. of SR 37	0.3	0.3	2.7	2.8	3.0
U.S. 60	E. of SR 37	0.3	0.3	3.3	3.4	3.6
U.S. 60	E. of City	2.5	2.0	2.7	3.1	4.8
SR 37	S. of Main	5.1	2.5	4.3	5.8	10.0
SR 37	S. of U.S. 60	3.4	1.7	4.1	5.0	7.3
SR 37	S. of City	7.1	3.5	3.1	4.6	6.9 ^c

^a Computed from 1962 and 1968 traffic flows.

^b Derived from 1962-68 growth rates, for forecasting purposes.

^c Reduced from initially forecasted figure of 9,900, in order to be consistent with forecast for SR 37 south of U.S. 60.

Sources: 1962 and 1968 data--Missouri State Highway Department
1990 forecast--Erling Helland Associates

DEVELOPMENT OF THE PLAN
Thoroughfares Element of the Plan
Thoroughfare Relationships

Principal traffic generators in the Monett planning area are (1) the factories in and near the Monett Industrial Park, on Front Street, and east of 13th and south of Cleveland, (2) the central business district, and (3) the senior high school complex. Of these, the factories are the most important.

Growth in traffic between 1962 and 1968 reflects in part growth in factory employment, which growth is not expected to continue at a comparable rate. Traffic forecasts shown in Table 12 are based on the existing pattern of major thoroughfares, because it will be many years before an appreciable number of the thoroughfare changes shown in the Comprehensive Plan will be reflected in actual roadway construction or widening.

The forecasting of traffic to 1990, as reflected in Table 12, was done as follows:

- 1 Annual average daily traffic flow information for 1962 and 1968 for the 18 locations shown on Table 12 was obtained.
- 2 Annual growth rates were determined for these stations; it was found that rates at 9 of the 18 stations fell within the range from 5.1 to 7.2 percent per year, and that the median rate was 5.8 percent.
- 3 It was concluded that the annual growth rates for the period 1962-1968 were unrealistically high for use in forecasting traffic growth to 1990.
- 4 The 1962-1968 annual growth rates of 2.5 percent and less (four locations) were not changed; the growth rates of three locations (two of which are on Cleveland), which ranged from 8.6 percent to 10.7 percent, were reduced to 3.6 percent; all other rates were reduced by 50 percent; the resulting rates range from 0.3 to 3.6 percent, 15 of the 18 are in the 1.7 to 3.6 percent range, and the median rate is 3.0 percent.
- 5 The annual growth rates thus obtained were then used for projecting 1968 traffic volumes to 1990; the forecast for SR 37 south of the City was subsequently reduced (see footnote to Table 12).

Proposed right-of-way widths are believed sufficient to permit roadways that will accommodate the forecasted traffic. In most cases, it should be possible to accommodate traffic by means of nonstructural changes, including the removal of curb parking.

DEVELOPMENT OF THE PLAN
Thoroughfares Element of the Plan

Thoroughfare Plan Relationships

Relationships to Proposed Land Use Plan. These relationships are discussed on page S-26.

Relationships to Major Street Pattern in the Community. The proposed plan of major thoroughfares consists essentially of existing major streets in the community, together with section line roads in the vicinity.

Relationships with Streets and Highways in the Surrounding Area. The relationship of planned major thoroughfares to streets and highways in the surrounding area is shown on the following maps:

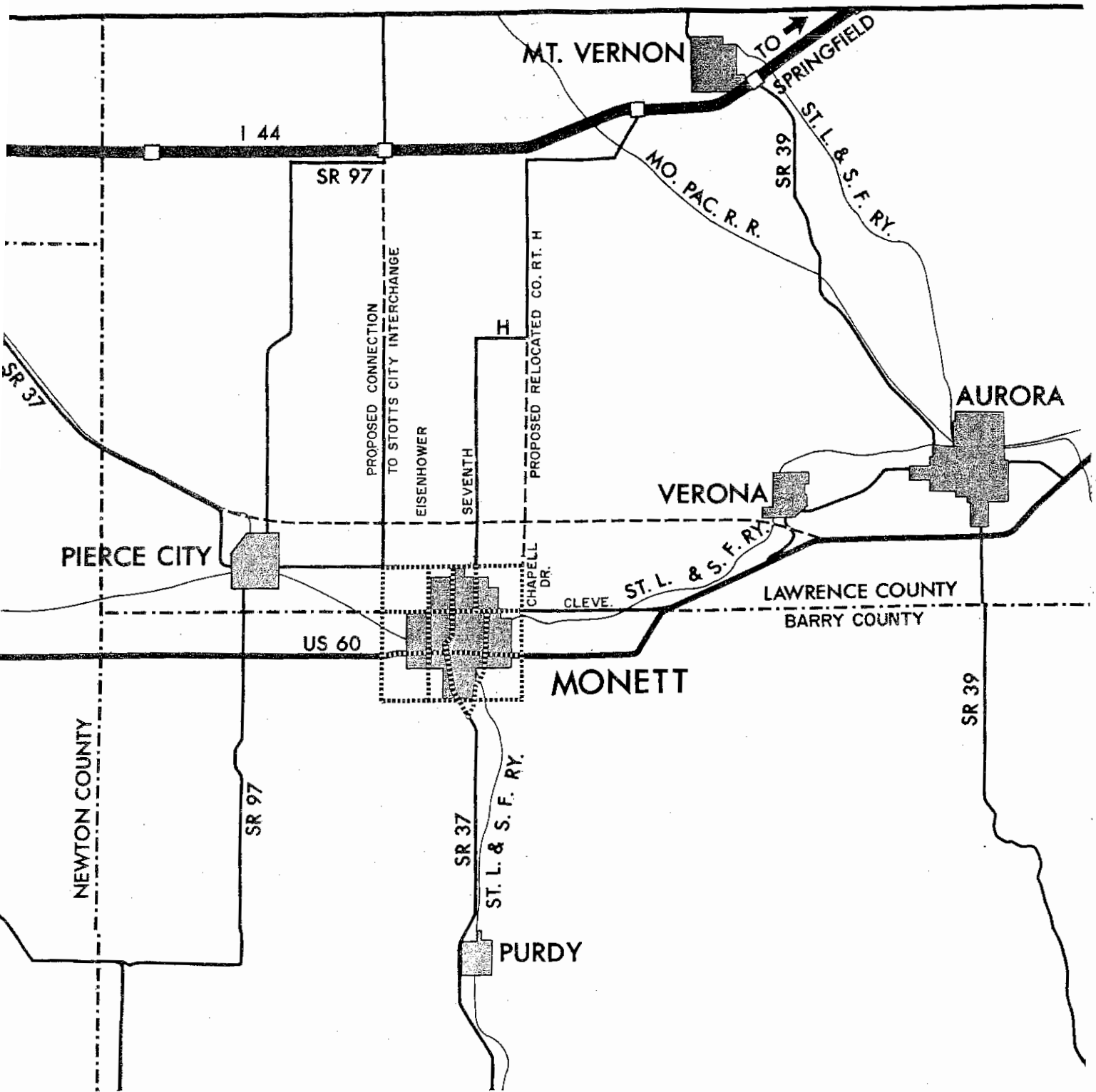
"Monett and Its Region", page S-4.1

"Regional Highway Connections", page S-32.

The first of these maps shows relationships between Monett, other cities in the region, and existing connecting highways. The map "Regional Highway Connections" shows planned through streets and highways in the Monett planning area, and proposed connecting thoroughfares in the vicinity of Monett, but outside the planning area. Following are comments on specific proposed connections outside the planning area:

Relocated Co. Rt. H to Mt. Vernon. Rt. H now proceeds north along 9th Street, turns east one mile, turns north at Freistatt, and then proceeds northerly and northeasterly to the Mt. Vernon interchange on Interstate 44. The state highway department has approved realigning of Rt. H to substitute curves for the right-angle turns near Freistatt, resulting in an S shaped bypass west of that town. It is proposed in this report that the south half of Rt. H be relocated from 9th Street one mile east to Chapell Drive. This change would have the following advantages:

- 1 It would encourage traffic from U.S. 60 west, SR 37 south, and Monett industrial areas south of the Frisco to use Chapell Drive for access to 144, rather than go through Monett on Central, Cleveland, and 9th.
- 2 It would reduce traffic on 9th Street.
- 3 It is three miles from the other proposed principal north-south highway, one mile west of Eisenhower.
- 4 It would remove most through traffic from the High School campus.



LEGEND

- MAJOR THOROUGHFARES IN MONETT COMPREHENSIVE PLAN
- | | | |
|--|---|---|
| | } | CONNECTING THOROUGHFARES OUTSIDE THE MONETT PLANNING AREA |
| | | |
- | | | |
|--|---|----------|
| | } | EXISTING |
| | | |
| | } | PROPOSED |
| | | |

CITY PLANNING AND ZONING COMMISSION

CITY OF MONETT, MO.

REGIONAL HIGHWAY CONNECTIONS

DEVELOPMENT OF THE PLAN
Thoroughfares Element of the Plan
Thoroughfare Plan Relationships

Proposed Connection to Stotts City Interchange. There is now no direct connection from Monett to the Stotts City interchange on Interstate 44, although there is a connection from Pierce City, via SR 97. It is proposed here that the section line road passing through the interchange be extended south to the east-west section line road one mile south of U.S. 60; thus it would include five miles of existing Co.Rt. PP. This improvement would have the following advantages:

- 1 It (together with other thoroughfares in the vicinity of Monett) would provide a direct connection from Monett and SR 37 south to the Stotts City I44 interchange and to SR 97 north of I44.
- 2 The southern part of this route would constitute a bypass of the west side of Monett, particularly advantageous because of the narrowness of Eisenhower in Monett.
- 3 It is three miles from the other proposed principal north-south highway, Chapell Drive; three or four miles is a desirable spacing for major thoroughfares in rural areas near urban areas.

East-West Thoroughfare Two Miles North of County Line. It is proposed that there ultimately be a major east-west thoroughfare along the section line two miles north of the county line, from SR 37, northwest of Pierce City to U.S. 60 southeast of Verona. This improvement would have the following advantages:

- 1 It would bypass Monett on the north and link the proposed north-south thoroughfares north of Monett.
- 2 It would provide a rural major thoroughfare parallel to and generally three miles from U.S. 60.
- 3 It would bypass Pierce City, thus facilitating access from Monett to the Sarcoxie I44 interchanges.

Vicinity Proposals in General. The three vicinity proposals discussed immediately above apply to thoroughfares outside the Monett planning area and hence are not part of the Monett Comprehensive Plan. They are submitted here as proposals for consideration in planning the larger area around Monett and for possible inclusion in a future expanded Monett planning area. While the proposal relating to Co. Rt. H and to Chapell Drive should have early consideration, the others are not proposed for action until urban development nears them.

Relationships to Other Circulation and Transportation Plans. Relationship of the planned thoroughfares to existing state highways is shown by the map "Regional Highway Connections." The state highways passing through the Monett planning area form

DEVELOPMENT OF THE PLAN
Thoroughfares Element of the Plan
Thoroughfare Plan Relationships

parts of the planned major thoroughfares system. There are no state plans for relocation or significant modification of state highways in the vicinity of Monett. The plan for modification of the alignment of Co. Rt. H has been discussed above.

It is not believed that there are any other transportation plans relating to or affected by the major thoroughfares element of Monett's Comprehensive Plan.

Cost Responsibilities for Streets and Highways

State highways are the financial responsibility of the State Highway Department; County roads are the responsibility of the County; and city streets which are not state highways are the responsibility of the City.

Community Facilities Element of the Plan

General Procedure for Developing the Community Facilities Element of the Plan

The plan sets forth goals and policies relating to a variety of public community facilities necessary to serve Monett's population during the next twenty years. These goals and policies were developed from a study of existing public facilities, and the adequacy of these facilities to provide for the needs of Monett's current and forecasted population. This determination, made by the consultant, was based on 1) application of national standards, where available, and 2) consideration of local conditions and financial support. In a report, "Community Facilities Study for Monett, Missouri" published January 20, 1970 as part of Monett's planning program, existing facilities were described and standards set forth. Information and commentary in support of the goals and policies set forth in the plan for each facility are described, by facility, in the remainder of this section. Location of existing and proposed facilities are shown on the three community facilities plan maps included in this report.

Administration and Maintenance Facilities

Existing Facilities Described. Existing facilities include the City Hall, the electrical and water maintenance facility, and the public works (street, sanitation, and trash collection) maintenance facility. The City Hall, located at the southeast corner of Fifth and Bond Streets, on a site 140 feet square, includes the offices of the public officials, the City's finance and business offices, the City's utility administrative, engineering, and billing offices, the policy and fire departments, and a 400 seat public auditorium. Also housed in City Hall are the Monett Chamber of Commerce and the Barry-Lawrence Regional Library. The City Hall, while not new, is an attractive, well-designed building of fire-resistant construction.

The electrical and water maintenance facility occupies the west half of the block bounded by Broadway, Front, Seventh, and Eight Streets. The other maintenance facility occupies a quarter block at the northwest corner of Sixth and Front Streets.

Discussion of Standards and Planning Proposals for Municipal Administrative and Maintenance Facilities. Standards for facilities of this type are determined by the needs and finances of the municipality. The present City Hall can adequately house Monett's administrative function during the planning period provided the City Hall is well maintained and that the entire facility is used for municipal governmental functions. For this reason it is proposed that the space now occupied by the Chamber of Commerce be occupied by the engineering department, including the billing operation of this department. The space now occupied by the engineering department as well as occupied by the present council chamber and Mayor's office is proposed to be occupied by the police department, in addition to their present space in the

DEVELOPMENT OF THE PLAN
Community Facilities Element
Administration and Maintenance Facilities

basement. The police department needs ground floor space to more conveniently serve the public. It is proposed that the space now occupied by the engineering department and council chambers provide needed ground floor space for the police department and the council chambers occupy the space now occupied by the library. Centralization of the two maintenance facilities is proposed in order to improve the efficiency of operation, supervision, and maintenance. It is proposed that the public works maintenance facility at Sixth and Front Streets be removed so that this site can be made available for the planned development of the central business district. Centralization of all maintenance operations in the present utilities maintenance plant located on Front Street between 7th and 5th Streets may necessitate the expansion of this facility on the present site or its relocation in accordance with the policies set forth in section 5.10 of the comprehensive plan.

Airport

Existing Facilities Described. Existing airports in the vicinity of Monett consist of Monett Airport and Friend Airport, both private. There are also airports at Aurora, Mt. Vernon, Springfield, and Joplin.

Monett Airport. Monett Airport occupies a site of 120 acres on the north side of U. S. 60-BR (Cleveland Avenue), immediately east of Monett. The terminal area is a little over one mile from City Hall. The field has a turf runway (NNE-SSW) one-half mile long, a maintenance building, and several small T-hangars. It is reported that five or six light aircraft are based there.

Friend Airport. Friend Airport occupies a site of about 80 acres (900 feet by 3960 feet) at the southwest corner of U. S. 60 and SR 97, about five miles west of the Monett City Hall. The runway (N-5) is three-fourths of a mile long, of which one-half mile is paved. There is a concrete block maintenance hangar, an office building, several hangars, and fuel storage tanks. It is reported that about ten light aircraft are based there.

Springfield and Joplin Airports. The Springfield and Joplin airports are both about 45 miles from Monett and have scheduled airline service.

Discussion of Airport Standards and Planning Proposal. The Federal Aviation Agency (FAA) has developed standards for airports to serve various needs. It is proposed in the Comprehensive Plan that Monett take steps to acquire or protect a site for a basic transport airport. An airport of this type will accommodate most business jet aircraft, thus aiding Monett's industrial development.

DEVELOPMENT OF THE PLAN

Community Facilities Element

Civil Defense Facilities

Existing Facilities Described. Monett's civil defense facilities are in the process of being developed.

Discussion of Civil Defense Standards and Planning Proposals. Shelter standards have been developed and are readily available. Rather than specify in the Comprehensive Plan standards and policies relating to shelters, the policy set forth in the Plan is to develop shelters in accordance with the community's needs and financial abilities, and in accordance with current state and federal standards, and in accordance with plans already prepared where applicable.

Educational and Cultural Facilities: Auditorium

Existing Facilities Described. The three facilities currently used for auditoriums are the following: the civic auditorium located in City Hall, the casino in City Park and the highschool gymnasium and auditorium. The City Hall auditorium has a seating capacity of 400 and is a well maintained facility. The casino seats approximately 200 persons. The high school gymnasium-auditorium seats 600 persons and is antiquated.

Discussion of Standards and Planning Proposals Relating to a Municipal Auditorium. Standards relating to auditoriums vary according to the use for which such a facility is planned. During the past several years, there has been little, if any, demand for a large convention type of auditorium facility. There is a demand for a facility with a maximum seating capacity of 1,000 persons. There is also a large demand for a community facility similar to the casino, which has always been a very popular facility in Monett.

A multipurpose facility that would serve both as an auditorium and a community center is planned for development in City Park early in the planning period. It is currently a much needed facility. Governmental administrative and protective functions are already crowding City Hall, and space now occupied in City Hall by the municipal auditorium is needed for these operational functions of the City. Although the City and the Board of Education have long maintained an excellent cooperative relationship with each other, a strain is put on this relationship by attempting to schedule the high school auditorium, much in use for school functions, for municipal functions as well. The availability of only one large auditorium also limits the community's opportunity to have presented functions requiring this kind of a facility.

The present casino has outworn itself. It is old, functionally obsolete, and in need of repair, but not worth the cost of the repair. The location of a multipurpose facility in City Park will give Monett a facility for which there is a large demand and which will serve to enhance City Park, as well as be benefitted by its proximity to other facilities in the Park.

DEVELOPMENT OF THE PLAN
Community Facilities Element of the Plan
Educational and Cultural Facilities

Educational and Cultural Facilities: Library

Existing Facility Described. The administrative offices of the Barry-Lawrence regional library system are located in the Monett branch library, which occupies a separate wing of City Hall on East Bond Street. This wing was planned as a library at the time City Hall was built. The library occupies about 2,700 square feet of usable space, which is rented from the City for \$100 a month, including utilities. In addition, the library also rents storage space in an unused building behind the Methodist Church.

The adjoining location of these two functions of the Barry-Lawrence regional library is advantageous to the regional library system, as well as to Monett. Both benefit from shared equipment, such as the card catalog, and from shared personnel.

Circulation in 1968 was as follows:

Monett	43,945
Barry County	89,678
Regional System	203,428

Discussion of Library Standards and Adequacy of Monett's Branch Library. Standards set forth herein relating to library space requirements and size of book collection are those published in 1962 by the Public Library Association, Interim Standards for Small Public Libraries: Guidelines Towards Achieving the Goals of Public Library Service. Library location standards are from a book by a library consultant, Joseph L. Wheeler, The Small Library Building.

Space standards for a library serving a community from 5,000-9,999 are .7 to .8 feet per capita. A library from 4,800 to 5,400 square feet would be needed to serve the 6,800 persons estimated to be now living in the planning area.

A minimum collection of 18,600 books is recommended for a community of Monett's current size. A basic collection of 15,000 books plus 2 books per capita for population over 5,000 is recommended. Library location standards are as follows:

1. That the site should be located as near as possible to the center of vehicular and pedestrian traffic patterns in the community.
2. That the location should be near business and industry activities, so that people making multiple-purpose trips may conveniently include a library visit.
3. That the location should consider total population needs rather than those of any special group.

DEVELOPMENT OF THE PLAN

Community Facilities Element of the Plan Educational and Cultural Facilities: Library

4. That a location in proximity to other civic or educational buildings should not be considered necessary, if it involves disregarding other basic considerations.
5. That the location have access to adequate parking.
6. That the site should permit a design which includes a sidewalk level main entrance, lighted front windows for effective display of library materials and services, and adequate space for future expansion.
7. That the location should be in a well-lighted area of the community in which other evening activities occur, thereby encouraging library use during those hours.

Space standards relating to the administrative operation of a regional branch library are not readily available. Some additional desk, shelving, cataloging, and storage space is required. The same amount of space required for heating and cooling the building, lavatories, circulation desk, and other similar requirements related to library operation would serve both the branch and regional administration functions at approximately the cost of providing the space and services to the branch only.

Discussion of Planning Proposals. Although Monett's library is adequately meeting most of the above standards, it is operating in about one half the space it needs for the branch library alone. Furthermore, the City Hall space now occupied by the library is needed by the City for its expanding operations. A new facility needs to be found to house the branch and administrative services of the regional library. The location of this facility should meet the location standards described above, as well as conform with State requirements for regional library facilities.

Educational and Cultural Facilities: Schools

Existing Facilities Described.

Kindergarten and Elementary School. The kindergarten and elementary school complex, serving the entire Monett school district, is located at 400 Linden Street, on a 39-acre tract. It contains four permanent buildings and a double portable classroom unit; The portable unit houses two morning and two afternoon kindergarten classes and is currently operating at full capacity of 32 students in each class.

Classrooms for grades 1-3 and 4-6 are located in two identical, permanent buildings, each containing 12 classrooms and each having a physical capacity of 468 students (36 students per room) and a present enrollment of 360. Twenty-five students per room is a widely recognized maximum standard; in terms of this standard, the school is now operating over capacity. The other two buildings are multipurpose buildings. The library and offices.

DEVELOPMENT OF THE PLAN

Community Facilities Element of the Plan

Educational and Cultural Facilities: Schools

for the school, the school nurse, the learning disabilities class, the remedial reading class, and the speech therapist are located in one of the multipurpose buildings. The cafeteria, physical education, music, auditorium, and special education (for the educable mentally retarded) facilities are located in the other multipurpose building. There are two well-equipped playgrounds on the site, one for each of the class-room buildings.

Junior High School. The junior high school, including grades 7 and 8, is located in the former Central Park elementary school. It contains 12 classrooms with a capacity of 360 students. It is presently operating at a hundred students below capacity. Included in the school are a gym, cafeteria, industrial art shop, and a multipurpose room used primarily for music instruction of various kinds.

Senior High School. The senior high school is located on a 20-acre site between 8th street and 13th street, on the south side of Cleveland. It is a comprehensive high school, providing both college preparatory and vocational education.

Discussion of School Standards and Planning Proposals for Schools. Nationally recognized standards for the development of new schools are readily available. In Monett, however, the present school facilities are expected to adequately serve the community during the planning period. For this reason, standards relating to the development of new schools have not been included in the Plan.

Some modification and expansion of existing school facilities will be necessary during the planning period. Changes proposed for each facility are described as follows:

Kindergarten facilities will be adequate, unless Monett's birth rate or immigration rate for five-year-old population increases.

Elementary school facilities will need to be expanded during the next five-year period. The multipurpose buildings are designed to accommodate an increased enrollment and are expected to adequately provide for school enrollment during the planning period, as forecasted from forecasts of population developed as part of this planning program. The elementary school site is very large and will provide space for playground use throughout the planning period.

The present junior high school is proposed to serve the community during the planning period. Some modification of facilities now included in the school may be required during this period.

It is proposed that the senior high school continue to operate at its present location, utilizing existing plant, modified as necessary to accommodate future

Community Facilities Element of the Plan Educational And Cultural Facilities

needs. It will be necessary to expand the present site for the development of the three new building proposed in the plan and for the provision of off-street parking areas. Since purchase of additional land is uncertain at this time, no sites have been designated on the community facilities plan map. It is proposed in the Plan policy statement that additional land be purchased in the vicinity of the present site. It will also be necessary to replace some of the high school buildings because of the following reasons: age of structure, functional obsolescence of the structure, structural condition, location of structure in relation to other buildings on the campus, design of the structure, and/or the economic infeasibility of repairing and maintaining the structure. The removal of buildings of this type may provide adequate land area for the development of the new facilities proposed in the Plan, and purchase of additional land may not be necessary.

Health Facilities

Existing Facilities Described. St. Vincent's Hospital is a private hospital located at 801 Lincoln Street and serves an area within a 20 mile radius. The facility was expanded several years ago, and its present capacity is now 83 beds. St. Vincent's Hospital operates at approximately 70 percent of its capacity. This reflects the shortage of doctors in Monett. It has been the practice of some of the physicians in Monett to refer their patients to Springfield for hospital care, not because hospital facilities were inadequate, but because of lack of medical personnel.

The hospital is frequently used for diagnostic purposes which could be handled more economically in a clinic, were one available. There are no public or private clinics operating currently in Monett, and according to local sources, there is an acute need for a facility of this type. Such a clinic would provide diagnostic and treatment services now available in Monett only to hospital patients.

Hospital Standards and Planning Proposals Discussed. The determination of the adequacy of hospital care in a community is a complicated procedure. This procedure is described in a publication of the U. S. Department of Health, Education, and Welfare, Areawide Planning for Hospitals and Related Facilities. The procedure outlined therein is (1) to determine desirable occupancy rates for certain major clinical services, (2) calculate approximate regional bed needs for each clinical department, (3) estimate opportunities for reducing hospital use, and (4) determine bed needs in other health care facilities. At each of these steps, there are several variables which need to be analyzed. The determination of standards of hospital care for Monett according to the above procedure is beyond the scope of this Plan.

Without the benefit of an intensive health care study, it is assumed herein that Monett's hospital service is adequate. This assumption is based on the fact that

DEVELOPMENT OF THE PLAN

Community Facilities

Health

Monett has an approved and licensed hospital which is currently operating on a 30 percent unused capacity, which is more than ample capacity to provide for a forecasted 25 percent increase in population to 1990. A minimum occupancy rate of 85 to 90 percent is the acceptable standard according to the above reference. The establishment of a clinic near the Hospital would reduce some of the current use of hospital facilities for clinical type services, thus providing ample space for hospital services during the planning period.

Cemeteries

The planning proposals are self-explanatory.

Open Space and Recreation Facilities

Baseball Diamonds. Included in the North Park plan of development are the following ball fields: a baseball diamond, a pony league field, and two little pony league fields. City Park also includes a baseball diamond. No additional baseball diamonds are planned, but peewee ball fields are recommended to be included in the new central city neighborhood park-playground and as part of the recommended improvements of playground sites of former elementary schools.

Community Parks. City Park and North Park are both considered to be parks serving the entire community.

Existing Facilities Described. City Park is a 55 acre park located on a hill overlooking the City at the junction of Highways 37 and 60. It is beautifully landscaped and well maintained and contains a picnic area, swimming pool and bath house, a casino (pavilion for dancing and banquets), a large playground, lighted and paved tennis courts, a lake stocked with ducks and geese, a rose garden, and a variety of other kinds of natural interests and recreational facilities. The City Park serves the entire city and is also used by nonresidents. Recently fifteen acres abutting the park to the south were purchased, thus expanding the Park to its present size of 55 acres.

The site for North Park, 35 acres north of the IOOF Cemetery, was purchased in the past year by the Monett Recreational Development Corporation and is being developed by them as a city park, with special emphasis on ball fields. When this park is fully developed, it will contain the ball fields described in the baseball section above and four lighted, paved tennis courts. The park will be turned over to the City for it to operate, supervise, and maintain when the ball fields are developed.

DEVELOPMENT OF THE PLAN
Community Facilities
Open Space and Recreation Facilities

Discussion of Standards and Planning Proposals Relating to Community Parks. Standards used in this study for evaluating community parks and their development were published in April, 1967 by the U. S. Department of Interior Bureau of Outdoor Recreation in their publication Outdoor Recreation Space Standards. In this publication, it is recommended that standards for city parks be flexible and pertinent to local conditions. A general standard referred to in the publication is a minimum of four acres of city wide community park space for every 1000 persons. Monett is well off with its present 90 acres of park space, which, according to the above standards would adequately serve a population of 22, 500.

Furthermore, a good balance has now been achieved with the development of the North Park. The two parks complement each other and provide a balanced geographical and recreational city wide park system for Monett. No additional community parks are planned to be developed during the planning period.

Golf Course.

Existing Facilities Described. The municipal 70 acre golf course, located across Highway 37 from the City Park, is a well maintained nine hole course. The club house is at the junction of Highways 37 and 60. The course is well located to serve Monett and its region.

Standards and Planning Proposals Discussed. Standards for golf courses vary considerably, depending upon the size of the community and the accessibility of golfing facilities. A widely used standard applicable to a community the size of Monett is one nine-hole course of a minimum size of 50 acres for each community of 25, 000 persons or less. Although Monett's population is expected to remain well under 25, 000 during the planning period, an 18 hole golf course is proposed in the Plan because of the popularity of golf in Monett, and the accessibility of Monett's golf course to other parts of the region, and the scarcity of municipally operated golf courses in the region.

Neighborhood Park-Playgrounds. These are no neighborhood park-playgrounds today in Monett. In the past public funds available for recreational purposes have been used by the City to develop and improve City Park. During the next five years, money, as available, will be directed to improving and maintaining North Park after it becomes City property.

There is a need, however, for the development of small park-playgrounds in residential areas, particularly play space for children within walking distance of their homes. Elementary school playgrounds have sometimes served this purpose, but in Monett, the former neighborhood elementary schools are no longer maintained as such, and the playgrounds have been vacated or are in other use. The improvement

DEVELOPMENT OF THE PLAN

Community Facilities

Open Space and Recreation Facilities

of the proposed central park - playground and of available former school playgrounds offers the City an opportunity to develop neighborhood park-playgrounds at low cost cooperatively with the Board of Education. Improvement of these areas should include fencing, shade trees, open, turfed play space, sand boxes, and a few pieces of imaginative playground equipment.

Swimming Pool. Monett has an olympic size pool located in City Park. It is well maintained and supervised. No additional facilities of this type will be needed during the planning period.

Tennis Courts. When the four courts are developed in North Park, Monett will have eight, high quality tennis courts, four in each community park, which, according to standards adopted in this plan, are adequate for a population of 16,000.

Safety Facilities

Fire Stations. Currently Monett has one central fire station located in City Hall. This facility is well equipped, maintained, and administered. According to Missouri Inspection Bureau standards, which have been adopted as part of the Comprehensive Plan, the central fire station will provide adequate service to Monett's residential areas during the planning period. However, the industrial and commercial development to the east has extended beyond the central station's service area for this kind of development. A new fire station is planned to serve these establishments in this growing area.

Police Station. Monett's police headquarters are now located in the basement of City Hall. It is the community's intent to continue to centralize all police functions in the City Hall, providing for additional space and street access in accordance with the description included in the discussion relating to administrative facilities on page S-35 of this report.

Utilities

Drainage Facilities. Storm drainage in the Monett planning area is almost entirely surface drainage, utilizing Kelly Creek and its branches, ditches, and gutters. Kelly Creek flows in an improved channel through the central business district; part of the channel is covered. Some flooding has been experienced on Kelly Creek downstream from Second Street.

DEVELOPMENT OF THE PLAN

Community Facilities

Utilities

Electricity. In July, 1969, the study made of Monett's municipally operated electrical utility facilities was reported in the publication, System Improvement Plan for the City of Monett, Missouri, Municipal Electrical Utilities, by Butler and Associates, utility consultants. The data included in this section are from that report.

Existing Facilities Described. Electricity is purchased and distributed by the City of Monett. The existing system consists of two 2.4/4.16 KV Wye substations, operated and maintained by the Empire District Electric Company, one located near the central business district and one near the north city limits. From these two stations, various 2.4/4.16 KV Wye three-phase feeders, both radial and loop fed, are distributed throughout the City. The north substation has been in operation only a short time and was designed to relieve the downtown substation which will continue to supply the bulk of the commercial and industrial load. According to Butler and Associates, the following are "apparent shortcomings of the existing system":

1. Capacity. Capacity of most circuits seems to be inadequate to carry the future loads because of conductor size, system voltage, distance, and loads. Even with both substations in full operation, it is doubtful that loads could be adequately carried very far into the future with the total system operating at a phase-to-phase voltage of 4160 volts.
2. Voltage Drop and Line Losses. Due to conditions described in 1 above, voltage drop and line losses appear to be excessive especially during periods of peak loading. A detailed voltage drop and load study would be required to determine the extent and what immediate corrective measures are needed.
3. Continuity. Continuity of service in some areas of the City would appear to be inadequate also because of radial fed primaries in addition to loading. Most notable is the residential area in the extreme southern part of the City.
4. Construction. The greatest part of the construction problems observed in the field seem to be inadequate phase spacing and clearances, insulation at deadends and corners, pole height and classification, anchoring, and the extreme size of primary feeder conductors being installed in order to carry the loads at the present system voltage.

Planning Proposals Described. Butler and Assoc. propose that by 1988 all 2.4/4.16 KV distribution be converted to 7.2/12.47 KV, that a loop feeder be built around the portion of the City lying north of U.S. 60, that various feeder and switching arrangements be provided, and other improvements be made. Since publication of their report, the City has constructed the west half of the 7.2/12.47 KV loop feeder and has taken other steps to effectuate the proposals.

DEVELOPMENT OF THE PLAN

Community Facilities

Utilities

Sanitary Sewerage Facilities. Information in this discussion of sanitary sewerage facilities is from a report by William G. Riddle and Associates, Engineering Report on Sewage Works for the City of Monett, Missouri, 1967.

Existing Facilities Described. Monett's sanitary sewer facilities are shown on the map, "Sanitary Sewer Facilities: Existing and Proposed".

Substantially all of the developed portions of Monett north of U.S. 60 are sewerage. Sewage treatment is by means of the separate sludge digestion, trickling filter plant at Eisenhower and the Frisco Railway; the plant has a hydraulic capacity of 1,000 gallons per minute and in 1967 processed combined domestic and industrial wastes having BOD and suspended solids content ranging up to 4700 and 5800 pounds per day, respectively. Flow rates then ranged up to 1400 gpm (dry weather peak hourly rates) and averaged 0.6 and 0.8 million gallons per 24-hour period. Removal efficiencies ranged from 85 to 90 percent. Plant effluent is polished in a small lagoon before discharge into Kelly Creek.

Discussion of Planning Proposals. The engineering report previously cited contains a plan for sewerage improvements through 1990. The plan proposed extensive new outfall, main and lateral sewers to serve three small areas of the City and the following major areas:

Area 1. Bounded by the Frisco Railway, U.S. 60, Eisenhower, and the east city limits.

Area 2. On both sides of SR 37 from U.S. 60 to the south city limits.

Area 3. North of the Frisco and west and northwest of the City.

Also proposed are the constructing of three sewage lift stations and the supplementing of existing treatment plant capacity by constructing an aerated lagoon, an additional polishing lagoon, and a raw sewage lagoon west on Clear Creek to receive flow from Area 3.

Construction plans are now in preparation for sewers recommended in the plan. The forecasts of population for the City of Monett used in developing the water and sewer plan in 1967 are lower than forecasts used in 1970 in developing the Comprehensive Plan.¹ The latter forecasts are based on forecasts of employment in Monett. The forecasts developed for use in preparing the Comprehensive Plan assume a stable population of 600 in the portion of the planning area not included within the City of Monett. A forecast of 9600 population in 1990 in the planning area was used in developing the Comprehensive Plan. The forecasts of Monett's population used in preparing the water and sewer plan and the Comprehensive Plan are as follows:

¹ These forecasts include 1970 preliminary Census estimates.

DEVELOPMENT OF THE PLAN

Community Facilities

Utilities

<u>Source of Forecast</u>	<u>Population</u> <u>City of Monett</u>		
	<u>1970</u>	<u>1980</u>	<u>1990</u>
Water and sewer reports	6100	6800	7500
Comprehensive Plan report	5800	7600	9000

This comparison suggests that by 1980, Monett's population will have reached the level forecasted earlier for 1990 and that additional facilities will be needed to meet 1990 requirements. The existing wells, however, were described in 1967 as having a yield substantially in excess of current and predicted needs and may be adequate, should Monett's 1990 population be considerably in excess of 7500.

Solid Waste Disposal. The City now operates an open dump at a site outside the planning area to the east, a quarter of a mile north of U.S. 60. The plan to develop a sanitary land fill facility is in accordance with generally recognized national standards for solid waste disposal.

Water Facilities. The information used in this discussion was obtained from a report prepared by William G. Riddle and Associates, Monett, Missouri, 1964: Report on Water Works.

Existing Facilities Described. Monett's major water facilities are shown on the map, "Water Facilities: Existing and Proposed." Major water mains are considered to be those of 6 inches diameter and over.

The City's water is supplied by nine wells. The water is not treated, except that water from some of the wells is chlorinated.

The City's major transmission mains are 10, 8, and 6 inches in diameter. Transmission mains constructed in recent years have been 10 inch and 6 inch lines. There are still several 4 inch and 2 inch water mains in service.

Storage is provided by means of the following facilities:

Ground level reservoir, East County and Seventh

Elevated storage tanks:

Monett City Park	475,000 gal.
Monett Industrial Park	1,000,000 gal.
North Fourth Street	1,000,000 gal.

The latter two tanks were installed in 1965.

DEVELOPMENT OF THE PLAN

Community Facilities

Utilities

Planning Proposals Discussed. Although six-inch local water mains ordinarily provide an adequate supply to the residential service lines tapped into them, the City now requires that all water mains be at least eight inches in diameter; the purposes of the larger pipe size are the improvement of pressure and supply for fire fighting purposes and, often, improvement of circulation in areas larger than a single subdivision. For these reasons, it is the City's policy to contribute equitably to the additional cost of mains occasioned by their being larger than six inches in diameter.

DEVELOPMENT OF THE PLAN

Central Business District Plan

General Procedure for Developing the Central Business District Plan

The plan for the central business district is based on considerations relating to the general appearance of the central business district, the nature and extent of its commercial activity, the condition of structures, the use of land, the condition and adequacy of streets, and parking conditions.

Location and Appearance of the Central Business District

Monett's central business district is considered herein to be the ten-block area bounded by 7th Street on the east, Front Street on the south, 2nd Street on the west and a line midway between Bond and Cale on the north. Broadway is the most important street in the central business district, and the main shopping area fronts along both sides of Broadway.

The central business district is moderately attractive. Most of the buildings are old, two story, brick buildings, the fronts of some of which have been improved. In some cases, however, these improvements are old, and more improvements need to be made. Other than improved store fronts, there are no aesthetic or significant points of interest. The general impression is that of an old, generally well maintained and serviced central business district, lacking in aesthetic appeal and general interest.

Relationship to Physical Features

The most important natural physical feature of the central business district is Kelly Creek, which is contained in an improved channel generally following the alley between Front Street and Broadway from 6th Street to the half block between 4th Street and 3rd Street, where it angles sharply to the south of Front Street. The channel interferes with traffic, and loading in an area of factories and retail stores which require off-street access for servicing.

Existing Land Use

The central business district includes a wide variety of land uses. A grouping of similar types of land uses has developed. Generally, manufacturing, warehousing, and utility facilities front on Front Street. Retail sales, eating and drinking establishments, financial institutions, and theaters front on Broadway. The south side of Bond Street is occupied by parking and automobile sales and repair establishments, with the exception of City Hall, while most of the north side of Bond Street is used for multifamily dwellings.

DEVELOPMENT OF THE PLAN
Central Business District Plan

Street and Traffic Conditions

Most of the streets in the central business district, except Broadway, which is 80 feet wide, have 60-foot rights-of-way. All are paved, curbed, and guttered. Most blocks are developed with sidewalks around the block, except that there are no sidewalks along the south side of Front Street and only intermittently on the north side of the street.

All streets carry two way traffic and permit street parking on both sides of the street. Angle parking is permitted on Broadway; parallel parking is permitted on all other streets.

The heaviest traffic flow is from east to west, particularly along Broadway. Traffic signals at each intersection are not synchronized, and traffic moves slowly through the downtown area. Sidewalks and traffic signals facilitate and protect the pedestrian.

Business Activity

Monett's economic growth during the past decade is summarized by year for which data is readily available.

category	year			
	1958	1960	1967	1970
bank deposits		\$7,803.2 ^a		\$16,520.5 ^a
savings and loans		\$2,092.9 ^a		\$4,557.4 ^a
no. industrial employees		1,447.0		1,952.0
annual industrial payroll		\$3,922.6 ^a		\$12,280.5 ^a
no. retail establishments	129.0		115	
total retail sales	\$12.3 ^a		\$17.0 ^a	
no. service establishments	56.0		82.0	
total receipts: services	\$2.7 ^a		\$1.3 ^a	

^a amounts in \$1,000.

Increases have occurred in all categories except receipts from selected services which declined from 1958 to 1967 according to U.S. Census of Business data. This decline was also reflected in the decline in the number of employees and the annual payroll. The increase in the number of establishments during the same period that receipts, number of employees, and amount of payroll declined suggested an increase in small establishments.

DEVELOPMENT OF THE PLAN

Central Business District Plan

Most of Monett's commercial establishments are located in the central business district. There is no shopping center outside downtown. There is a strip commercial development along 9th Street, and there are individual enterprises of various kinds spotted around the planning area.

Not only is the downtown area the only shopping center in Monett, it also serves as a trading center for all of Barry County and parts of Jasper, Newton, McDonald, Stone, and Lawrence Counties. This trading area, however, is also served by Springfield and Joplin, Missouri. Monett is approximately equidistant (45 miles) from both of these cities. Springfield, particularly, draws a substantial amount of the comparative shopping goods trade. The substantial increase in service establishments from 1958 to 1967 (57 to 82), while the number of retail trade establishments remained the same, suggests a trend toward the growing importance of Monett as a regional service center.

Property Values

A good indication of the stability of property values in the central business district is the vacancy ratio. Although historical statistics specifically relating to this area are not readily available, the current vacancy ratio of ground floor area along both sides of Broadway from 2nd to 6th Streets is 5.8 percent.¹ The ground floor of only four structures was found to be vacant. Generally, the second floor is vacant or used as storage. In a few structures offices or apartments occupy the second floor.

Another indication of the value of the central business district is the increase in the City's tax rate from 70¢ per \$100 assessed value in 1960 to 86¢ in 1968. The City's total assessed value increased from \$5,800,000 in 1960 to \$7,400,000 in 1968. This is an increase of 28 percent, or an annual average increase of 3 percent. This compares favorably with the percent of increase in the gross assessed value of locally assessed real property for the State of Missouri for an eight-year period from 1959 through 1966 was 1.5 percent. The new Gillioz Bank and Drive-in, scheduled for completion in July, 1972, will add a great deal to both the value and appearance of the central business district.

Parking Facilities

There are two public off-street parking lots in the downtown area. Both of these lots are owned and operated by the City. The west side lot at the southwest corner of 6th and Broadway has 50 spaces; the east side lot at 2nd and Bond has 48 spaces. The east side lot has a two hour limit and is heavily used.

¹ Source: Land Use Survey, 1971.

DEVELOPMENT OF THE PLAN
Central Business District Plan

Planning Proposals Discussed

A change in the street pattern and traffic flow has been proposed. Traffic is planned to move in one direction around the downtown super block between 3rd Street and 5th Street and Front and Bond Streets. Within the super block Broadway is proposed to be narrowed to permit only emergency traffic, the sidewalk broadened, and sidewalk furniture and plantings installed. Traffic patterns and street improvements are proposed to be extended to the east and west of the downtown area. Parking in the rear of the shops fronting Broadway is proposed to take the place or supplement the existing city owned lots.

Housing Study and Neighborhood Analysis

As part of the work of developing the Comprehensive Plan, studies were made of housing problems and neighborhood conditions in Monett. These studies are described in the following reports, which were prepared for and submitted to the Monett City Planning and Zoning Commission:

Housing Study for Monett, Missouri

January 20, 1970

Neighborhood Analysis, Monett, Missouri

January 20, 1970

IMPLEMENTATION OF THE PLAN

General

After the Comprehensive Plan has been prepared and adopted, the question logically arises as to how it can be implemented. Mainly, the Plan is implemented through the developing of land and constructing of facilities by private citizens and firms and public agencies. How the land is developed is governed to a considerable degree by the various regulatory measures and public programs that the City of Monett adopts to guide this development.

Regulatory Measures

Zoning Regulations

The Comprehensive Plan sets forth policy for the development of land in the Monett planning area, whereas the zoning regulations establish detailed regulations governing the uses to which land may be put within the planning area and set forth the conditions under which the land may be used. The Comprehensive Plan sets forth the long-range development goals of the City. Zoning, on the other hand, is concerned primarily with the way in which land is used now and in the comparatively near future. For example, land which is now in residential use, but which is indicated on the Plan to be used ultimately for commercial purposes, may be zoned for residential purposes. As the need for commercial development approaches, the zoning may be changed from residential to commercial. Zoning, to be sound, should be based firmly on the Comprehensive Plan. For City policy on the relationship between the zoning map and the land use element of the Comprehensive Plan, see page 8 of the Comprehensive Plan text.

Revised zoning regulations for the City of Monett have been prepared and are under study by the Monett Planning and Zoning Commission* and Monett City Council. A public hearing on the proposed regulations was held June 3, 1971.

Subdivision Regulations

Subdivision regulations govern the manner in which land may be subdivided, by establishing minimum design and improvement standards with which a subdivider

* Referred to as the Planning Commission in the remainder of this report.

IMPLEMENTATION OF THE PLAN

Subdivision Regulations

must comply before land can be platted and sold for development purposes. The regulations also divide the responsibility for providing improvements between the subdivider and the City. Every subdivision plat of land within the City must be approved by the City Council before it can be placed of record in the office of the recorder of deeds of the County in which it is located. When the Planning Commission has adopted the Comprehensive Plan, or the thoroughfares element of the Plan, then all plats of land within the City must be submitted to the Planning Commission for recommendation and report to the City Council before action by the Council.

Subdivision regulations for the City have been prepared as part of the planning program; they were considered at a public hearing on June 3, 1971, and are under study by the Planning Commission and the City Council.

Capital Improvement Program and Budget

A municipal capital improvement program is a long-range scheduling (on the basis of the Comprehensive Plan) of needed permanent municipal improvements. A capital improvement budget is a more detailed schedule for a shorter period and includes proposals for the financing of the projects.

A capital improvement program covering the 18-year period 1971-1989 and a capital budget covering the six-year period 1971-1977 have been prepared as part of the current planning program.

To be effective, the capital improvement program and budget should each year be reviewed and projected ahead for an additional year, thus keeping in view the City's capital needs and resources for the selected time periods.

Referral to the Planning Commission

An effective means of implementing the Comprehensive Plan is the referral of all proposals for major public improvements and other actions affecting the physical development of the planning area to the Planning Commission for review before such improvements or actions are undertaken.

The state law under which this plan was prepared provides in part as follows:

Whenever the commission adopts the plan of the municipality or any part thereof, no street or other public facilities, or no public utility, whether publicly or privately owned, and, the location, extent and character thereof having been included in the recommendations and proposals of the plan or portions thereof, shall be constructed or authorized in the municipality until the location, extent and character thereof has been submitted to and approved by the plan commission. . . . The acceptance, widening, removal extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land for, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled. (89.380).

IMPLEMENTATION OF THE PLAN
Referral to the Planning Commission

The law also provides (1) that failure of the planning commission to act within 60 days after official submission to it shall be deemed approval and (2) the city council or other board having jurisdiction may overrule the planning commission's disapproval by a vote of not less than two-thirds of the council's or board's entire membership. (89.380).

This provision can help the Planning Commission insure that such improvements are in compliance with the intent of the Comprehensive Plan.

Public Support

Before the Plan can be effectively implemented, it must be understood and generally accepted by the public as being official public policy for the development of the the community. The public's understanding, acceptance, and active support are necessary for the success of the Comprehensive Plan in its function of guiding the development of the community.

Recommendations for Administration of Continuing Planning Program

Following are the consultant's recommendations for administration of a continuing planning program.

It is recommended:

1. that Comprehensive Plan reports be distributed through a subscription service arrangement under which revisions of the Plan would be automatically provided to subscribers.
2. that the City Council refer all matters affecting the physical development of the planning area to the Planning Commission for review and report and that the Planning Commission encourage the Monett Public Schools to do likewise.
3. that the Planning Commission check for conformance with the Comprehensive Plan all matters affecting the physical development of the City that come before it.
4. that the Planning Commission not recommend or approve and the City Council not approve any such matters that do not conform with the Plan.
5. that the Comprehensive Plan be reviewed regularly and revised in the same manner in which it was originally approved and adopted:
 - a. three months after initial approval,

IMPLEMENTATION

Recommendations for Administration of Continuing Planning Program

b. six months thereafter, and

c. each year thereafter, at a regular time.

6. that the Planning Commission be provided with continuing clerical assistance for maintaining files and preparing agendas and minutes.

7. that the Planning Commission employ continuing professional planning consulting assistance for guidance on subdivision plats, zoning amendments, Comprehensive Plan amendments, and similar matters outside the scope of federally-assisted planning programs.

8. that the Planning Commission conduct a continuing program of public education on the work and objectives of the Commission.