

AGENDA

I. Call to Order

II. Pledge of Allegiance

III. Approval of the Agenda

IV. Regular Business

- A. Discussion: Art Committee Initiatives
- B. Discussion: B-LEDA Member
- C. Discussion: Commemorating the 250th Anniversary of the United States – Promoting the Freedom Silo and Freedom Park
- D. Discussion: Replat of the Dar-A-Con Minor Subdivision
- E. Discussion: Draft on the Future Land Use Map
- F. Discussion: From SMOG: Draft Version of the Monett Comprehensive Plan
- G. Discussion: The Monett Core Conservation District
- H. Discussion: The updated Opportunity Zones Revision 2.0

V. Council Comments

VI. Informational Items

VII. Closed Session Notice: Council will convene into closed session pursuant to Section 610.021, RSMo., Subsections (1) to discuss legal matters.

VIII. Adjournment



James R. Burke, Mayor
Ken Gaspar, Commissioner • Darren Indovina, Commissioner
Mickey Ary, City Administrator

www.cityofmonett.com
217 Fifth Street • Monett, Missouri 65708
(417) 235-3763

Staff Report

To: Mayor & Commissioner

From: City Administrator

Date: April 23, 2026

Re: Formation of the Monett Art Commission by the City Council

GENERAL INFORMATION

The City of Monett is a talented city regarding the arts. The city has a variety of arts opportunities presented in various formats. This includes plays, concerts, and artwork. The arts can be an economic development tool to attract local residence and regional guests. The Freedom Silo mural is an iconic structure with national appeal.

PROPOSAL

Intentionally draw individuals and organizations which participate in various forms of art to work in collaboration for the betterment of Monett and the region. There are currently organizations which provide orchestra concerts, large musical gatherings, community theater, small concert venues, artworks, and spoken presentations. The purpose would be a central gathering point for information sharing and coordination of the arts for Monett.

Following the model of other cities to enhance the arts. Raymore, Missouri has an excellent program to enhance the arts for the community. <https://www.raymore.com/residents/the-arts-in-raymore> Items the art commission focuses on in Raymore which could be used as a model.

- **Raymore City Hall Council Chamber Gallery.** Display and sell your original art in the Chamber Gallery.
- **Power of Perspectives Art Competition.** Participate in this annual competition and awards reception.
- **Concerts at Hawk Ridge Park Amphitheater** on the second Friday night of the month, June through October (free admission, bring your own drinks, snacks, chair/blanket).
- **Hosting the 50+ piece band Sounds of South Kansas City Community Band**



- **Public art.** The commission hosts permanent and rotating public art in Raymore parks & public spaces.
- **Station Stop Art Party.** This hands-on art festival for children

Monett currently has several of the above programs. The Monett Art Commission would not host or sponsor the current events because each has their own governing boards or organizations. The promotion of the events would be a collaborative effort with the Art Commission and the hosting organization. Other organizations such as the Historic Gillioz Center for Arts & Entertainment would be reached out as possible partners. The Monett Artist Guild is another example of a current organization which provides theatrical productions. Both organizations have shown interest in working with a Monett Art Commission.

A key item to the success of the Monett Art Commission is viable venues and areas for art displays. The City Hall Auditorium is one such possible venue. Other venues for the city are the Jerry D. Hall Pavilion, Monett Performing Arts Center, South Park, and other private businesses. The City Hall Auditorium is in need of repairs.

As municipalities increase their art culture there are items to consider. The uses by permit are within a designated art area. This may include open container alcohol, service of alcohol on city property, and special use of streets. Art walks are popular attractions within a designated art area.

RECOMMENDATION

Formation of a Monett Art Commission by resolution as an administrative action. Resolution would be drafted if Council chooses to pursue the Monett Art Commission concept.

ATTACHMENTS

- Cost estimate for auditorium elevator
- Cost estimate for HVAC in auditorium

Repair Work Order



MONETT CITY HALL

February 17, 2026

Purchaser: CITY OF MONETT
Address: 217 5TH ST
MONETT, MO 65708-2310

Location: MONETT CITY HALL
Address: 217 5TH ST
MONETT, MO 65708-2310

Purchaser authorizes TK Elevator Corporation (referred to as "TK Elevator" hereafter) to perform the following work on the equipment and at the location described above, in exchange for the sum of **Twenty Five Thousand Five Hundred Three Dollars and Twenty Three Cents (\$25,503.23)** pursuant to the terms and conditions contained in this Work Order (the "Work Order"). Until Purchaser provides an applicable and properly completed tax exemption certificate, Purchaser will be billed not only the price set forth in this Work Order but also all applicable sales tax.

If not accepted with (30) thirty calendar days of the date presented to Purchaser, this Work Order shall automatically be revoked and shall be null and void.

Summary:

Elevator	TKE ID	Description	Repair category
LOBBY	US51725	Repairs	Operational

For further information, please see a detailed Scope of Work on the pages that follow.

In the event you have any questions regarding the content of this Work Order please contact me at -.

We appreciate your consideration.

Regards,

Joshua Schroeder
TK Elevator Corporation
5247 N 23rd St
Ozark MO 65721
josh.schroeder@tkelevator.com | -

Notice:

No permits or inspections by others are included in this work, unless otherwise indicated herein. Delivery and shipping is included. All work is to be performed during regular working days and hours as defined in this Work Order unless otherwise indicated herein.

Repair Work Order



Scope of Work

Repairs

TK Elevator will furnish labor and materials to perform repair work on the above referenced elevator. Labor provided will include a certified elevator mechanic and be an estimated three (3) crew days. Materials provided shall be in compliance of ASME code standards.

This work shall include the following materials and adjustments as applicable:

- up to 15 gallons of hydraulic oil
- replacement of pick-up rollers
- replacement of clc battery
- replacement of 6V battery
- replacement of car guides
- alignment of rails
- adjustment of door clutch
- adjustment of cab steadiers

*Phone equipment troubleshooting will be provided to identify correlated issues. The existing phone does not have voltage.

TK Elevator will perform an inspection upon completion of work with the customer's third party inspection company. The customer will be responsible for any related inspection fees.

No other work is represented by this proposal.

Payment Terms

50% of the price set forth in this Work Order will be due and payable as a non-refundable initial progress payment within 10 days from TK Elevator's receipt of a fully executed copy of this Work Order. This initial progress payment will be applied to any applicable project management, permits, engineering, drawings and material procurement. Material will be ordered once this payment is received and the parties have both executed this Work Order.

The remaining 50% of the price set forth in this Work Order and any fully executed change orders shall be due and payable at the time TK Elevator commences the work described in the Work Order. TK Elevator's receipt of this final payment is a condition precedent to TK Elevator's return of the equipment described in this Work Order to the full operation and use and Purchaser agrees to waive any and all claims to such operation and use until such time as that payment is made in full.

The price of this Work Order includes all value added taxes, tariffs, duties, and similar charges imposed on TK Elevator as of the date of execution of this Work Order. The price of this Work Order is subject to escalation - even after Purchaser's acceptance of this Work Order - under certain circumstances. After the date of acceptance of this Work Order and in addition to the Work Order price, Purchaser is also responsible to pay TK Elevator for any new (or any increase in): (1) applicable value added taxes, tariffs, duties, and/or other charges imposed by applicable governmental authorities; (2) charges from its suppliers for any of the applicable materials and/or components due to (a) supply chain issues, (b) the imposition of applicable value added taxes, tariffs, duties or other charges by applicable governmental authorities; and/or (c) if the completion of work called for in this Work Order occurs after any milestone mentioned earlier in this Work Order; and/or (3) charges from TK Elevator's shippers and/or freight forwarders, all along with profit and overhead associated with those amounts. When any materials and/or components applicable to the work described in this Work Order are ready to ship, TK Elevator will provide Purchaser with a change order that includes such value added taxes, tariffs, duties and/or charges imposed by applicable government authorities and/or such charges from its suppliers and freight forwarders for any of the applicable materials and/or components as set forth above, along with profit and overhead associated with those amounts, which must be executed and fully paid for prior to and as a condition precedent to such shipment.

Repair Work Order



Purchaser agrees that TK Elevator shall have no obligation to complete any steps necessary to provide Purchaser with full use and operation of the affected elevator(s) until such time as TK Elevator has been paid 100% both of the price reflected in this Work Order and for any other work performed by TK Elevator or its subcontractors in furtherance of this Work Order. Purchaser agrees to waive any and all claims to the turnover and/or use of that equipment until such time as those amounts are paid in full. TK Elevator reserves the right to assign payments owed to TK Elevator under this Work Order.

Work order price:		\$25,503.23
Initial progress payment:	(50%)	\$12,751.62
Total due upon completion:	(50%)	\$12,751.62

Repair Work Order



Terms and Conditions

TK Elevator does not assume any responsibility for any part of the vertical transportation equipment other than the specific components that are described in this Work Order and then only to the extent TK Elevator has performed the work described above.

No work, service, examination or liability on the part of TK Elevator is intended, implied or included other than the work specifically described above. It is agreed that TK Elevator does not assume possession or control of any part of the vertical transportation equipment and that such remains Purchaser's exclusively as the owner, lessor, lessee, possessor, or manager thereof.

Unless otherwise stated herein, TK Elevator's performance of this Work Order is expressly contingent upon Purchaser securing permission or priority as required by all applicable governmental agencies and paying for any and all applicable permits or other similar documents.

It is agreed that TK Elevator's personnel shall be given a safe place in which to work. TK Elevator reserves the right to discontinue its work in the location above whenever, in its sole opinion, TK Elevator believes that any aspect of the location is in any way unsafe until such time as Purchaser has demonstrated, at its sole expense, that it has appropriately remedied the unsafe condition to TK Elevator's satisfaction. Unless otherwise agreed, it is understood that the work described above will be performed during regular working days and hours which are defined as Monday through Friday, 8:00 AM to 4:30 PM (except scheduled union holidays). If overtime is mutually agreed upon, an additional charge at TK Elevator's usual rates for such work shall be added to the price of this Work Order.

In consideration of TK Elevator performing the work described above Purchaser, to the fullest extent permitted by law, expressly agrees to indemnify, defend, save harmless, discharge, release and forever acquit TK Elevator, its employees, officers, agents, affiliates, and subsidiaries from and against any and all claims, demands, suits, and proceedings made or brought against TK Elevator, its employees, officers, agents, affiliates and subsidiaries for loss, property damage (including damage to the equipment which is the subject matter of this Work Order), personal injury or death that are alleged to have been caused by Purchaser or any others in connection with the presence, use, misuse, maintenance, installation, removal, manufacture, design, operation or condition of the vertical transportation equipment that is the subject of this Work Order, or the associated areas surrounding such equipment. Purchaser's duty to indemnify does not apply to the extent that the loss, property damage (including damage to the equipment which is the subject matter of this Work Order), personal injury or death is determined to be caused by or resulting from the negligence of TK Elevator and/or its employees. Purchaser recognizes, however, that its obligation to defend TK Elevator and its employees, officers, agents, affiliates and subsidiaries under this clause is broader and distinct from its duty to indemnify and specifically includes payment of all attorney's fees, court costs, interest and any other expenses of litigation arising out of such claims or lawsuits.

Purchaser expressly agrees to name TK Elevator along with its officers, agents, affiliates and subsidiaries as additional insureds in Purchaser's liability and any excess (umbrella) liability insurance policy(ies). Such insurance must insure TK Elevator, along with its officers, agents, affiliates and subsidiaries for those claims and/or losses referenced in the above paragraph, and for claims and/or losses arising from the negligence or legal responsibility of TK Elevator and/or its officers, agents, affiliates and subsidiaries. Such insurance must specify that its coverage is primary and non-contributory. Purchaser hereby waives the right of subrogation.

TK Elevator shall not be liable for any loss, damage or delay caused by acts of government, labor, troubles, strikes, lockouts, fire, explosions, theft, riot, civil commotion, war, malicious mischief, acts of God, or any cause beyond its control. TK Elevator Corporation shall automatically receive an extension of time commensurate with any delay regarding the work called for in this Work Order.

Should loss of or damage to TK Elevator's material, tools or work occur at the location that is the subject of this Work Order, Purchaser shall compensate TK Elevator therefor, unless such loss or damage results solely from TK Elevator's own acts or omissions.

If any drawings, illustrations or descriptive matter are furnished with this Work Order, they are approximate and are submitted only to show the general style and arrangement of equipment being offered. Work Order.

Purchaser shall bear all cost(s) for any reinspection of TK Elevator's work due to items outside the scope of this Work Order or for any inspection arising from the work of other trades requiring the assistance of TK Elevator.

Purchaser expressly agrees to waive any and all claims for consequential, special or indirect damages arising out of the performance of this Work Order and specifically releases TK Elevator from any and all such claims.

A service charge of 1.5% per month, or the highest legal rate, whichever is less, shall apply to delinquent accounts. In the event of any default of any of the payment provisions herein, Purchaser agrees to pay, in addition to any defaulted amount, any attorney fees, court costs and all other expenses, fees and costs incurred by TK Elevator in connection with the collection of that defaulted amount.

Purchaser agrees that this Work Order shall be construed and enforced in accordance with the laws of the state or province (as applicable) where the vertical transportation equipment that is the subject of this Work Order is located and consents to jurisdiction of the courts, whether state, provincial or Federal as applicable, located there as well that to all matters and disputes arising out of this Work Order. Purchaser further agrees to waive trial by jury for all such matters and disputes.

The rights of TK Elevator under this Work Order shall be cumulative and the failure on the part of the TK Elevator to exercise any rights given hereunder shall not operate to forfeit or waive any of said rights and any extension, indulgence or change by TK Elevator in the method, mode or manner of payment or any of its other rights shall not be construed as a waiver of any of its rights under this Work Order.

In the event any portion of this Work Order is deemed invalid or unenforceable by a court of law, such finding shall not affect the validity or enforceability of any other portion of this Work Order. This Work Order shall be considered as having been drafted jointly by Purchaser and TK Elevator and shall not be construed or interpreted against either Purchaser or TK Elevator by reason of either Purchaser or TK Elevator's role in drafting same.

In the event Purchaser's acceptance of the work called for in this Work Order is in the form of a purchase order or other kind of document, the provisions, terms and conditions of this Work Order shall exclusively govern the relationship between TK Elevator and Purchaser with respect to the work described herein.

Acceptance

Purchaser’s acceptance of this Work Order will constitute exclusively and entirely the agreement for the work herein described. All prior representations or agreements regarding this work, whether written or verbal, will be deemed to be merged herein, and no other changes in or additions to this Work Order will be recognized unless made in writing and properly executed by both parties. No agent or employee of TK Elevator shall have the authority to waive or modify any of the terms of this Work Order without the written approval of an authorized TK Elevator manager.

This Work Order specifically contemplates work outside the scope of any other contract currently in effect between the parties; any such contract shall be unaffected by this Work Order.

To indicate acceptance of this work order, please sign and return one (1) original of this agreement to the branch address shown below. Upon receipt of your written authorization and required materials and/or supplies, we shall implement the work called for in this Work Order.

CITY OF MONETT (Purchaser):		TK Elevator Corporation Management Approval	
By:		By:	
(Signature of Authorized Individual)		(Signature of Branch Representative)	
(Print or Type Name)		Adam Rinn Branch Manager	
(Print or Type Title)			
(Date of Acceptance)		(Date of Execution)	

Please contact _____ to schedule work at the following phone number _____



REPAIR DOWN PAYMENT REQUEST
CITY OF MONETT
217 5TH ST
MONETT MO, 65708-2310

Date	Terms	Reference ID	Customer Reference # / PO
February 17, 2026	Immediate	TK-2026-00431083	
Total Contract Price:			\$25,503.23
Down Payment:			(50%) \$12,751.62

For inquiries regarding your contract or services provided by TK Elevator, please contact your local account manager at -. To make a payment by phone, please call 678-4242108 with the reference information provided below.

Current and former service customers can now pay online at:
<https://secure.billtrust.com/tkelevator/ig/one-time-payment>

Thank you for choosing TK Elevator. We appreciate your business.

Please detach the below section and provide along with payment.

Customer Name: CITY OF MONETT
Location Name: MONETT CITY HALL
Customer Number: 36486
Quote Number: 2026-2-2042687

Reference ID: TK-2026-00431083

Remittance Amount: \$12,751.62

Remit To:
TK Elevator
PO Box 3796
Carol Stream, IL
60132-3796

For overnight checks,
please send to:

Deluxe
TK Elevator 3796
5450 N. Cumberland Ave.
Chicago, IL 60656



Repair Completion Notice to be signed at job completion

Date: _____
Repair Job #: _____

Building Name: MONETT CITY HALL
Street Address: 217 5TH ST
City State, Zip: MONETT, MO 65708-2310

Dear ,

Thank you for allowing us the opportunity to perform the repair job listed above.
We have completed the work as outlined in job # _____ and the unit is now up and running. You will receive a final bill for this work shortly.

We hope your experience was exceptional and look forward to serving you in the future. If you have any questions about the repair work or your service agreement, please check one of the boxes under "Follow-Up Request" and the appropriate person will contact you soon.

Customer Representative

Customer Name: _____

Print or Type Name

Customer
Signature: _____

Signature of Authorized Individual

Title: _____

Print or Type Title

Date: _____

Date of acceptance

Customer Email: _____

Customer Email

TK Elevator Representative

Name: _____

Joshua Schroeder

Print or Type Name

Signature: _____

Signature of Authorized Individual

Title: _____

Account Manager

Print or Type Title

Date: _____

Follow Up Request

If you would like a manager or department representative to contact you, please check one of the following:

☐ Sales Department

☐ Service Department

☐ Branch Manager

☐ Repair Department

Phone Number

Comments:



QUOTE ID: 461
SERVICE City of Monett
LOCATION:
STREET: 217 5th Street
CITY: Monett, MO 65708

CONTACT: Invoicing ext:2410
accountspayable@monettmo.gov
DATE SUBMITTED: 04/14/2026
PREPARED BY: --

DESCRIPTION:

City Of Monett- City Hall- AH#3 (2nd floor attic) blower motor bracket replacement

SCOPE OF WORK:

Access AH#3 in the 2nd floor attic space. Remove blower motor to gain access to the blower motor bracket. Replace the cracked/defective blower motor bracket. reinstall motor and verify overall operation after repairs have been made.

ITEM	TOTAL
Labor Regular Time	
motor bracket	
Shipping	
Total	\$2,265.16

SIGNATURE

PRINT NAME

DATE

TERMS AND CONDITIONS

1.
 1. Applicable sales tax and freight are included.
 2. Prices are valid for 15 days from this date.
 3. If bond required add 1%.
 4. Payment terms are net thirty days.
 5. This proposal includes only those services and/or repairs specified above. If additional services are required, the additional parts, labor, material, will be done on a time and material basis after customer's approval or quoted separately.
 6. The above quote is subject to progress billing for any stored materials.



QUOTE ID: 466
SERVICE City of Monett
LOCATION:
STREET: 217 5th Street
CITY: Monett, MO 65708

CONTACT: Invoicing ext:2410
accountspayable@monettmo.gov
DATE SUBMITTED: 04/15/2026
PREPARED BY: --

DESCRIPTION:

City Of Monett- City Hall AH#1 blower motor replacement (2nd floor attic)

SCOPE OF WORK:

Isolate power on AH#1 in the 2nd floor attic space. Remove and replace the supply blower motor due to having bad bearings. Reconnect wiring to new motor and power up unit. Verify proper operation after repairs have been made.

ITEM	TOTAL
Labor Regular Time	
OEM blower motor	
Shipping	
Total	\$2,609.90

SIGNATURE

PRINT NAME

DATE

TERMS AND CONDITIONS

1.
 1. Applicable sales tax and freight are included.
 2. Prices are valid for 15 days from this date.
 3. If bond required add 1%.
 4. Payment terms are net thirty days.
 5. This proposal includes only those services and/or repairs specified above. If additional services are required, the additional parts, labor, material, will be done on a time and material basis after customer's approval or quoted separately.
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Mickey Ary, City Administrator

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Staff Report

To: Mayor & Commissioner

From: City Administrator

Date: April 23, 2026

Re: Barry-Lawrence Economic Development Alliance

GENERAL INFORMATION

The Springfield Area Chamber of Commerce has revitalized the Ozark Regional Economic Partnership (OREP) to ensure the region is developing strong economic development collaboration. OREP is comprised of ten (10) counties of which Barry & Lawrence are included. OREP is made up of regional partnerships and alliances which represent geographical regions. Most of the partnerships are connected by the counties. The only three counties within OREP which have no partnership or alliance is Dade, Barry, & Lawrence Counties. The idea of a regional partnership has been discussed over the years. The renewal and focus of OREP has sparked interest in the formation of the Barry-Lawrence Economic Development Alliance (B-L EDA). The concept was discussed in September 2025 with area leadership from municipalities, regional chamber leadership, and county leadership. On October 30 the initial gathering of the proposed concept was attended by 40 state, regional, and local organizations. A committee was formed to draft a charter and later by-laws for the Barry-Lawrence Economic Development Alliance. Those documents and a participation agreement have been completed. On March 6, 2026, the charter of the B-L EDA was presented. The B-L EDA is reliant on collaboration between the county leadership, chamber leadership, and city leadership.

The B-L EDA Committee has chosen to slow the process and gain clarity on the benefits and strategy associated with partnering. Tuesday May 5 has been set for a work session to define strategy for the B-L EDA.

The cities of Cassville and Aurora have conducted open meeting discussions about the B-L EDA. Barry County has discussed the concept and has appointed the Presiding Commissioner as the lead. Lawrence County has discussed without defined action.



Three of the B-L EDA Committee attended the OREP meeting on Wednesday April 8, 2026. An elected official from the City of Mount Vernon with knowledge of B-L EDA and OREP was also present.

PROPOSAL

Council to read the charter, by-laws, and participation agreement. Discussion on the concept.

RECOMMENDATION

Staff is recommending the City of Monett be an active member with Barry-Lawrence Economic Development Alliance and with Ozark Regional Economic Partnership.

ATTACHMENTS

- Charter, By-Laws, Participation Agreement for Barry-Lawrence Economic Development Alliance

REVISED from meeting 3/6/2026

REVISED from meeting 2/11/2026

Barry–Lawrence County Economic Development Alliance

I. Purpose and Formation

A. Purpose

Establish the Barry–Lawrence County Economic Development Alliance (“the Alliance”) to coordinate economic development efforts across Barry and Lawrence Counties through a unified, professional, and regionally aligned framework.

B. Intent

The Alliance is intended to:

1. Strengthen collaboration among counties, cities, and partners;
2. Improve business retention, expansion, and attraction outcomes;
3. Align local economic development efforts with regional strategies;
4. Preserve local authority while benefiting from shared strategy and coordination.

II. Regional Alignment

A. Relationship to OREP

The Alliance shall operate in coordination with the Ozarks Regional Economic Partnership (OREP) to ensure:

1. Consistent use of regional data and analytics;
2. Coordinated response to business prospects when appropriate;
3. Alignment with regional marketing, site readiness, and workforce initiatives;
4. Avoidance of counterproductive competition among local jurisdictions.

B. Regional Mindset

The Alliance recognizes that economic success in one community contributes to the overall strength of the region.

III. Mission and Scope

A. Mission Statement

To collaboratively advance economic opportunity in Barry and Lawrence Counties by supporting existing businesses, attracting new investment, aligning workforce development, and coordinating infrastructure readiness through a unified regional approach.

B. Geographic Scope

The Alliance serves:

- Barry County and Lawrence County;
- Cities within both counties, including Cassville, Monett, Aurora, and Mt. Vernon;
- Unincorporated areas and eligible economic development sites.

IV. Membership and Participation

A. Participating Entities

Participation may include:

- County governments;
- Municipal governments;
- Chambers of Commerce;
- Economic development organizations;
- Workforce, education, and infrastructure partners;
- Utilities and other public or nonprofit entities aligned with the Alliance's mission.

B. Participation Expectations

Membership expectations, voting rights, and other duties (if any) shall be defined in bylaws or operating policies.

V. Governance Structure

A. Board Composition (Seven Members)

The Alliance shall be governed by a seven-member Board consisting of:

1. One representative from the City of Cassville
2. One representative from the City of Monett
3. One representative from the City of Aurora
4. One representative from the City of Mt. Vernon
5. One representative appointed by the Barry County Commission
6. One representative appointed by the Lawrence County Commission
7. One at-large member representing Education/Workforce

B. Governance Principles

The Board shall operate under principles of:

- Balanced geographic representation;
- Transparency and professionalism;
- Respect for local authority;
- Confidential handling of business prospect information;
- Clear conflict-of-interest standards.

C. Officers and Committees

Officers, terms, and any standing committees shall be defined in bylaws.

VI. Strategic Focus Areas

The Alliance shall focus on a limited number of shared priorities:

- **Business Attraction and Site Development**
Alignment of sites, infrastructure readiness, and marketing materials.

- **Infrastructure and Workforce Readiness Advocacy**
Support for investments in utilities, transportation, broadband, and industrial readiness.
- **Regional Data and Marketing Coordination**
Use of consistent data, metrics, and messaging aligned with regional standards.

VII. Business Prospect and Lead Management

A. Protocols

The Alliance shall adopt written protocols addressing:

- Receipt and tracking of business inquiries;
- Coordination with OREP on regional prospects;
- Fair sharing of opportunities among communities;
- Confidentiality and ethical standards.

VIII. Performance Measures and Reporting

A. Key Metrics

The Alliance shall track outcomes such as:

1. Jobs created or retained;
2. Capital investment;
3. Business engagement activities;
4. Workforce and site readiness improvements.

B. Reporting

An annual summary of activities and outcomes shall be prepared and shared with participating entities.

IX. Communication and Branding

A. Unified Identity

The Alliance shall maintain consistent branding and messaging reflecting:

1. Business opportunity;
2. Community success;
3. Regional collaboration.

B. Public Communication

Clear communication protocols shall guide public announcements, marketing efforts, and stakeholder updates.

X. Review and Amendment

A. Review Cycle

The charter and strategic priorities shall be reviewed periodically, no less than two years.

B. Amendments

Amendments may be made with approval of the Board under procedures defined in the bylaws.

Intergovernmental Partnership Agreement

I. Formation of the Alliance

The undersigned governmental entities and participating organizations hereby establish the **Barry–Lawrence County Economic Development Alliance (“the Alliance”)** as a voluntary regional collaboration to coordinate economic development activities across Barry and Lawrence Counties. The Alliance is formed in recognition that sustainable economic growth is strengthened through regional cooperation while preserving the unique identity and authority of individual communities.

II. Shared Principles

- Economic development is essential to the long-term economic health and quality of life in Barry and Lawrence Counties.
- Regional cooperation enhances the ability of communities to attract investment and opportunity.
- Individual community identity and local decision-making authority must be respected and preserved.
- Shared data, communication, and coordination strengthen regional competitiveness.
- Workforce development, infrastructure readiness, and business investment are interconnected drivers of economic success.

III. Purpose of the Alliance

1. Coordinate economic development activities among Barry and Lawrence Counties and participating communities.
2. Support business retention, expansion, and attraction initiatives.
3. Promote infrastructure and workforce readiness necessary for economic growth.
4. Foster collaboration among government, education, business, and workforce partners.
5. Align local economic development strategies with regional initiatives led by the Ozarks Regional Economic Partnership.

IV. Relationship to Ozarks Regional Economic Development

The Alliance recognizes the value of regional collaboration and intends to coordinate with the **Ozarks Regional Economic Partnership (OREP)** when appropriate. This coordination may include:

- Participation in regional data initiatives
- Collaboration on business recruitment opportunities
- Sharing of regional economic information
- Alignment with regional workforce and infrastructure priorities

VI. Participation

Participation terms and voting rights shall be defined in the Alliance Bylaws. Participation in the Alliance may include:

- Barry County
- Lawrence County
- Cities and municipalities within both counties
- Chambers of Commerce
- Economic development organizations
- Workforce and education partners
- Utilities and infrastructure providers

VII. Duration

This agreement shall remain in effect unless modified or withdrawn by participating entities. Participating entities may withdraw with written notice to the Alliance Board.

VIII. Review

The Alliance Agreement and Charter shall be reviewed periodically to ensure continued alignment with economic development priorities.

IX. Execution

By signing this agreement, participating entities affirm their commitment to collaborative regional economic development and the shared objectives of the Alliance.

Partnership Organization

Date

Barry–Lawrence County Economic Development Alliance Bylaws

Article 1 — Board of Directors

The Alliance shall be governed by a seven-member Board consisting of:

1. City of Cassville representative
2. City of Monett representative
3. City of Aurora representative
4. City of Mt. Vernon representative
5. Barry County Commission appointee
6. Lawrence County Commission appointee
7. One Education/Workforce representative

Article 2 — Officers

Terms of office shall be one year and rotate unless otherwise determined by the Board by vacancy need. The Board shall elect officers including:

Chair
Vice Chair
Secretary

Article 3 — Meetings

The Board shall meet each month with a quarterly meeting of the Alliance total membership. Special meetings may be called by the Chair or by a majority of Board members.

Article 4 — Quorum

A majority of the Board shall constitute a quorum for conducting business.

Article 5 — Voting

Each Board member shall have one vote. Decisions shall be made by a majority vote of members present unless otherwise specified.

Article 6 — Conflict of Interest

Board members shall disclose any conflicts of interest related to economic development projects or prospect activity. Members with a conflict shall abstain from related votes.

Article 7 — Business Prospect Confidentiality

Information related to business prospects, site selection, or investment inquiries shall be treated as confidential and handled in accordance with established Alliance protocols.

Article 8 — Committees

The Board may establish committees to assist with Alliance priorities, including: Business Attraction, Workforce Development, and Infrastructure and Site Readiness.

Article 9 — Amendments

These bylaws may be amended by a two-thirds vote of the Board.

Barry–Lawrence County Economic Development Alliance

Article I — General

Section 1. Name

This organization shall be known as the **Barry–Lawrence County Economic Development Alliance (“the Alliance”)**.

Section 2. Purpose

The Alliance coordinates and advances a strong, competitive, and sustainable regional economy through collaboration among public, institutional, and community partners.

Section 3. Legal Compliance

The Alliance shall comply with all applicable local, state, and federal laws governing public entities and economic development activities.

Article II — Participation and Membership

Section 1. Eligibility

Participation may include:

- County governments
- Municipal governments
- Chambers of Commerce
- Educational and workforce institutions
- Utilities and infrastructure providers
- Other public or nonprofit partners aligned with the Alliance’s mission

Section 2. Representation

Each participating entity shall designate one official representative to serve as its voting member.

Section 3. Withdrawal

Any participating entity may withdraw from the Alliance with written notice.

Section 4. Removal

A participating entity may be removed by a two-thirds vote of the Board for actions inconsistent with the mission or principles of the Alliance.

Article III — Board of Directors

Section 1. Composition

The Alliance shall be governed by a seven-member Board as defined in the adopted Charter.

Section 2. Authority

The Board shall:

- Establish policy and strategic direction;
- Coordinate regional economic development efforts;
- Approve priorities, initiatives, and any expenditures;
- Ensure accountability to participating entities.

Section 3. Vacancies

Vacancies shall be filled by the original appointing entity.

Section 4. Conflict of Interest

Board members shall disclose any conflicts of interest and abstain from discussion or voting where appropriate.

Article IV — Officers

Section 1. Officers

The Board shall elect the following officers:

- Chair
- Vice Chair
- Secretary

(Treasurer role removed unless financial structure evolves in the future.)

Section 2. Duties

Chair:

Presides over meetings, sets agendas, and provides leadership to the Alliance.

Vice Chair:

Performs duties of the Chair in their absence.

Secretary:

Maintains meeting records, minutes, and official documents.

Section 3. Terms

Officers shall serve one-year terms and may be re-elected.

Section 4. Removal

Officers may be removed by a two-thirds vote of the Board.

Article V — Meetings

Section 1. Regular Meetings

The Board shall meet no fewer than **quarterly**.

Section 2. Special Meetings

Special meetings may be called by the Chair or a majority of Board members.

Section 3. Quorum

A majority of Board members shall constitute a quorum.

Section 4. Notice

Reasonable notice shall be provided in advance of meetings, along with agendas and supporting materials when available.

Article VI — Committees

Section 1. Standing Committees

The Board may establish committees as needed, including:

- Business Attraction and Site Development
- Workforce and Education Alignment
- Infrastructure and Readiness

Section 2. Authority

Committees serve in an advisory capacity and shall not take independent action without Board approval.

Article VII — Financial Practices

(Scaled appropriately since there are no dues or staff)

Section 1. Financial Oversight

The Alliance may coordinate funding or resources for specific projects as approved by the Board.

Section 2. Expenditures

Any expenditures or financial commitments must be approved by the Board.

Section 3. Fiscal Responsibility

All financial activities shall be transparent and documented, with reports provided to participating entities as needed.

Article VIII — Business Prospect Confidentiality

All information related to business prospects, site selection, or economic development opportunities shall be treated as confidential and handled in accordance with Alliance protocols.

Article IX — Parliamentary Authority

The current edition of **Robert's Rules of Order** shall govern proceedings where not inconsistent with these bylaws.

Article X — Indemnification

To the fullest extent permitted by law, the Alliance shall indemnify its Board members and authorized representatives against liabilities incurred in good faith performance of their duties.

Article XI — Amendments

These bylaws may be amended by a two-thirds vote of the Board, provided prior notice of proposed changes is given.



Randy Burke, Mayor
Ken Gaspar, Commissioner • Darren Indovina, Commissioner
Mickey Ary, City Administrator

www.monettmo.gov
217 Fifth Street • Monett, Missouri 65708
(417) 235-3763

Staff Report

To: City Council
From: Community Development Department
Date: 4/20/2026
Re: Replat of the Dar-A-Con Minor Subdivision

GENERAL INFORMATION

On March 11th, 2026, local property owner Bruce Teter – who owns the lots that correspond to 1707 N. Central Ave. and 1709 N. Central Ave. on the north side of town – came to the Community Development Department’s office to discuss changing the boundary line between these to adjacent lots. For the sake of simplicity, we will refer to 1709 N. Central (the northern lot) as Tract A/Tract 1 and 1707 N. Central (the southern lot) as Tract B/Tract 2.

The City of Monett, among most other cities, allow for changes to individual lots/tracts of land through various processes – in Monett we utilize the Minor Subdivision process. In fact, in 2016 the previous owner of these two lots had followed this exact minor subdivision process to create the “Dar-A-Con Minor Subdivision” comprised of only these two tracts – assumedly with the intention of selling one of the two lots. Mr. Teter bought one of these lots, and more recently bought the other – now owning the entirety of the Dar-A-Con Minor Subdivision.

Mr. Teter’s intentions are change the line location that separates these two lots by moving the dividing property line approximately 38.88 feet south (this number may change between the writing of the staff report and the eventual Planning and Zoning Commission meeting). This will allow Mr. Teter to build a fourth storage building on the northern lot and maintain appropriate space between all structures in accordance with the 2018 International Building Code.

There should be no City-costing utility impact by this change as is required by the ordinances regarding Minor Subdivisions (attached for your reference to this staff report).

Of note: there are two lines in the Minor Subdivision ordinances that may appear to contradict themselves, which I hope to clarify for the Commission. Section 405.190(A) states that the *Applicability And Intent* of the article is to provide a method for subdivision where “the resulting lots shall not again be divided without replatting”. Later in the same Article, under Section 405.190(B)(2)(a)(10) the code states that “the lot to be subdivided has been previously created through the minor subdivision procedures of this Article.”



GENERAL INFORMATION, CONT.

This may seem contradictory, but our department would like to emphasize that we interpret these two lines together to state the following: “when an individual intends to change the boundary between two previously-subdivided lots, said individual must utilize the Minor Subdivision procedures again, effectively replacing it with the new Minor Subdivision, with the oversight from and approval of the Planning and Zoning Commission, in accordance with all other portions of the Minor Subdivision Procedure as indicated in Section 405.190.”

Further, the City has set precedent in the past on numerous occasions of this replatting process, especially when larger commercial lots are filled out with new development. Previous replatting include the Price Cutter Market Place Minor Subdivision, part of the Jones-Thomas Subdivision, and part of the Woodland Hills Subdivision.

On April 16th, 2026, the Planning and Zoning Commission met to consider for approval the replatting of the Dar-A-Con Minor Subdivision. The Minor Plat was recommended for approval by said Commission.

PROPOSAL

Mr. Bruce Teter, owner of all properties being considered for replatting, has requested the Planning and Zoning Commission consider his Replat of the Dar-A-Con Minor Subdivision, with a proposal to modify the property line between Lots 1 and 2 to be moved approximately 38.88 feet southwards, creating no outward, substantial, or infrastructure impacts upon the City of Monett.

RECOMMENDATION

The Planning and Zoning Commission recommends that the City Council approves the request to Replat the Dar-A-Con Minor Subdivision given that no substantial changes to the original minor subdivision, no City infrastructure will need to be constructed, and all other portions of the Minor Subdivision Procedures shall be adhered to.

ATTACHMENTS

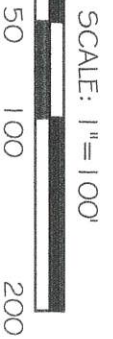
Please see the following attachments:

1. Replat Map of the Dar-A-Con Minor Subdivision
 2. Section 405.190 Minor Subdivision Procedure
 3. The paper map originals for the Dar-A-Con Minor Subdivision will be available for viewing.
-

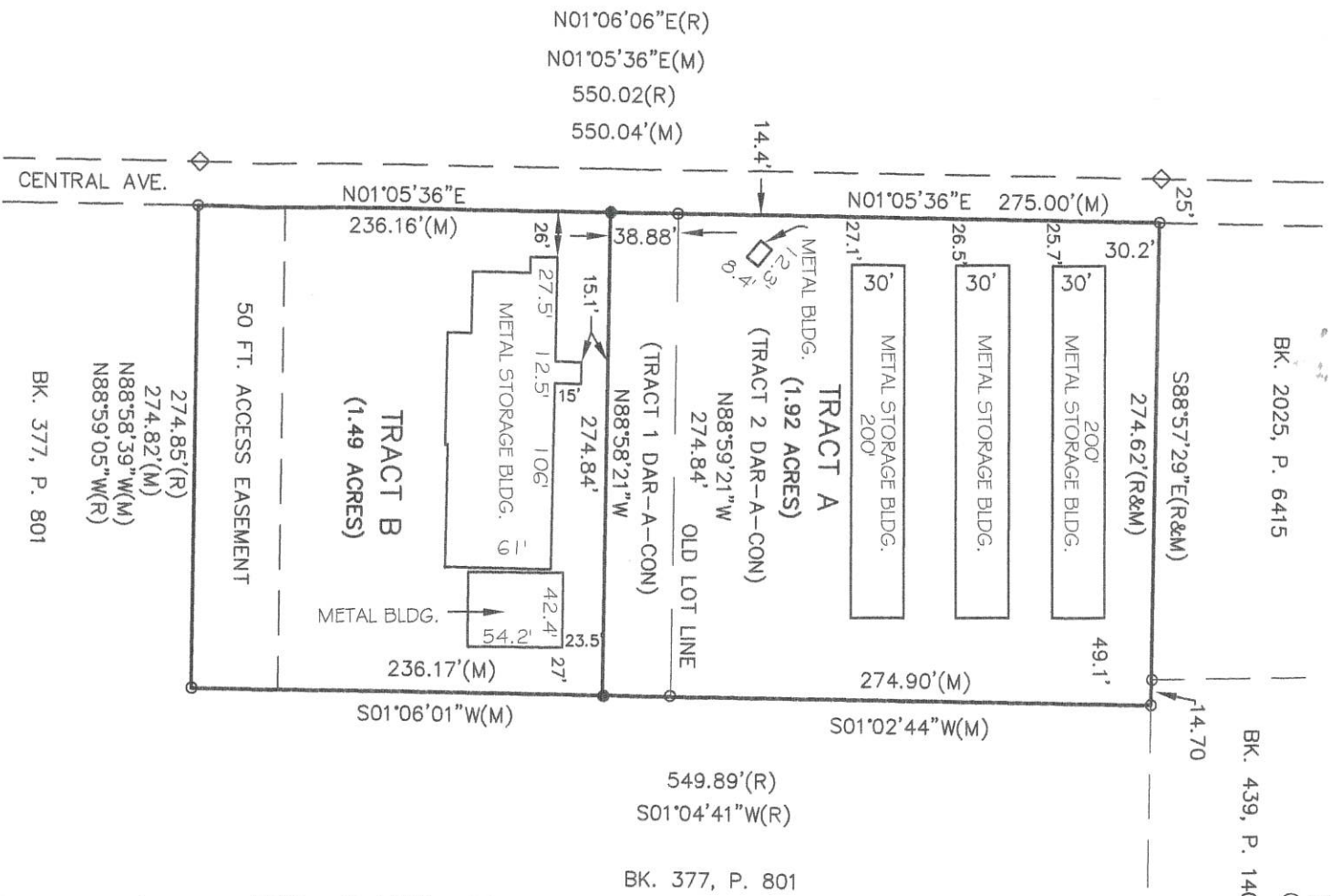
REPLAT OF TRACTS 1 & 2 OF THE DAR-A-CON
MINOR SUBDIVISION OF THE CITY MONETT, LAWRENCE COUNTY, MO.

BASIS OF BEARINGS

THE NORTH LINE OF THE SUBJECT TRACT S88°57'29"E PER
THE NORTH LINE OF LOT 2 OF THE DAR-A-CON MINOR SUBDIVISION.



- LEGEND
- SET IRON PIN
 - FOUND IRON PIN
 - ◇ FOUND RR SPIKE
 - (M) MEASURED
 - (R) RECORD



PROPERTY DESCRIPTION

TRACT A: TRACT 2 OF THE DAR-A-CON MINOR SUBDIVISION
OF THE CITY OF MONETT, LAWRENCE COUNTY, MISSOURI AND
ALSO, THE NORTH 38.88 FEET OF TRACT 1 OF SAID
SUBDIVISION.

TRACT B: ALL OF TRACT 1 OF THE DAR-A-CON MINOR
SUBDIVISION OF THE CITY OF MONETT, LAWRENCE COUNTY,
MISSOURI EXCEPT FOR THE NORTH 38.88 FEET THEREOF.

SOURCE DEED: BOOK 456, PAGE 3679
SUBURBAN PROPERTY CLASSIFICATION

CERTIFICATE OF OWNERSHIP

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY
DESCRIBED HEREON, WHICH PROPERTY IS WITHIN THE JURISDICTION OF
THE CITY OF MONETT, MISSOURI AND THAT I FREELY ADOPT THIS
PLAN OF SUBDIVISION,

ROYAL ROCKET COMMERCIAL REAL ESTATE, LLC
BRUCE A. TETER MEMBER

NOTARY PUBLIC

STATE OF MISSOURI)
CITY OF _____) SS

BE IT REMEMBERED THAT ON THIS _____ DAY OF
_____, 2026, BEFORE ME, A NOTARY PUBLIC IN
AND FOR CITY AND STATE CAME

SAME PERSON PERSONALLY KNOWN TO BE THE SAME PERSON WHO
EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY
ACKNOWLEDGE THE EXECUTION OF THE SAME. IN TESTIMONY WHEREOF,
I HAVE SET MY HAND AND AFFIXED MY NOTARIAL SEAL IN THE DAY
AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC
MY COMMISSION EXPIRES _____

CERTIFICATE OF APPROVAL

I, HEREBY CERTIFY THAT THE MINOR SUBDIVISION SHOWN ON
THIS SURVEY DOES NOT INVOLVE THE CREATION OF NEW
PUBLIC STREETS OR ANY CHANGE IN EXISTING PUBLIC
STREETS, THAT THE SUBDIVISION IS IN COMPLIANCE WITH THE
CITY OF MONETT SUBDIVISION ORDINANCE AND THAT
THEREFORE THIS SUBDIVISION HAS BEEN APPROVED BY THE
MONETT PLANNING AND ZONING COMMISSION, SUBJECT TO
BEING RECORDED IN THE LAWRENCE COUNTY REGISTRY WITHIN
SIXTY (60) DAYS OF THE DATE SHOWN BELOW.

DATE _____ CHAIRMAN, PLANNING AND ZONING
COMMISSION

SURVEYOR'S CERTIFICATE

I, SAMUEL R. GOODMAN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY
THAT THE ABOVE SURVEY OF LAND HEREIN DESCRIBED WAS PREPARED
UNDER MY SUPERVISION AND THAT THE CORNER MONUMENTS AND LOT PINS SHOWN
HEREIN WERE PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH
THE MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS, FOR THE CITY
OF MONETT, MISSOURI.

Samuel R. Goodman
SAMUEL R. GOODMAN
RLS 2031



GOODMAN SURVEYING
REGISTERED LAND SURVEYOR
3215 LAWRENCE 2217, PIERCE CITY, MISSOURI 65723

DWN BY	SHG	DATE	REVISION
CHK BY		3/18/26	REFLATTED MINOR SUBDIVISION
APPD BY		2/06/26	
DATE			

BRUCE TETER SURVEY
TRACTS 1 & 2 OF THE DAR-A-CON MINOR SUBDIVISION OF
THE CITY OF MONETT, LAWRENCE COUNTY, MISSOURI

FB: AC, DWG: C:GOODMAN DWGteter, B-26.dwg

ARTICLE VII
Minor Subdivisions

Section 405.190. Minor Subdivision Procedure. [R.O. 2012 §405.200; Ord. No. A-6473 §405.200, 3-13-1997; Ord. No. A-6952 §1, 5-10-2000; Ord. No. 7208 §1, 8-20-2002]

- A. *Applicability And Intent.* The intent of this Article is to provide for the subdivision of a tract or lot into not more than five (5) lots, including any remainder proposed to be retained by the owner, provided that public improvements are not required and the resulting lots shall not again be divided without replatting. The Planning and Zoning Commission shall approve or disapprove minor subdivisions in accordance with the provisions of this Article.
- B. *Minor Subdivision Procedure And Approval.*
1. An application for minor subdivision approval shall be submitted to the Building and Zoning Department no less than fifteen (15) days prior to the scheduled Planning and Zoning Commission meeting. The application shall be accompanied by four (4) paper copies and one (1) mylar copy of the following. **[Ord. No. 8479, 10-20-2016]**
 - a. A certified survey, signed and sealed by a registered land surveyor, of the lot(s) and the location of any structure(s) thereon, together with the exact nature, location and dimension of the proposed minor subdivision.
 - b. The minor plat shall be clearly and legibly drawn. The size of the map shall not be less than eighteen (18) inches by twenty-four (24) inches and shall be drawn to a scale of one (1) inch equals fifty (50) feet, and showing:
 - (1) Tract boundaries.
 - (2) Proposed general lot layout.
 - (3) Streets on and adjacent to the tract.
 - (4) Location of any easements.
 - (5) North point and approximate scale.
 2. The Planning and Zoning Commission shall review applications for minor subdivisions based on the following guidelines:
 - a. No minor subdivisions shall be approved if:
 - (1) More than five (5) lots will be created.
 - (2) New streets or alleys are needed or proposed.
 - (3) A vacation of streets, alleys, easements, setback lines or access control is needed or proposed.
 - (4) There is less street right-of-way than required by the City Code, unless such dedication can be made by separate instrument.

- (5) A substandard sized lot will be created.
 - (6) The subdivision will result in a lot or tract without direct sixty (60) foot frontage on a City street.
 - (7) The extension of a public water or sewer system is needed or proposed.
 - (8) The installation of drainage improvements through one (1) or more lots to serve one (1) or more other lots is needed or proposed.
 - (9) The subdivision will result in significant increases in utilities and services levels or will interfere with maintaining existing utilities and services (e.g., traffic control, street maintenance, etc.).
 - (10) The tract or lot to be subdivided has been previously created through the minor subdivision procedures of this Article.
3. The Planning and Zoning Commission shall make a determination within thirty (30) working days of the meeting at which the minor subdivision is considered. The Planning and Zoning Commission shall approve the proposed subdivision unless the proposed subdivision fails to comply with Section 450.200 or any other applicable requirement of this Article. If the subdivision is disapproved, the Planning and Zoning Commission shall provide the applicant with a written statement of the reasons for denial within ten (10) days of action by the Planning and Zoning Commission.
 4. Approval of the minor subdivision is contingent upon the survey being recorded within sixty (60) days after the date the Certificate of Approval is signed by the Planning and Zoning Commission Secretary.
- C. *Certifications For Minor Subdivision.* The following certificates shall be signed and affixed to the minor subdivision survey and a certified copy shall be recorded in the Barry County Registry:
1. ***Certificate of Ownership***

I hereby certify that I am the owner of property described hereon, which property is within the jurisdiction of the City of Monett, Missouri and that I freely adopt this plan of subdivision.

Owner

Date

My Commission Expires: __

2. ***Certificate of Approval***

I hereby certify that the minor subdivision shown on this survey does not involve the creation of new public streets or any change in existing public streets, that the subdivision shown is in compliance with the City of Monett Subdivision Ordinance and that therefore this subdivision has been approved by the Monett Planning and Zoning Commission, subject to its being recorded in the Barry County Registry within sixty (60) days of the date below.

Date _____

Chairman, Planning and
Zoning Commission

3. ***Certificate of Survey and Accuracy***

I, _____, hereby state that the survey of the land herein described was prepared under my supervision and that the corner monuments and lot corner pins shown herein were placed under personal supervision of _____, in accordance with the Minimum Standards for Property Boundary Surveys, for the City of Monett, Missouri.

Date _____

Surveyor

Registration No.

4. Legal description of subdivision and lots (to be entered on certification sheet).

Staff Report

To: Planning and Zoning Commission

From: Andrew Miller, Development Assistant

Date: 4/1/2026

Re: Discussion on a Draft Version of the Future Land Use Map for Monett

GENERAL INFORMATION

The City of Monett plans to renew its City Comprehensive Plan this year, to provide a pathway and guidebook for the possibilities of growth for Monett over the next twenty-year period. As part of this process, all involved bodies, boards, and staff – in addition to the public – will have opportunities to view, comment upon, and help influence the map during the appropriate sessions.

Within the next month, the Steering Committee will review the draft version of this map, and the public will also be able to view the map during an open house scheduled for May 5th.

The Community Development Department is showing the now-public draft of the map in order to discuss it with the Planning and Zoning Commission.

There are no proposals or recommendations as part of this staff report.

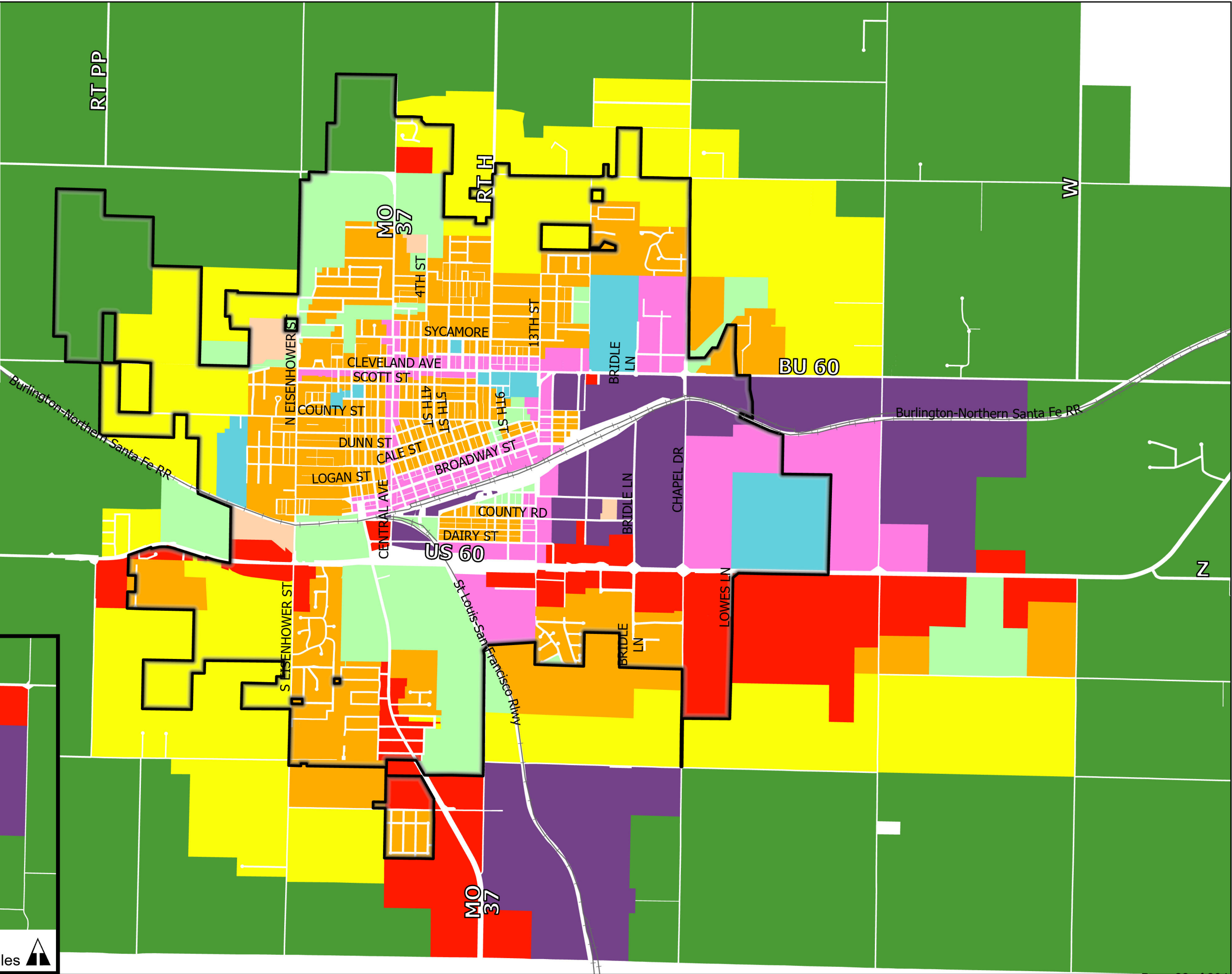
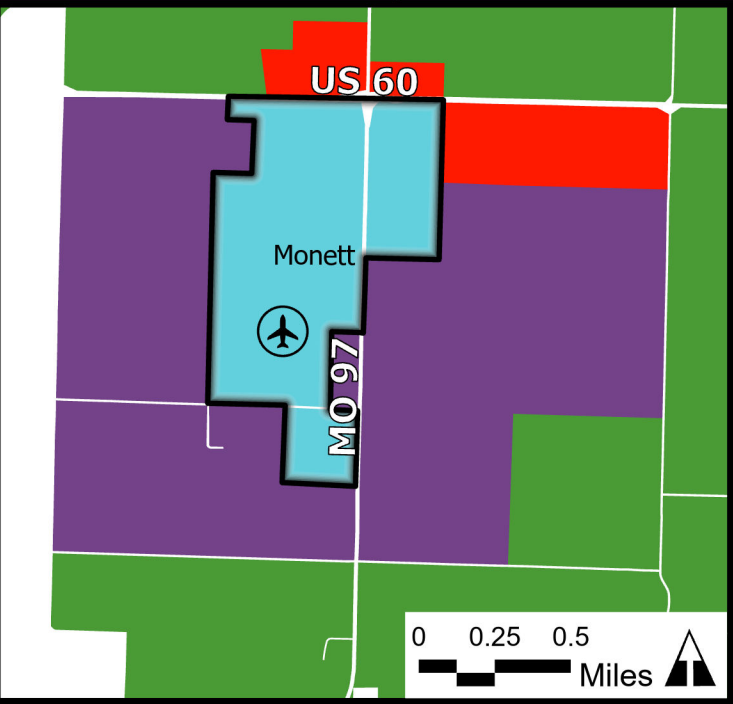
ATTACHMENTS

Please see the following attachments:

1. Draft Version of the Future Land Use Map for Monett
 2. Descriptions of the Map Areas
-

Monett Future Land Use

- Agriculture
- Suburban Residential
- Urban Residential
- Commercial
- Industrial
- Institutional
- Mixed Use
- Open Space
- Utility
- Railroad
- Monett Airport
- Monett City Limit



Agriculture

The Agriculture land use classification applies to lots used primarily for agriculture and low-density residential purposes. Land classified as agriculture in the Future Land Use map should remain largely undeveloped in order to preserve prime farmland. Areas designated under this category are generally serviced by private wells and wastewater systems and, typically, are not slated for infrastructure expansion and/or improvements in the near future. Preserving and promoting agricultural uses is a significant step toward creating a self-sustaining community.

Suburban Residential

The Suburban Residential category consists of large-lot residential subdivisions and land along the outer edges of the city. This classification is used primarily for single-family residential purposes but also includes small-scale agricultural uses. The focus of suburban residential areas is to provide low-density, semi-rural housing options for residents while preserving important agricultural land. Utilities, roads, and other infrastructure should be scheduled for expansion within the next decade.

Urban Residential

The purpose of the Urban Residential classification is to designate areas best suited for dense residential uses including, but not limited to, small single-family lots, modular homes, patio homes, duplexes and triplexes, multifamily dwellings, and apartment complexes. This designation provides a variety of housing options for residents who are unable or unwilling to purchase a more traditional, suburban-style home. Urban Residential uses generally have adequate access to transportation networks and essential services. Utilities and other services should already exist in the area, or expansion to the area should take place within the next five years.

Commercial

Commercial uses should be prioritized for development along major thoroughfares and near activity centers like schools or the downtown area. Small businesses that serve the needs of residents, but do not create a nuisance, should be permitted to operate in or near residential neighborhoods. Infill development of currently vacant lots should be prioritized, with careful consideration of the potential effects of the proposed business on surrounding properties.

Industrial

Any expansion of industrial uses should be confined to the areas of Monett with existing industrial operations, particularly the eastern portion of the city and along the U.S. Highway 60 corridor. Land that is currently vacant in these industrial areas should be preserved and

prioritized for infill development of new or expanded operations. In addition, new industrial development should be centered around the existing rail facilities, focusing on logistical efficiency. Utilizing rail for transport of products and materials will help to lower shipping costs and reduce emissions.

Institutional

Institutional uses and public services should be easily accessible by residents and visitors. Locating such uses near activity hubs like downtown or government centers is recommended, along with various services available throughout dense population centers. Vacant lots available for infill development are prime candidates for this use.

Mixed Use

A mixed-use development contains two or more uses on a single property, though most are more commonly located within a single, shared structure. Typical uses found in a mixed-use district include commercial, transportation, and/or institutional uses at the ground level with dense residential units on upper floors; this is known as a vertical mixed-use development. Alternatively, horizontal mixed-use developments contain multiple uses that are located on the same level but within the same structure or parcel. Most historic downtowns, particularly those developed prior to the rise of automobiles, are good examples of both vertical and horizontal mixed-use developments.

Open Space

Open Space is defined as areas intended for recreational, public, or ecological functions. This designation should be used to promote and conserve a sustainable environment by guiding growth in a way that balances development with long-term environmental health and community quality of life. Residential growth areas should encourage preservation of green space within neighborhoods while accommodating higher housing densities, and development along highways should prioritize green space and greenways to maintain an attractive and welcoming city entrance. Parks and green spaces should be supported with a plan that directs maintenance, future recreational investments, improvements, and system connectivity.

Utility

These parcels include power substations, water treatment facilities, and critical facilities such as communication stations. It is important to ensure that all existing and future land uses, including annexation, are supported by adequate utilities, infrastructure, and services necessary for the development and operation of the community.

MONETT

COMPREHENSIVE PLAN

2026



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Hold for Adoption Resolution

=====

Hold for Letter from the Mayor



ACKNOWLEDGEMENTS

CITY OF MONETT OFFICIALS AND STAFF

Mickey Ary, Administrator

Mike Gervais, Communications Specialist

SMCOG PROJECT TEAM

Jason Ray, AICP, Executive Director

Aishwarya Sherstha, AICP, Associate Planner

Thomas Hughes, Senior Planner

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Nancy Evans, Planning Intern

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Hailey Crall, Graphic Design Intern

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Keith McCracken

Jasmine Burks

Mark Noriega

Jeff Carr

Gayle Huffmaster

Mike Wallace

Brian Hunter

Randy Burke

Renee Swearingen

Evelyn Estrada

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INTRODUCTION

CHAPTER ONE

In 2024, the City of Monett partnered with the Southwest Missouri Council of Governments (SMCOG) to initiate this update of the City's comprehensive plan. This plan serves as a roadmap for the community's growth, economic and community development, and land use objectives. It has been shaped by the input and concerns of both citizens and officials of Monett. Future policy and land use decisions made by the city's elected and appointed officials should align with the recommendations outlined in this plan, as it reflects the feedback from the community.



PLANNING PROCESS

In developing this comprehensive plan, the Southwest Missouri Council of Governments worked closely with city officials, residents, and the Comprehensive Planning Committee (CPC) to define goals, objectives, and strategies to address challenges faced by the community. The plan also includes data, maps and studies for future land use, transportation, housing, economic development, public services and facilities, and downtown revitalization processes, which combined with the goals, objectives, and strategies, form the foundation of this comprehensive plan.

the PLANNING PROCESS



Timeline

**MARCH
18th, 2025**

First meeting was held at the Monett South Park Casino, introducing the committee members to SMCOG's staff, the planning process, demographics data for Monett, and drafting community survey questions.

**APRIL 8th
TO
MAY 11th,
2025**

The community survey was open to the public and received online and paper submissions.

**APRIL
25th, 2025**

The second CPC meeting was held and provided additional demographic data and updates on community survey responses.

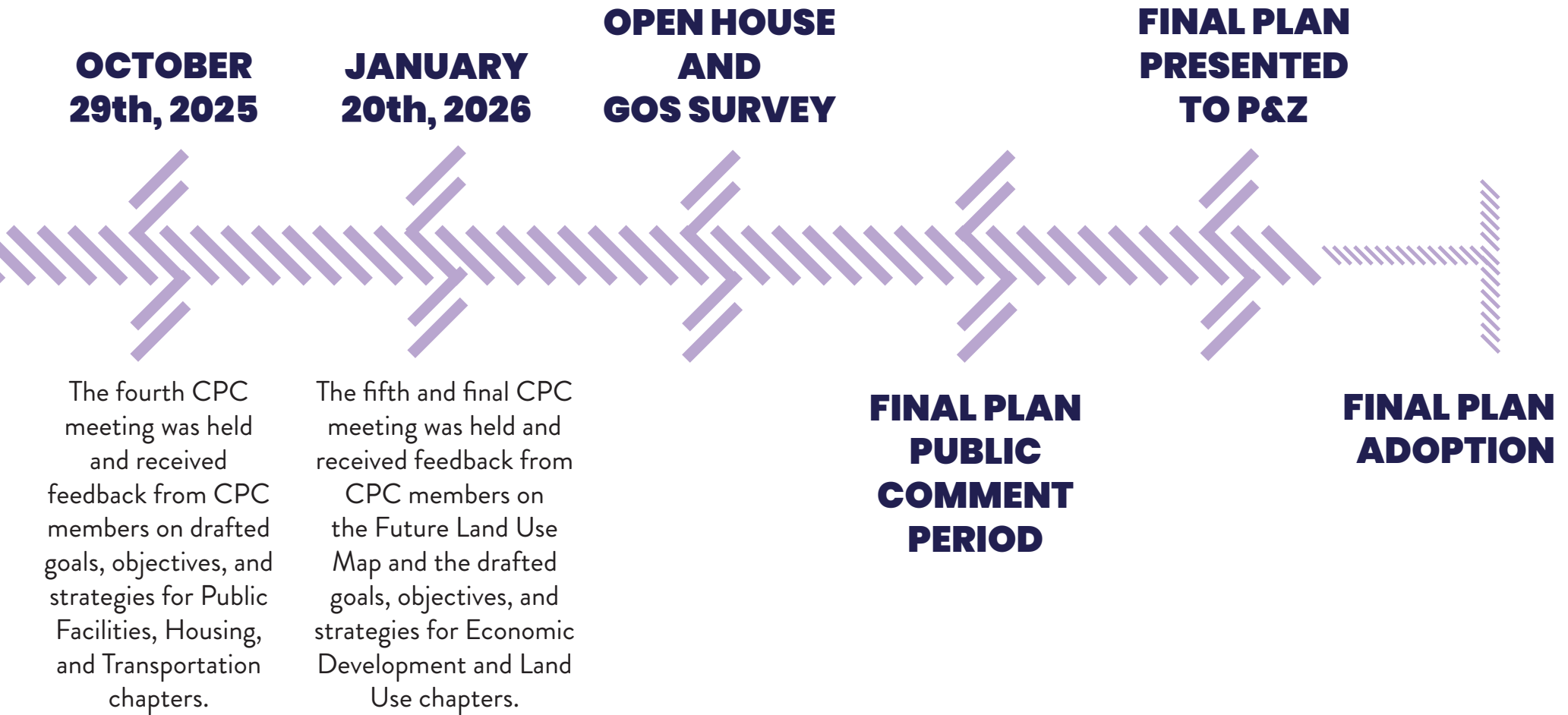
**MAY
29th, 2025**

The third CPC meeting was held and reviewed survey results and analysis with the committee, as well as a SWOT analysis performed by the committee members.

**SEPTEMBER
11th, 2025**

Five focus groups corresponding to each of the main chapters of the plan met to discuss needs in their respective areas. Focus groups were comprised of community members, and discussion was guided by SMCOG staff.

Timeline



Community Survey and Student Survey

The community survey was conducted from April 8th to May 11th, 2025, and received a total of 472 online and paper responses. The survey was publicized through numerous city communication channels. The online survey was available on SMCOG's website and paper surveys were available at City Hall. The survey was comprised of 32 questions on various topics related to chapters of the comprehensive plan, and consisted of multiple choice, Like scale, and open answer questions. The results were compiled and presented to the CPC, and directly influenced the formation of the plan's goals, objectives, and strategies.

A separate student survey was conducted during the same period and received a total of 85 responses. The survey was distributed to students at Monett Junior High and Monett High School. This survey was comprised of 21 questions, with similar topics as the community survey but geared towards students and understanding youth needs. The results were presented to the CPC alongside the Community Survey and guided in the formation of goals, objectives, and strategies, especially those related to youth retention and support.

Focus Groups

On September 11th, 2025, five focus groups corresponding to each of the main chapters of the plan met to discuss needs in their respective areas.



Goals and Objectives

The Goals and Objectives prioritization survey was **available from _____**. The purpose of this survey was to prioritize the goals and objectives on a scale of low, medium, and high importance. Prioritization is important for community leaders when implementing policy and financial decisions. The City of Monett should focus on efforts to complete projects granted the highest-ranking goals and objectives.

Goals and objectives were ranked by using a weighted scoring system allowing residents to score each objective from 1 to 5 points, with 5 being most important. The total weight determined each objective's rank, while goals were ranked against themselves in a similar scoring.

Public Open House

The Open House provided an opportunity for the community officials, CPC, city staff, and SMCOG project team to engage with the public. The open house was held **at the Monett Casino Building on May 5th, 2026**. Input from the open house was considered while drafting the final plan.



PAST PLANS AND STUDIES

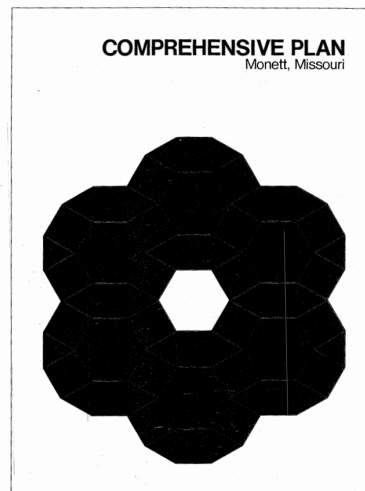
The Monett Comprehensive Plan, 1970

This plan, which consists of Land Use and Thoroughfare, Community Facilities, and Central Business District elements, was developed by Herling Helland Associates. The Plan contains provisions for future land use and economic development, and amendments to the city's Zoning Ordinance for agricultural, residential, commercial, industrial, and railroads and utility areas. The Plan also includes goals and maps relating to transportation systems, public facilities, and utilities.

Key proposals included the development of a downtown shopping center, a pedestrian mall, off-street parking, the relocation of Kelly Creek, transportation improvements, and updates to the city's zoning ordinance.

Comprehensive Growth Management Plan, 1996

The Comprehensive Growth Management Plan, created by Gross & Associates, Inc., was created to guide city leaders in evaluating future needs. The plan focuses on analyzing the city's transportation, parks, services, public safety, land use, and economic development, among other factors, to summarize trends and issues in these study areas and establish future projections and recommendations to meet the needs of the community.



Moving Monett Forward – Long-Range Transportation Improvement Plan, 2015

Moving Monett Forward, prepared by the City of Monett in consultation with TransSystems Corporation and Missouri Department of Transportation, established multimodal transportation improvement goals and a scoring matrix to prioritize the city's transportation deficiencies. The plan guides long-term initiatives to ensure the most effective use of Monett's financial and institutional resources.

The candidates identified as priorities in this plan were improvements to sidewalks and trails, U.S. Route 60 Signal Monitoring, the Monett Regional Airport, sections of Central Avenue, 13th Street, Broadway Street, Chapell Drive, and the intersections of 9th Street and Cleveland Avenue, Missouri Route 37 and Broadway Street, and U.S Route 60 and Missouri Route 37.

City of Monett Sidewalk Inventory, 2019

This inventory, conducted by SMCOG, studies the condition of sidewalks within the City of Monett to assess, map, and analyze their overall condition and note any accessibility concerns. 59% of sidewalks were determined to be in good condition, 24% were determined to be in fair condition, and 17% were determined to be in poor condition. It was determined sections of the City's sidewalk network should be replaced or expanded in the North, West, South, and center city areas, giving priority to the "Walk-to-School Route."

City of Monett
sidewalk
inventory
May 2019



Barry County Missouri 2021 Multi-Jurisdictional Natural Hazard Mitigation Plan, 2021

The City of Monett and Monett R-1 School District participated in the development of this plan which was completed by SMCOG. The Natural Hazard Mitigation Plan addresses the potential impacts of various types of natural hazards in the community, including sinkholes, severe storms, tornadoes, and flooding. It also outlines jurisdictional capabilities, inventories critical facilities and infrastructure by jurisdiction (including public safety facilities, governmental buildings, transportation infrastructure, and healthcare facilities), and identifies possible hazard mitigation strategies with action worksheets to support implementation.

Preventive Pavement Maintenance Plan, 2023

The Preventive Pavement Maintenance Plan, prepared by CMV Engineering, LLC, addresses a systematic program of road pavement resurfacing by using a series of maintenance treatments over time to improve and extend the life of pavement in the city. This preventative strategy is designed to decrease the rate of deterioration of pavement and act as a long-term cost management tool. This plan addresses practices the city can use to extend the life of its pavement and reduce costs.



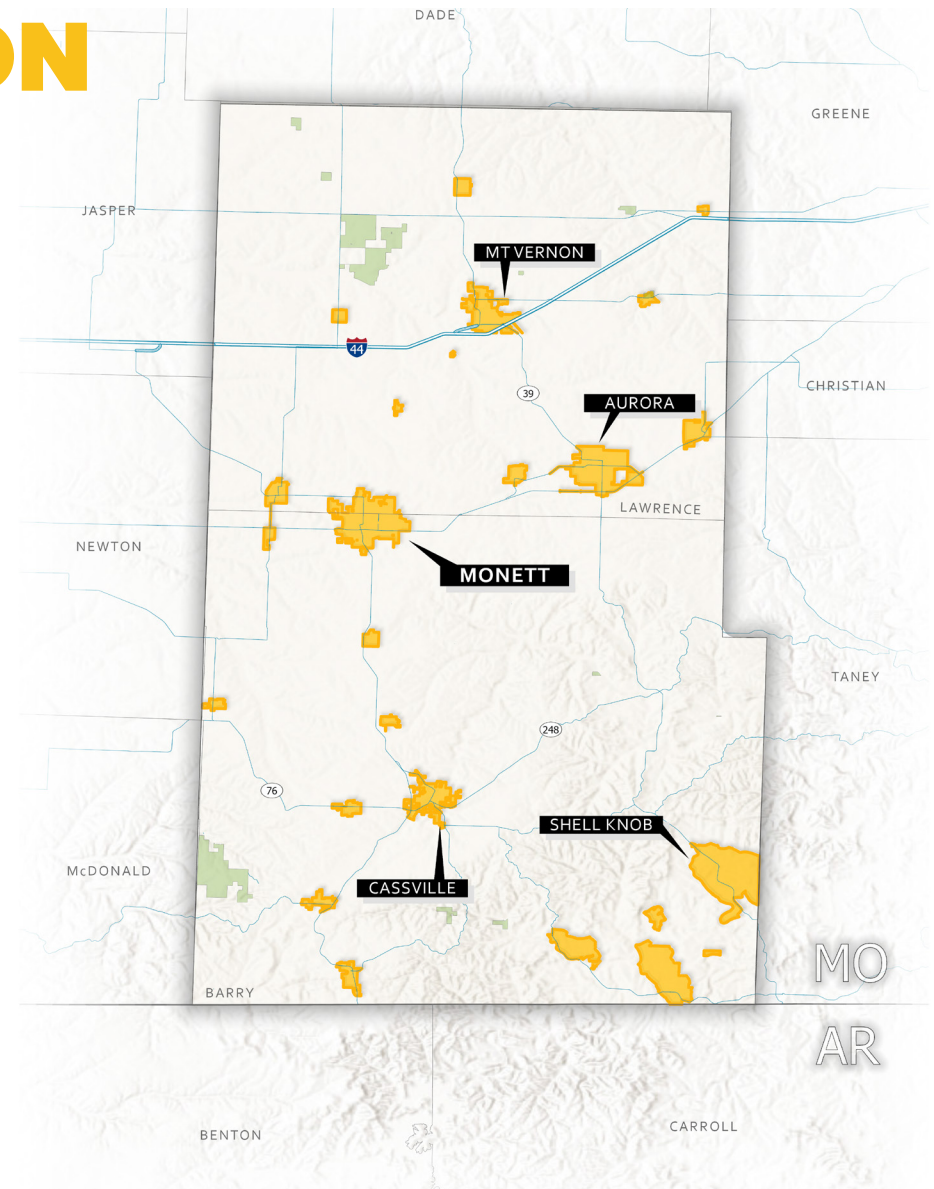
COMMUNITY PROFILE

CHAPTER TWO

REGIONAL LOCATION

Monett is situated along the border of two counties in southwestern Missouri, with its northern half in Lawrence County and its southern half in Barry County. Monett is situated between three major metropolitan areas in the Ozarks. Joplin is the closest, located 40 miles to the northwest of Monett. The next closest is Springfield, Missouri, located 50 miles to the northeast. Lastly, the Northwest Arkansas metropolitan area is 55 miles to the southwest.

Nearby communities include Pierce City, 6 miles to the west, and Aurora, 14 miles to the east. Monett's proximity to Interstate 44 provides residents with convenient access to both eastern and western Missouri, as well as Oklahoma. Additionally, Missouri Route 37 runs south through the city, connecting Monett to Arkansas, with a driving time of just over an hour.



HISTORY

The area around Monett was first populated by the indigenous people of the Osage Nation. Prior to the incorporation of Monett in 1887, some settlement had occurred, but the area was still mostly farmland. The location where Monett would be built had several different names over the previous years: Kings Prairie Depot, Plymouth, Plymouth Junction, and Gonten. In 1870, it even went by three names at once! Finally, the city was named Monett after Henry Monett, a popular official of several railroads including the St. Louis-San Francisco Railroad (the Frisco) and the New York Central Railroad.

Despite the early confusion around naming, the town's purpose was clear: Monett was a railroad town. Monett was at a strategic junction between westward and southbound railroads and, as a result, it was invaluable to the Frisco railroad. Frisco owned approximately 200 acres of land locally and spent around \$2.6 million in today's dollars expanding rail facilities in the city. The town became home to a state-of-the-art roundhouse, freight terminal, and passenger station for rail operations.

Not only did Monett bring profit and development for the railroads, but the railroads brought rapid growth and development to the city. By March 1888, one month before the first city government was elected, the town had 1,400 inhabitants. By 1889, Monett had nearly doubled in population to 2,500 residents and 103 unique businesses. By 1892 the city was estimated to have between 2,500 and 3,000 residents, "six hotels, six dry goods stores, seven groceries, four drug stores, two hardware stores..." (Bishoff, M). A Harvey House hotel, a restaurant, and other businesses that catered to railroad users had opened, bringing economic growth to the city.

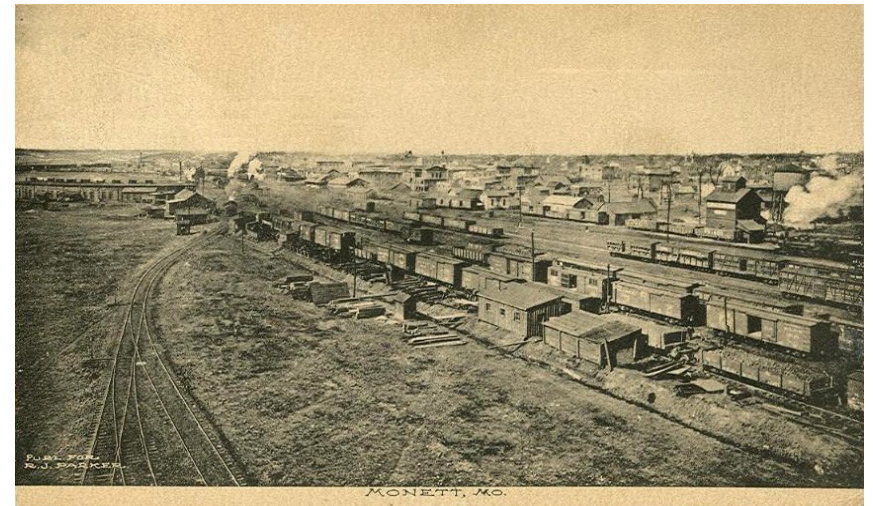
By 1898, the city had reached 3,000 residents and more than 185 unique businesses. By 1910, the population had grown to 4,177. By 1937, a pamphlet reported that one out of eight people in Monett worked for the railroad. While the Frisco ceased operations in 1980, the railroad is still in existence today, operated by the BNSF Railway.



Along with railroads, there were other industries that played an important role in Monett's development throughout history. Monett was known as the "Strawberry Capital of the World," serving as a hub for strawberry production. In the berry picking season, fields surrounding Monett would produce over a million pounds of strawberries, which needed to be picked, sold, and eaten in a short window of time.

Fortunately, the nearby railroad infrastructure made it easy for strawberry producers to preserve and ship their products. This was a very profitable venture for families, who made approximately \$2,000 in 1925 from the strawberry crop, or \$30,069 in 2025 dollars. Most strawberry production was ceased in the 1950s due to modern refrigeration and local labor shortages, but the Ozarks Fruit Growers Association building remains in the Downtown Monett Historic District and is on the National Register of Historic Places.

Monett's economy continued to diversify and develop throughout the 20th century, with postwar industrialization efforts by the Monnett Industrial Development Corporation bringing light industry into the town. These diversification efforts nearly doubled the population during the century, to 7,396 by 2000.



COMMUNITY PROFILE

Today, Monett continues to rapidly grow and develop. Situated in Lawrence and Barry Counties, the city serves as the regional hub for both counties. Industry thrives in Monett, with manufacturing, retail, education, technology, and financial services bringing jobs and economic opportunities to the city. The city has committed to preserving and building upon its historic character, with public and private investments being made to revitalize Monett's Historic Downtown. Monett is still a transportation hub, sitting at the junction of U.S. Route 60 and Missouri Route 37, connecting to I-44, as well as being home to a general aviation airport and railroad. In 2018, Monett became the 39th city in Missouri to adopt a Complete Streets policy, enabling safe transportation access across all modes of transportation.

It is evident that "Pride and Progress" is not just a motto for the City of Monett, but the city's guiding philosophy. By proudly preserving its rich history and improving the opportunities and quality of life of its citizens, Monett will continue to develop sustainably and set an example for other towns in the region.



DEMOGRAPHIC OVERVIEW

Demographics are a crucial part of the comprehensive planning process. Population, economic, housing, employment, and other data provide a snapshot of a community's basic characteristics and how they trend in the past, present, and future. Being aware of these characteristics and trends, we are better equipped to identify needs and opportunities in the community and create future goals and objectives that are well informed. Demographic data has been collected primarily through the U.S Census Bureau's Decennial Census and American Community Survey (ACS), with some other supplemental sources.

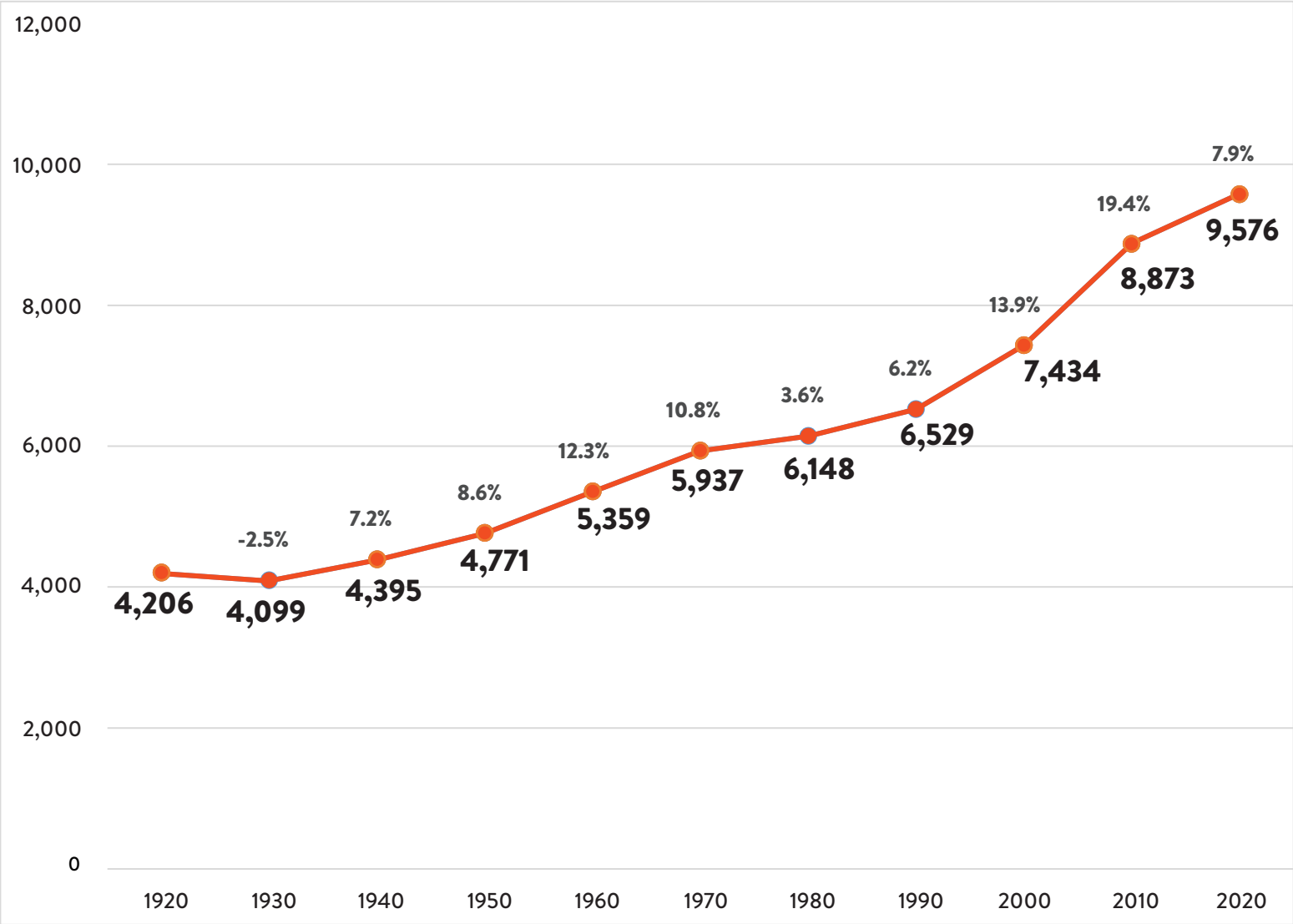
Population Trends

Monett's population is currently 9,734 people (ACS, 2023). Over the past 100 years, the city has generally grown, but not at a steady pace. Some decades saw strong growth, while others had little growth or even a slight decline.

The biggest population jump happened between 1900 and 1910, when the city grew by 34%. After that, growth slowed dramatically — increasing by less than 1% from 1910 to 1920 and then shrinking by 2.5% between 1920 and 1930.

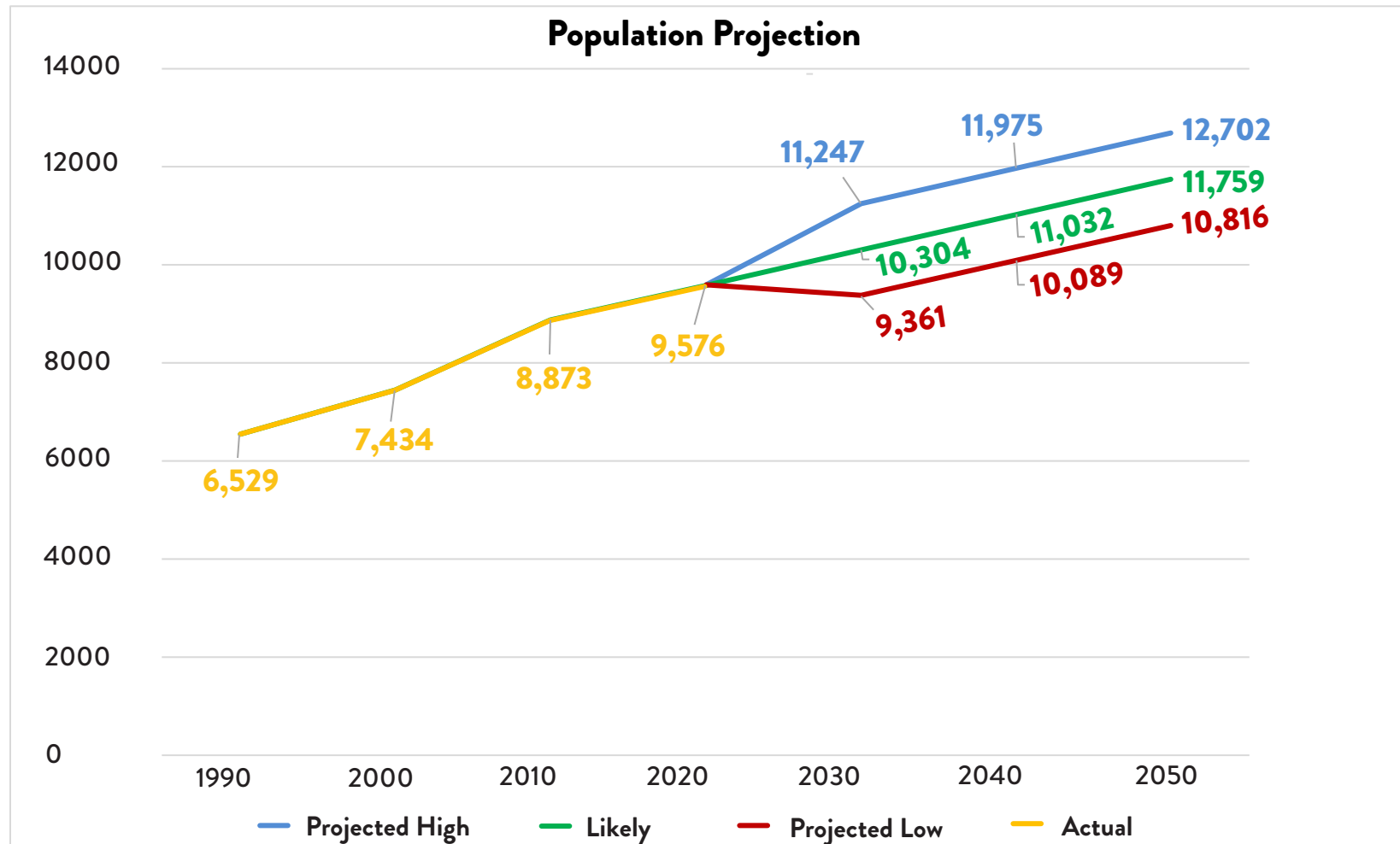
This pattern of ups and downs continued through the rest of the 1900s and into the 2000s, though the swings were not as dramatic. For example, Monett grew by about 12% in the 1960s and 11% in the 1970s, but growth slowed to around 4% in 1980 and 6% in 1990.

Population Trends



Population Trends

During the 2010s, growth was steady but slow, with an average growth rate of about 0.14% per year. In the early 2020s (2020–2023), growth picked up significantly, averaging about 2.5% per year. That is much faster than the state of Missouri overall (about 0.2% per year) and the United States as a whole (about 0.5% per year). In fact, Monett's recent growth rate is about 12 times faster than the state average and five times faster than the national average.



Population Trends

Looking at the city's age breakdown helps explain some of these trends. Monett has a high number of young residents, which usually indicates strong birth rates and growth. Overall, the city has a roughly balanced gender ratio, with about 102 males for every 100 females.

However, some age groups are less balanced. For example, there are far more men than women in the 30–34 and 35–39 age groups. On the other hand, among young children under age 10, there are noticeably more females than males. If this pattern continues, the overall balance could shift slightly toward more females in the future, although it will likely even out over time.

Even when counting people who identify with one of these groups along with another race, they still make up just under 12% of the total population.

It is important to note that Monett's racial composition has become more diverse in recent years. In 2020, nearly 83% of residents identified as White alone, compared to 68% today. This growing diversity is something the city must consider when making decisions, to ensure services, policies, and future development reflect and support the needs of all residents.

The population of Monett is predominantly **white** with about **68%** of residents identifying as White alone (2023 data).

The next largest group, about **15%** of the population, identifies as being of two or more races. Most of those residents identify as both White and **“some other race.”**

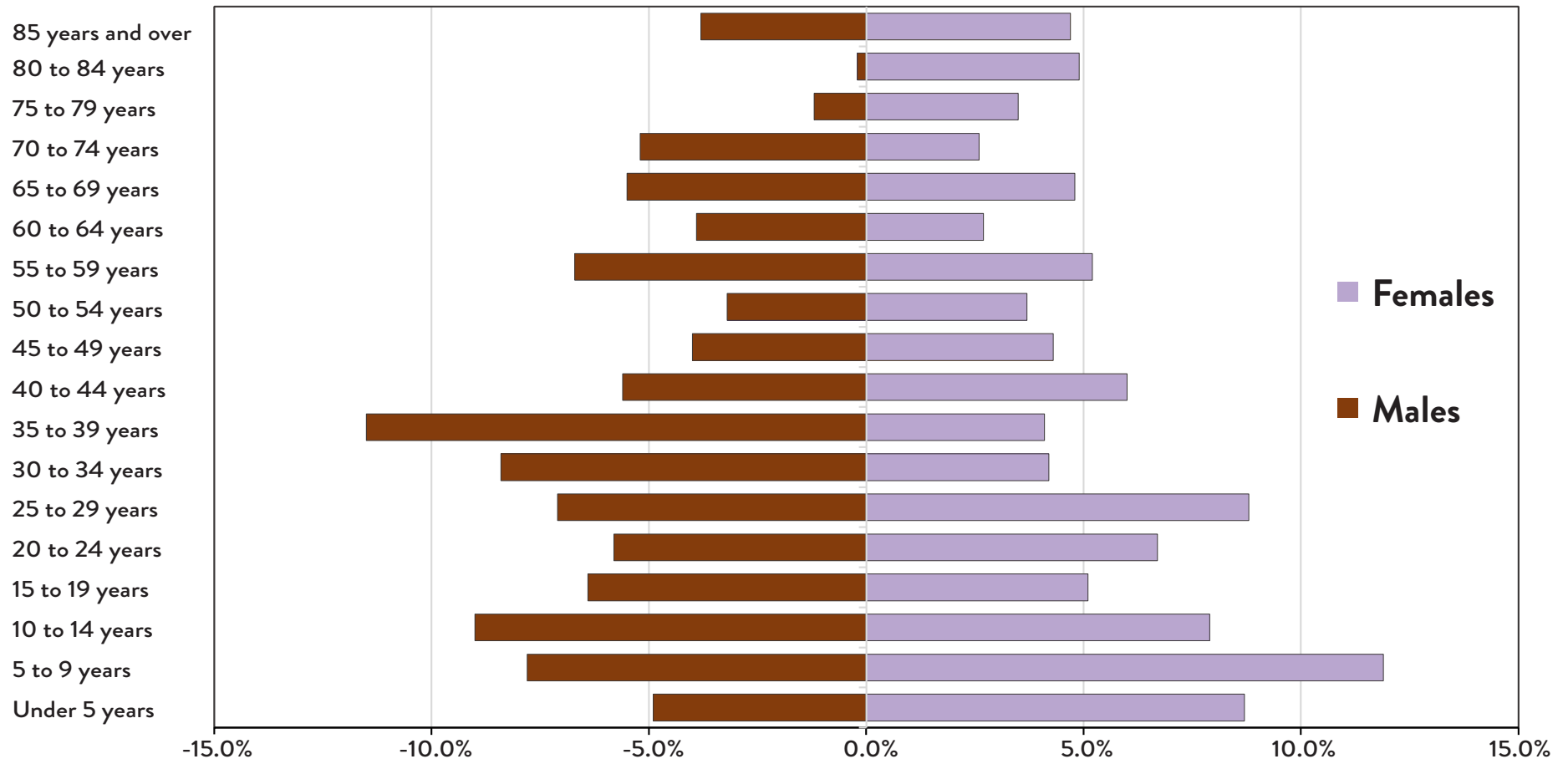
11% of residents identify as **“some other race”** alone.

This category mainly includes people who identify ethnically as Hispanic or Latino and do not list a specific race.

In fact, nearly **29%** of Monett's total population identifies as Hispanic or Latino.

Residents who identify only as Black, American Indian or Alaska Native, Asian, or Native Hawaiian or Pacific Islander make up about **6%** of the population combined.

Population Projections



Population Projection

Population projections are estimates of future population trends. They use current trends and mathematics to make educated guesses about how the population will change over time. There are multiple methods for creating these projections. For Monett, a simple straight-line (linear) method was used, based on the city's size and recent, steady growth.

Projections are estimates, not exact predictions. Future growth can be influenced by economic conditions, policy changes, natural events, or demographic shifts. The data used to create projections also carries inherent uncertainty. Despite these limitations, projections provide city leaders with a clearer picture of potential future trends and help guide planning and policy decisions.

Monett's forecast includes three possible growth paths: a likely (middle) estimate, a low estimate, and a high estimate. The low estimate assumes slower growth. This can help the city plan conservatively, especially when budgeting and estimating future revenue. The high estimate assumes faster growth. This helps the city prepare for increased demand for roads, utilities, schools, housing, and other services. The likely estimate falls between the two and represents the most reasonable expectation based on current trends. Looking at all three scenarios helps the city stay financially responsible while also making sure it is prepared for future growth.

Household Characteristics

Household trends provide critical insights into a community's social characteristics and potential housing needs.

Monett has 3,542 households (ACS, 2023). The average household has 2.72 people, which is slightly higher than the state and county averages.

About 70% of households in Monett are family households, while about 30% are non-family households. Family households average about 3.4 people per home. Non-family households, such as people living alone or roommates living together, average about 1.25 people per home.

Over the past 10 years, the share of non-family households in Monett has grown by about 4% and the share of family households has decreased by the same amount. This shift is happening across the state and the country, but it is occurring faster in Monett. The increase in non-family households in Monett is about twice the state rate and four times the county rate.

Historically, Monett has had a higher percentage of family households than nearby communities. Now, the percentage is decreasing at a faster rate than those areas. If this trend continues, Monett could soon have a similar or even higher share of non-family households than surrounding communities. This shift may impact housing demand, as non-family households tend to prefer smaller, more affordable homes, such as duplexes, apartments, townhomes, and other higher-density housing options.

Income and Employment

Monett's median household income is \$45,821 (ACS, 2023). This is lower than Barry County (\$56,611), Lawrence County (\$55,849), and the state of Missouri (\$68,545).

Fortunately, Monett's median household income is rising. The median income increased by about 7.5% from 2022 to 2023 and has been trending upward over the past several years. Further, lower incomes compared to surrounding areas help explain why poverty rates are higher in Monett. About 18.8% of residents live below the poverty line. That compares to 16–17% in the surrounding counties and 12% statewide.

At the same time, Monett has a strong workforce. About 64% of residents are working. This is a higher rate than both surrounding counties (Barry - 54%, Lawrence - 56%), the state of Missouri (60%), and even the national average (almost 60%).

However, wages in these industries are generally below the state average. Only construction and professional services pay more than the county averages. Overall, this suggests that, although many Monett residents are employed, a large share earns below average wages compared to the rest of the state.

This combination of strong workforce participation but lower wages is an important factor to consider when planning for housing, economic development, and community services.

The industries employing the greatest share of Monett residents are (ACS, 2023):

MANUFACTURING: 27.7% (1,356 workers)

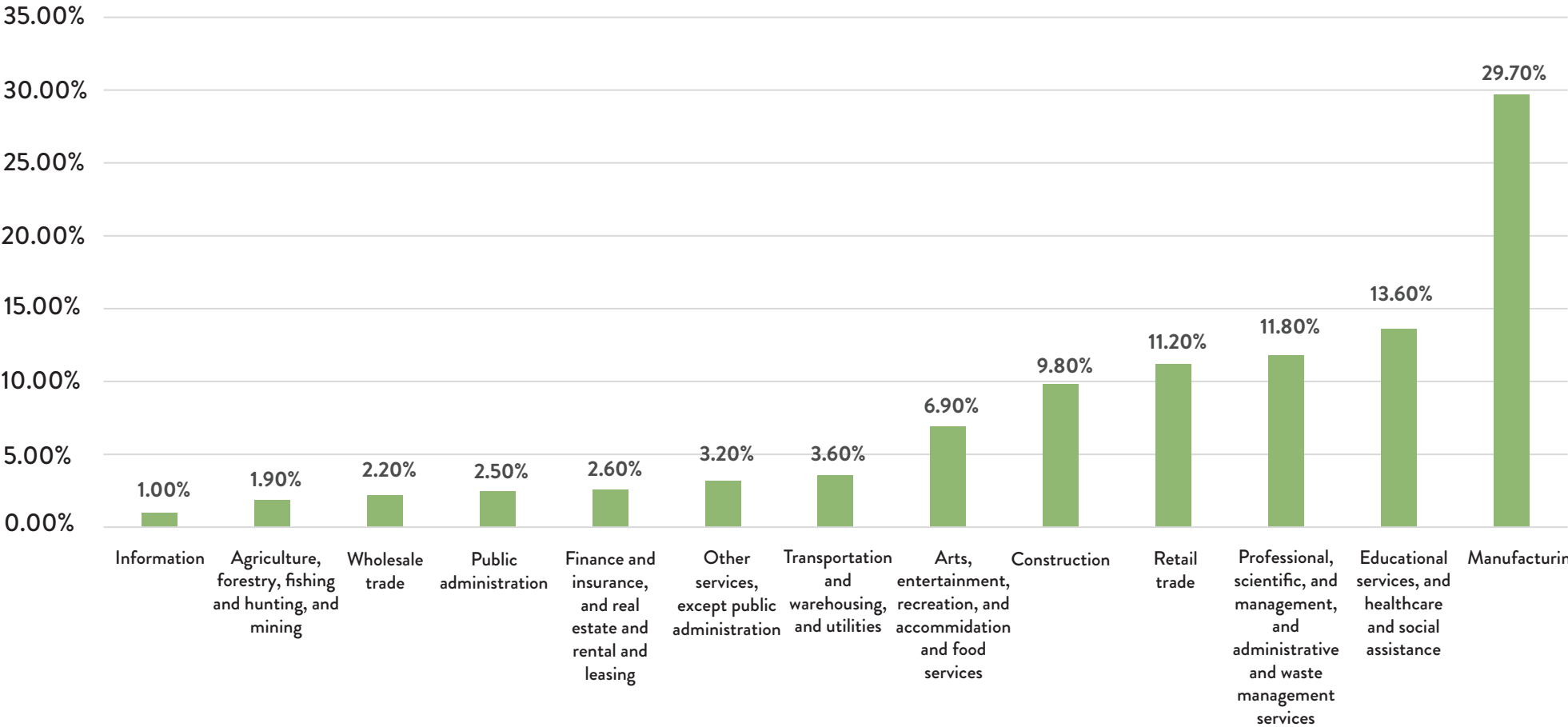
RETAIL TRADE: 11.2% (511 workers)

CONSTRUCTION: 9.8% (446 workers)

EDUCATION, HEALTHCARE, AND SOCIAL SERVICES: 13.6% (621 workers)

PROFESSIONAL AND MANAGEMENT SERVICES, INCLUDING WASTE MANAGEMENT: 11.8% (536 workers)

Industry Sectors by Percent of Workforce



Education

Educational attainment levels provide valuable insights about a community. They are often directly correlated to income levels, job opportunities, and the kinds of businesses and services a city needs. Among Monett residents age 25 and older, fewer people have a bachelor's degree or higher compared to the state and larger nearby cities. At the same time, a higher share of residents either did not finish high school or entered the workforce right after graduating.

This likely reflects the types of jobs available locally. Many of Monett's largest industries — such as manufacturing, retail, and construction — do not typically require a four-year degree. In addition, older generations often had access to stable jobs with less formal education than is generally required today.

The 18–24 age group shows some encouraging changes. Compared to the surrounding region, Monett has the lowest percentage of young adults without a high school diploma and the highest percentage with a high school diploma only. This suggests that high school completion is strong and improving.

There is also a noticeable number of young adults reporting “some college” or an associate's degree. This may be connected to technical and workforce training programs that support local industries such as manufacturing.

One interesting trend is the relatively low percentage of young adults with a bachelor's degree or higher. Part of this may be because many in this age group are still working toward their degrees and are counted under “some college.” It could also reflect fewer residents choosing four-year degrees or choosing to complete them later in life.

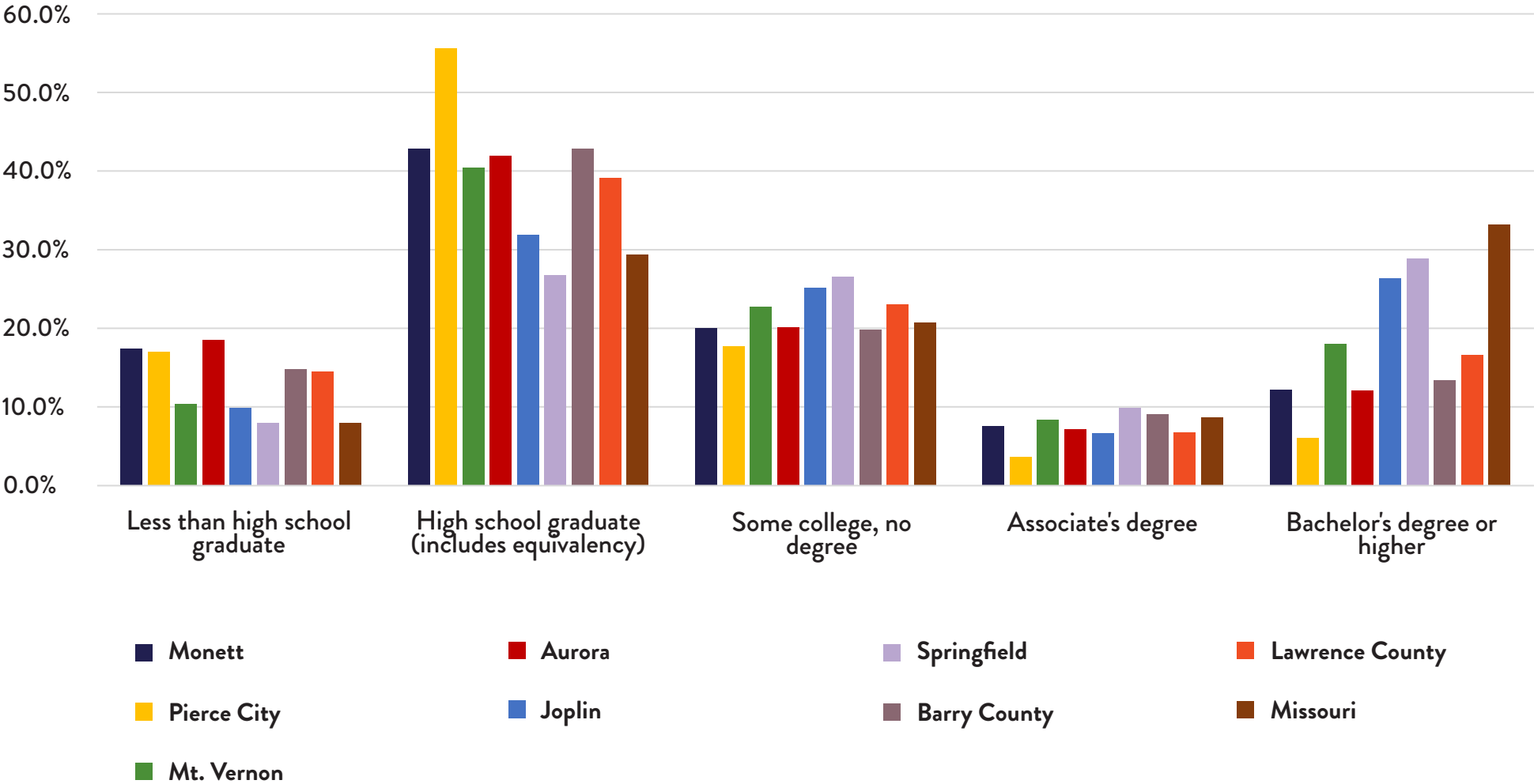
Monett places a strong emphasis on education. The city is served by the Monett R-1 School District, which includes Monett Early Childhood Center, Monett Elementary, Monett Intermediate School, Monett Middle School, and Monett High School. Together, these schools serve about 2,349 students and employ around 351 staff members (NCES, 2023).

The district has a strong 95% graduation rate and a 12-to-1 student-teacher ratio (Missouri DESE, 2024). Monett High School ranks in the top 20% of high schools in Missouri (US News, 2025).

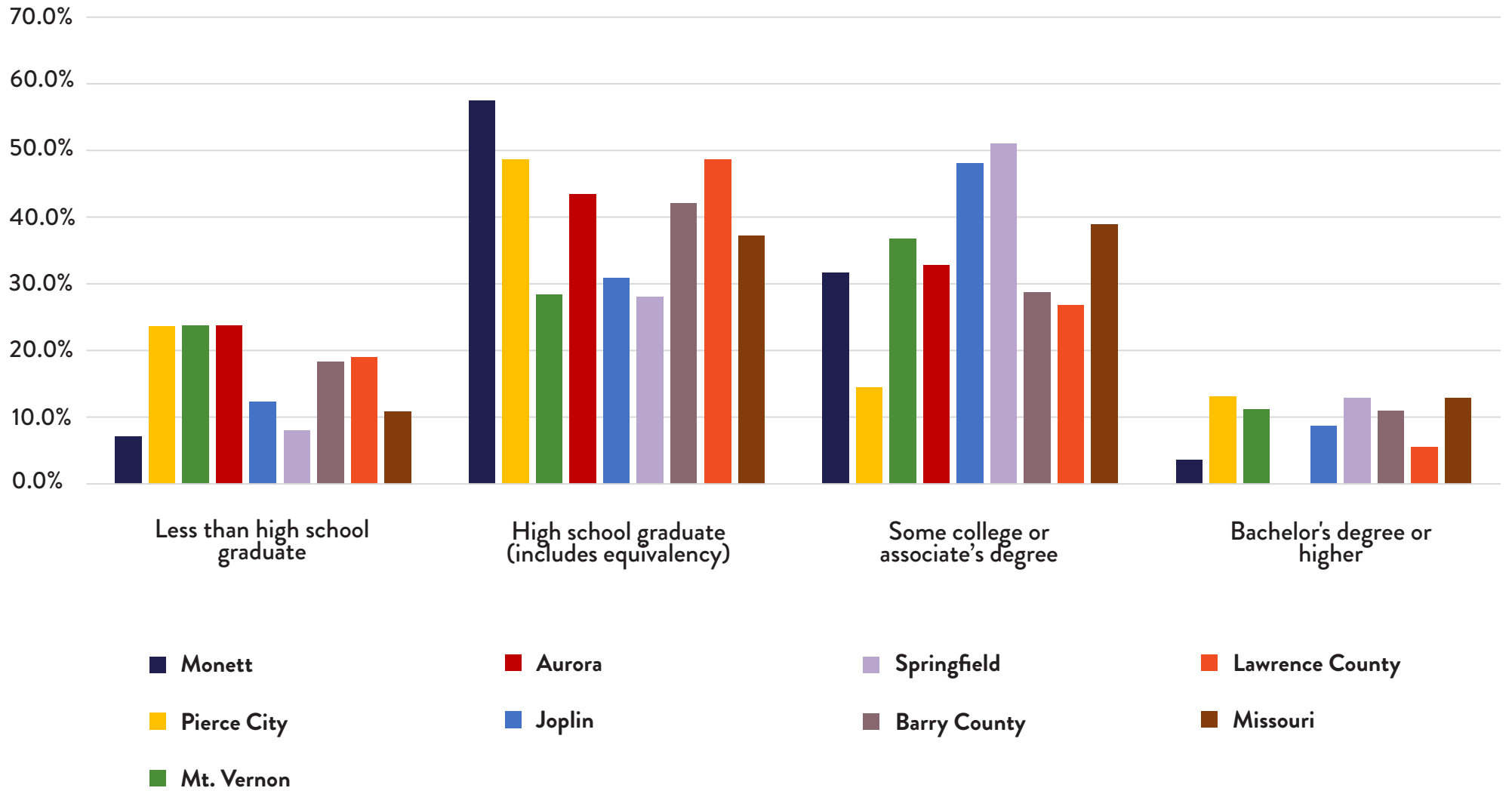
For higher education and career training, Monett is home to the Scott Regional Technology Center and the Drury GO campus. Nearby options include Missouri State University - Cassville and Crowder College in Neosho, as well as several colleges in Joplin and Springfield, all within about an hour's drive.

Overall, Monett has strong local schools and good access to career and technical training. As the economy changes, education trends will continue to play an important role in shaping the city's workforce and future growth.

Educational Attainment, Population 25 Years and Above



Population 18 to 24 Years



ENVIRONMENT AND HAZARDS

The natural environment plays a prominent role in the growth of a city. It can create both opportunities and limits for development. A healthy environment provides essential benefits such as clean water, good soil, fresh air, natural resources, recreation, and community pride. When cities balance growth with conservation, they protect these resources and improve residents' quality of life.

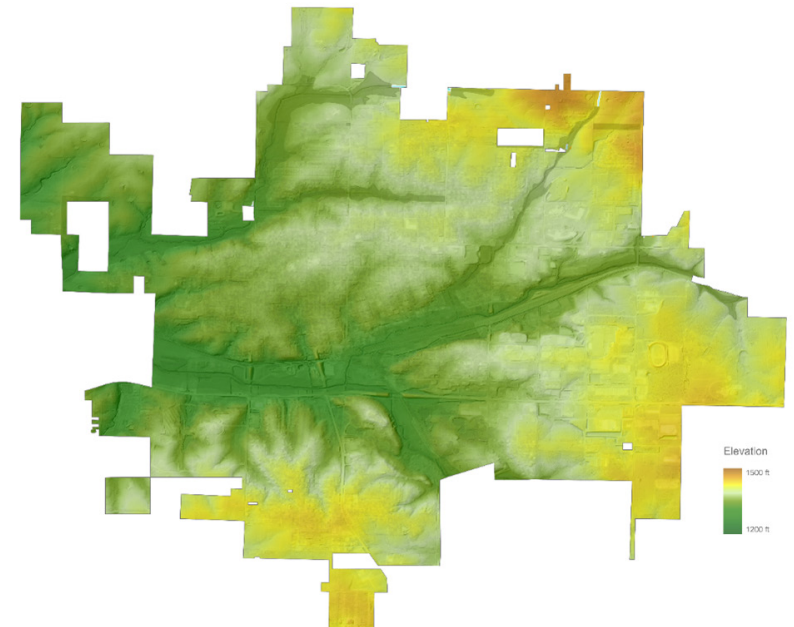
At the same time, natural features like hills, floodplains, and unstable soils can make development more difficult or expensive. Natural disasters such as floods, severe storms, or extreme heat can also affect where and how a city develops. As weather patterns change, these events are becoming more frequent and costly, making planning and hazard prevention even more important. Monett's specific risks and safety strategies are addressed in the Barry and Lawrence County hazard mitigation plans.

To guide smart growth and development that is safe, efficient, fair, and sustainable, the city must carefully consider its natural environment and potential hazards before building for the future.

Topography and Climate

The shape of the land and the local climate both greatly influence how a city develops.

Level terrain is typically less expensive to develop and allows for more efficient construction of roads and supporting infrastructure. However, flat areas are often more likely to flood, which means they may need stronger stormwater systems or other means of mitigation.



Topography and Climate

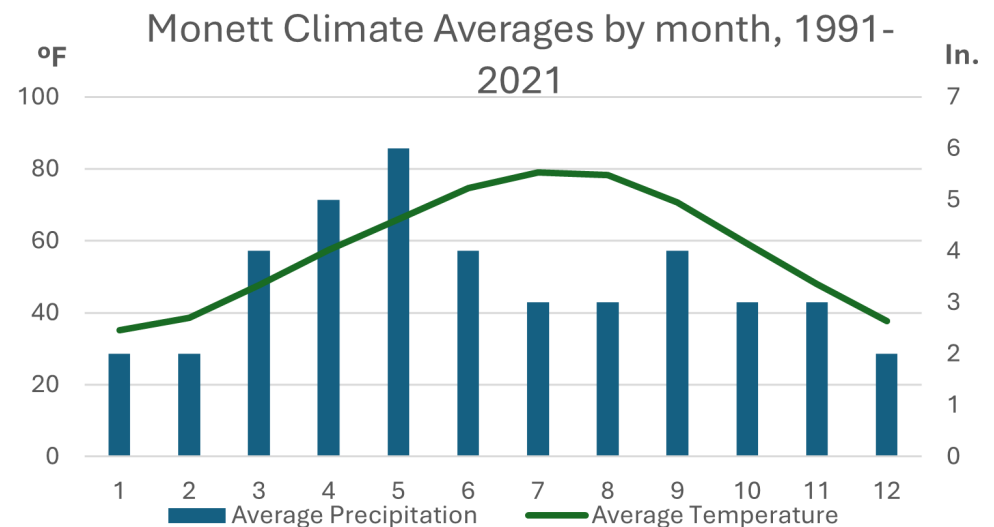
Monett is mostly flat, with some hills around the edges of the city. The terrain becomes hillier in the east, with low vertical relief from north to south. To the west, toward Pierce City, the land becomes flatter and gradually drops in elevation. Being within the Ozark Plateau, Monett sits higher than other areas of Missouri, with elevations ranging from 1,200 to 1,500 feet above sea level. The lowest elevations are generally along the floodplain that runs east to west through the center of the city.

Monett's higher elevation also affects its climate. Compared to much of Missouri, Monett tends to have more rainfall, stronger winds, cooler temperatures, and slightly lower humidity. The cooler summers can make Monett a more comfortable place to live or visit and may reduce risks tied to extreme heat.

However, temperatures are rising. Since 1972, Monett's average temperature has increased by about 8.5 degrees Fahrenheit (NOAA 2026). If this pattern continues, Monett's average temperature could reach about 62.4 degrees Fahrenheit by 2050, roughly 3.4 degrees warmer than Arizona's current average yearly temperature.

Warmer temperatures can lead to longer droughts and more frequent heatwaves. This can harm crops, increase the risk of natural disasters, damage roads and infrastructure, raise energy costs due to more air conditioning use, and create serious health risks like heatstroke.

Because extreme heat is likely to become more common, Monett can benefit from planning ahead now. Taking steps to prepare for climatic changes will help protect residents, reduce long-term costs, and make the city more resilient for the future.



Natural Resources and Ecosystem Services

Monett and the surrounding area benefit from many natural resources and environmental features. Environmental features that benefit people are known as “ecosystem services,” and include features like clean water, fertile soil, fresh air, flood protection, wildlife habitat, and natural beauty. Understanding these natural benefits helps the city maintain a high quality of life while still allowing for growth.



Natural Resources and Ecosystem Services

Agriculture

While Monett does not solely rely on a single major natural resource today, the area has historically been rich in zinc, lead, limestone, and clay. Most mining in the area ended in the early to mid-1900s.

Agriculture remains important around the city. Prime farmland is located near Kelly Creek and Clear Creek, where crops such as corn, wheat, and soybeans are grown. Ranching is even more common than crop farming and depends on the same basic resources of healthy soil and reliable water.

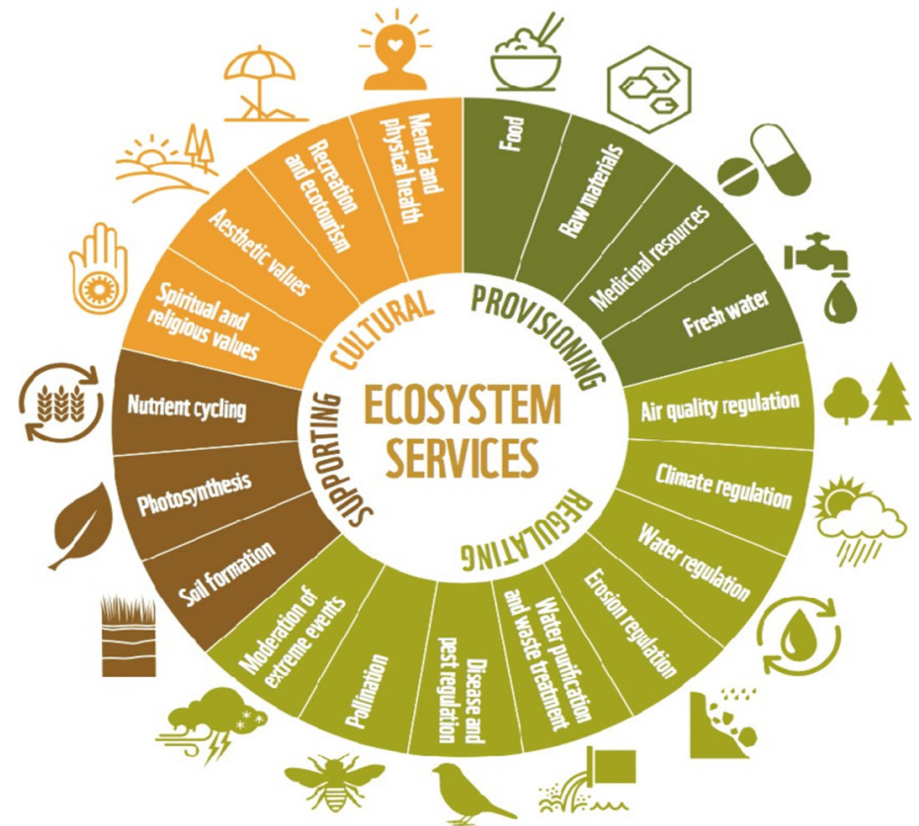
Kelly Creek and Clear Creek are Monett's main waterways. They help recharge groundwater that supports the public water system, provide habitat for wildlife, and offer recreation opportunities for residents.

Many of the ecosystem services in Monett perform regulating functions, such as wetlands.

Wetlands are areas that serve as a transition between dry land and open water, with shallow water, waterlogged soil, and special vegetation. They play a critical role in protecting communities by:

- Filtering water
- Reducing flooding
- Storing carbon
- Supporting wildlife

When wetlands are removed, flooding can become much worse. Monett has 59 federally classified wetlands within city limits. These areas vary in size and type and should be carefully reviewed to determine which ones need protection.



Forests

Forests provide many important benefits. They improve air quality, strengthen soil, absorb carbon, manage stormwater, and provide wildlife habitat. Trees also cool neighborhoods by providing shade, reducing heat buildup, and lowering energy use.

Most forested areas near Monett are located around the creeks. However, development is expanding into some of these areas. Without conservation efforts, some forested land could be lost as the city grows.



Native Plants

Native plants and grasses are another valuable resource. They:

- Support pollinators like bees and butterflies
- Require less water and maintenance
- Improve soil health
- Reduce flood risks
- Add natural beauty to landscapes

Using more native plants in landscaping and public spaces can strengthen the city's environment while lowering maintenance costs.



Recreation and Community Identity

Monett's natural features also provide cultural and recreational benefits. Wetlands, forests, creeks, and open spaces create opportunities for hunting, fishing, biking, hiking, and other outdoor activities. These activities improve residents' health and quality of life.

Natural areas can also support tourism and economic growth. Outdoor recreation and scenic landscapes can attract visitors and even new residents. However, tourism efforts should always reflect the needs and values of the local community first.

By protecting and wisely using its natural resources, Monett can support long-term growth while preserving the beauty and character that make the city unique.

Hazard Mitigation

Flood Management



Flooding has been an ongoing concern in Monett. Kelly Creek and Clear Creek run through the city and may be small or even dry at times, but heavy rains can quickly cause them to overflow and damage homes, businesses, roads, and infrastructure.

To manage this risk, the city uses floodplain maps that show varying levels of flood danger. The floodway is the highest-risk area. It carries the fastest and deepest floodwaters during a major

storm, a fact which has led to heavy restrictions on development in these areas.

Surrounding the floodway is the 100-year floodplain, which has a 1% chance of flooding in any given year. Flood insurance is required for property within the floodway and the 100-year floodplain. The 500-year floodplain has a lower risk, with about a 0.2% chance of flooding each year. While insurance is not required in these areas, it is strongly recommended.

Monett has taken several steps to reduce flooding. These include sewer improvements, removing buildings in high-risk areas, expanding a railway culvert in 2021, and beginning the USDA's Kelly Creek Watershed Project in 2024. City regulations also require special permits for construction in certain flood-prone areas, with the Building and Zoning Inspector serving as the Floodplain Administrator.

Another key part of flood prevention is stormwater management systems that control how rainwater flows through the city. There are two main approaches. Gray infrastructure includes traditional systems like pipes, culverts, detention basins, and treatment plants. While effective, they can be expensive and have greater environmental impacts. Green infrastructure uses more natural solutions, such as wetlands, rain gardens, bioswales, and permeable pavement. These systems help absorb and slow rainwater, reduce pollution, and are often more cost-effective.

Tornadoes

Tornadoes are a common hazard in Missouri. Although Missouri experiences fewer tornadoes than “tornado alley” states like Oklahoma, Kansas, and Texas (Guinan, 2010), research shows that shifting climate conditions are causing tornado alley to rapidly move eastward (Fischetti, 2023). This pattern is reflected in the number of tornadoes that Missouri experiences, shifting from an average of 28.3 annual tornadoes from 1980 to 1999 to an average of 78.55 annual tornadoes from 2000 to 2019 (Pyun 2024). These tornadoes are also more costly, going from an average of \$37,491,815 in property damage from 1980-1999 to an average of \$56,068,113 (\$206,227,833 when including the 2011 Joplin tornado) from 2000 to 2019.

It is uncertain how the frequency and intensity of tornadoes will change in the future, because tornadoes have complex mechanisms that don’t perfectly align with climate trends. The three primary requirements for a tornado to form are warm, moist air; atmospheric instability; and wind shear, which is the sudden change in wind speed or direction over a short distance. While air is expected to become warmer, moister, and create more atmospheric instability as global temperatures rise, wind shear may become less prevalent (National Geographic, 2025). The higher elevation of Monett produces the opposite of these effects, and over time, the climate may become more like the plains surrounding the Ozarks, therefore producing more frequent tornadoes.

Sinkholes

One of the major hazards in Monett’s environment is its sinkholes. The Missouri Department of Natural Resources has identified 7 sinkholes within the city limits of Monett, as well as 18 more sinkholes within a 5-mile radius of the city (Missouri DNR, 2024).

The size of sinkholes can vary, from a few feet to thousands of feet in diameter and depth, but all sinkholes must be monitored to prevent present or future harm. Missouri is prone to sinkholes because it is underlaid by soluble carbonate bedrock. This means that bedrock below the soil can be dissolved over time by acidic water, leading to holes in the surface. There are natural causes of sinkholes, such as rainfall that becomes acidic as it washes over decaying plant matter. There are also human causes such as groundwater pumping, modified water drainage systems, obstructive activities like mining or construction, pipe leakage, and heavy loads on the surface from infrastructure. Sinkholes can create several issues for cities, including groundwater contamination, foundational damage or building collapse, and infrastructure damage. To prevent both physical and financial harm, a city must manage its sinkholes. The main strategies for managing sinkholes are to prevent them from occurring, avoid development near identified sinkholes, and attempt to mitigate the impact near existing developments.

LAND USE

CHAPTER THREE

OVERVIEW

Land Use is a required element of a Comprehensive Plan under Section 89 of the Missouri Statutes. This requirement reflects the role land use plays in the growth and development of communities. Land use, often depicted by parcel, is the act of describing the variety of ways that humans use and interact with the land around them. A thorough understanding of land use patterns is essential for establishing effective zoning laws and regulations, as it provides the initial framework for identifying and organizing the various types of uses within a city's boundaries. This chapter will be divided into two interconnected sections: Existing Land Use and Future Land Use, both accompanied by a map.

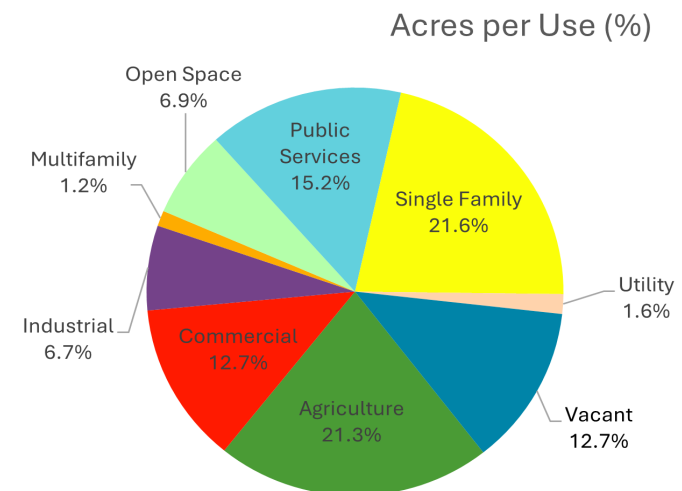
Future Land Use is the culmination of all the chapters, goals, and objectives identified throughout the Comprehensive Plan. It represents the anticipated growth and development of the city, using the assessment of its needs. The development of Future Land Use is a collaborative process that draws from several sources. These include public input gathered from community engagement events, the application of smart planning practices, and guidance from the Comprehensive Plan Committee.

The *Future Land Use Map*, is a version of the Existing Land Use Map that is altered to depict potential future land use patterns. The *Future Land Use Map* is not legally binding. Instead, it presents one possible scenario for the city's future, offering a vision for growth rather than an exact prediction. While it does not provide a definitive blueprint, the Future Land Use Map is an essential tool in identifying the strategic steps a city should take to foster growth and development.

EXISTING LAND USE CATEGORIES

Existing Land Use refers to the current status and utilization of each parcel within the City of Monett. Understanding existing land use is essential for assessing the needs of the city, providing a geographic representation of how land is being used. This spatial analysis helps identify key factors such as housing density, commercial districts, and access to recreational spaces and facilities.

By examining the current land use patterns, planners can identify trends and make informed decisions to guide the city's future development.



Residential Agriculture

Residential Agriculture land use includes large lots of land that accommodate agricultural activities, large estates, and single-family households. Residential Agricultural is the least dense land use that incorporates residential uses, generally located along edges of the city where population density is lowest. Residential agriculture has an approximate area of 1,201 acres between 91 parcels, comprising 21.3% of total acreage in the city and 2.3% of total parcels.

Single-Family Residential

Single-Family Residential land use includes traditional single-family homes. These homes are on smaller lots than agricultural residential and are commonly found in neighborhoods or situated near other similar residences. Single family residential designation has an area of 1,218 acres between 3,085 parcels, comprising 21.6% of total acreage and 78% of total parcels in Monett. This makes Single-Family Residential the largest portion of both acreage and parcels in Monett.

Multi-Family Residential

Multi-Family Residential land use includes residential parcels with two or more units on one property, accommodating multiple households. Examples include apartments, duplexes and triplexes, and townhomes. Multi-family residential uses in Monett have a total area of 68 acres across 79 parcels. Multi-family residential comprises only 1.2% of total acreage and 2% of parcels in Monett.

Commercial

Commercial parcels are characterized by spaces with for-profit businesses, such as restaurants, retail, and banks. Most businesses are located along major traffic corridors or commercial centers. Commercial parcels also include parking spaces adjacent to businesses under the same ownership. Commercial land uses have an area of 716 acres among 273 parcels, representing 12.7% of the total acreage and 6.9% of the total number of parcels in Monett.

Industrial

Industrial uses are high-intensity developments such as manufacturing, warehousing, and logistical infrastructure such as rail facilities or shipping depots. This land use is commonly located along freight infrastructure such as railroads, airports, and major highways. Industrial land uses in Monett have a total area of 378 acres between 79 parcels, comprising 6.7% of the total acreage and 2% of the total parcels in Monett.

Institutional

Institutional parcels primarily consist of public and non-profit properties that exist to provide services and assist the public. This includes city government buildings, libraries, daycare centers, hospitals, schools, and churches, and may apply to other lots owned and maintained by the city such as public parking areas. Institutional land uses in Monett have a total area of 857 acres among 103 parcels, accounting for approximately 15.2% of the total acreage and 2.6% of the total parcels in Monett.

Utility

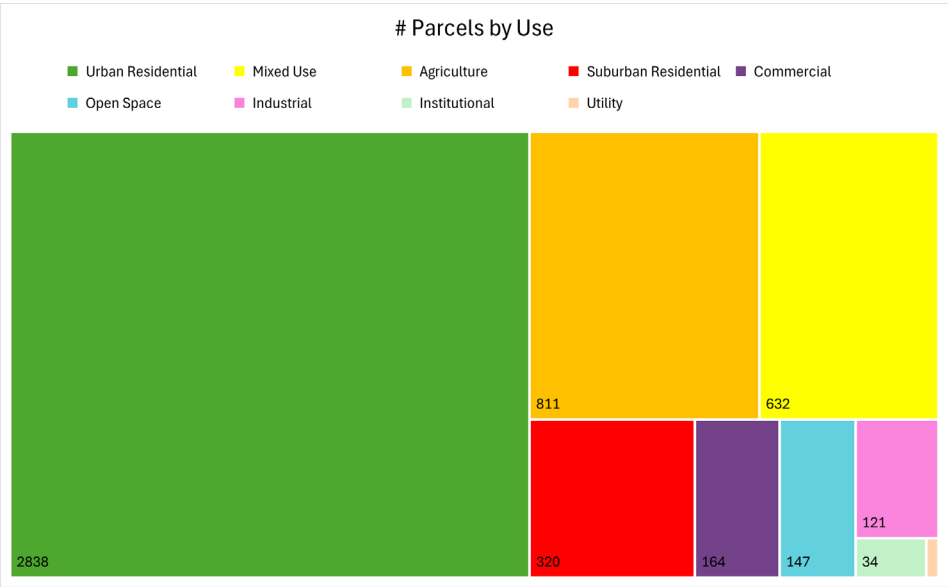
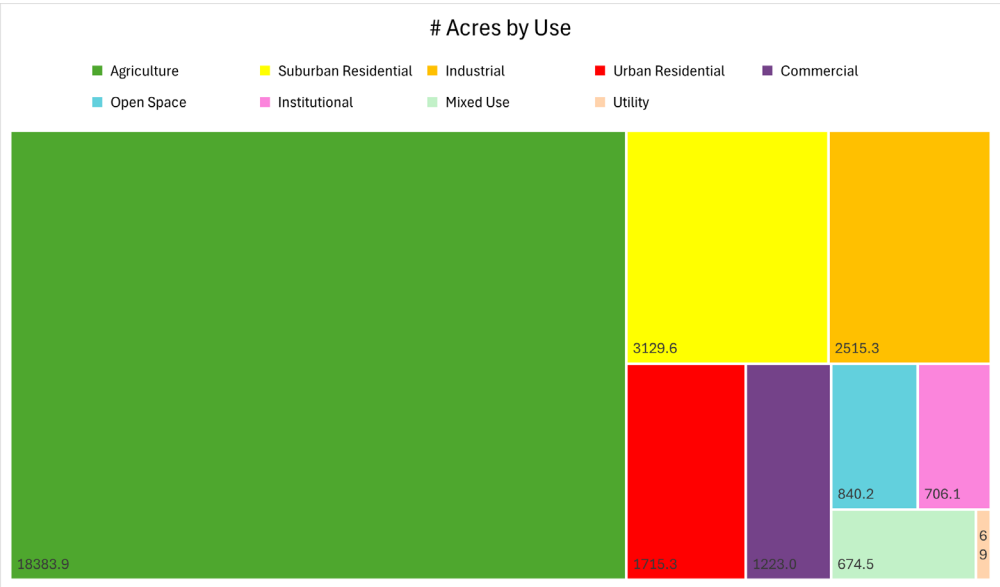
Utility parcels are designated for properties with public or private utility infrastructure, including water supply systems, waste management systems, power distribution networks, and telecommunications infrastructure. Utility and infrastructure land uses in Monett have a total area of 90 acres across 20 parcels, comprising 1.6% of the total acreage and 0.5% of the total parcels in Monett.

Parks and Open Space

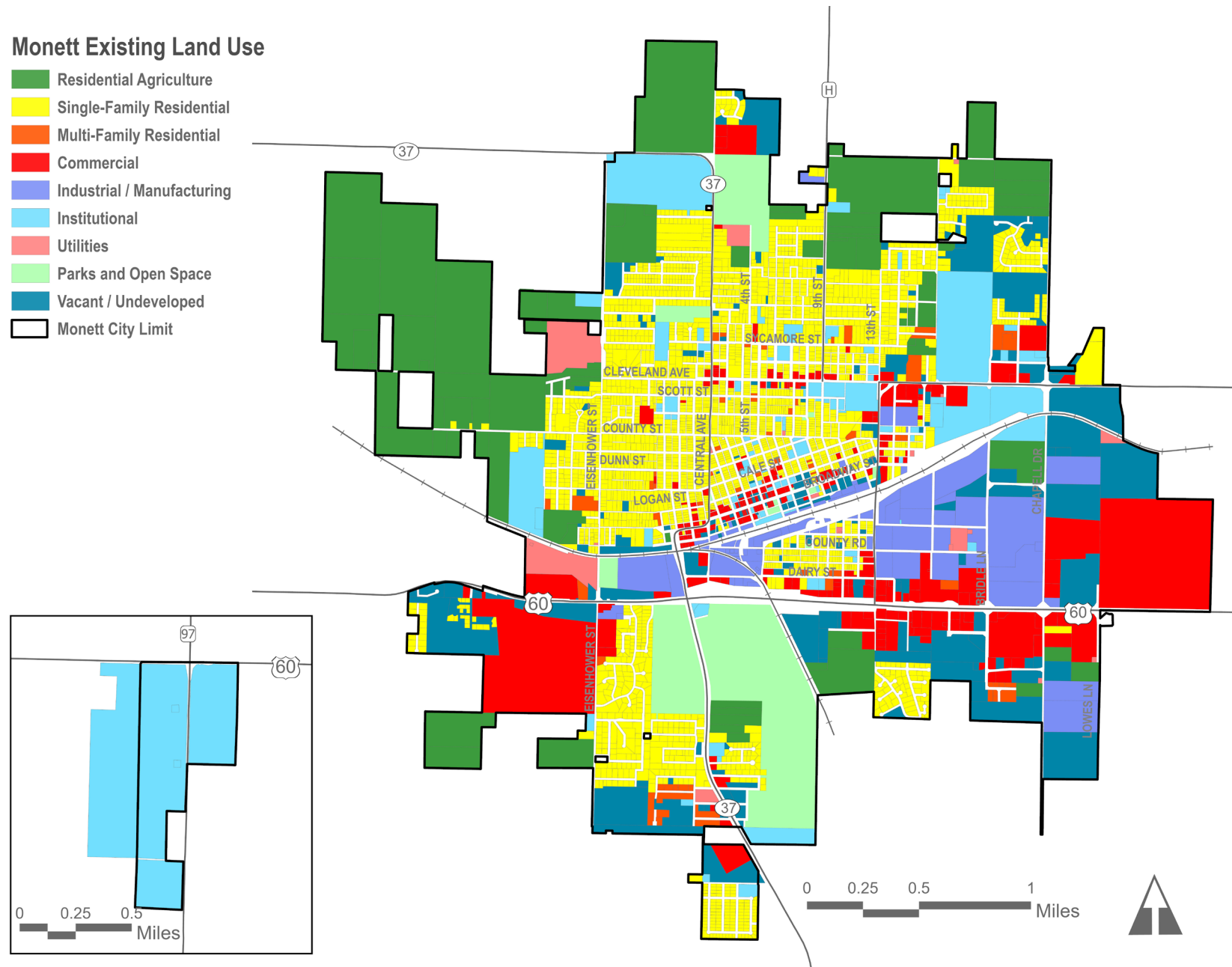
Parks and open space land uses are areas with low-intensity development and green space. The primary purposes of these lots are recreation, conservation, and property owned by the City of Monett that is currently vacant. Parks and open space have a total area of 389 acres between 16 parcels, comprising 6.9% of the total acreage and 0.4% of the total parcels in Monett.

Vacant/Undeveloped

Vacant or undeveloped parcels are properties that are currently underutilized, either due to lack of proper, habitable infrastructure or lack of activity occurring on the site. Vacant land uses have a total area of 716 acres among 229 parcels, comprising 12.7% of the total acreage and 5.8% of the total parcels in Monett.



- Residential Agriculture
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial / Manufacturing
- Institutional
- Utilities
- Parks and Open Space
- Vacant / Undeveloped
- Monett City Limit



FUTURE LAND USE CATEGORIES

Future land use addresses the needs and desires of the community and helps to guide the physical development and growth of the city. Future land use recommendations are created by analyzing existing uses, identifying vital services that are either missing or underutilized, and integrating the needs and desires of the community. The Future Land Use section of this Plan, though not legally binding, should be used to inform development decisions going forward, including zoning decisions, infrastructure expansion and improvements, and future annexations. Implementing this future land use plan will help guide future development of Monett in a sustainable, responsible manner.

Agriculture

The Agriculture land use classification applies to lots used primarily for agriculture and low-density residential purposes. Land classified as agriculture in the Future Land Use map should remain largely undeveloped in order to preserve prime farmland. Areas designated under this category are generally serviced by private wells and wastewater systems and, typically, are not slated for infrastructure expansion and/or improvements in the near future. Preserving and promoting agricultural uses is a significant step toward creating a self-sustaining community.

Suburban Residential

The Suburban Residential category consists of large-lot residential subdivisions and land along the outer edges of the city. This classification is used primarily for single-family residential purposes but also includes small-scale agricultural uses. The focus of suburban residential areas is to provide low-density, semi-rural housing options for residents while preserving important agricultural land. Utilities, roads, and other infrastructure should be scheduled for expansion within the next decade.

Urban Residential

The purpose of the Urban Residential classification is to designate areas best suited for dense residential uses including, but not limited to, small single-family lots, modular homes, patio homes, duplexes and triplexes, multifamily dwellings, and apartment complexes. This designation provides a variety of housing options for residents who are unable or unwilling to purchase a more traditional, suburban-style home. Urban Residential uses generally have adequate access to transportation networks and essential services. Utilities and other services should already exist in the area, or expansion to the area should take place within the next five years.

Commercial

Commercial uses should be prioritized for development along major thoroughfares and near activity centers like schools or the downtown area. Small businesses that serve the needs of residents, but do not create a nuisance, should be permitted to operate in or near residential neighborhoods. Infill development of currently vacant lots should be prioritized, with careful consideration of the potential effects of the proposed business on surrounding properties.

Mixed Use

A mixed-use development contains two or more uses on a single property, though most are more commonly located within a single, shared structure. Typical uses found in a mixed-use district include commercial, transportation, and/or institutional uses at the ground level with dense residential units on upper floors; this is known as a vertical mixed-use development. Alternatively, horizontal mixed-use developments contain multiple uses that are located on the same level but within the same structure or parcel. Most historic downtowns, particularly those developed prior to the rise of automobiles, are good examples of both vertical and horizontal mixed-use developments.

Industrial

Any expansion of industrial uses should be confined to the areas of Monett with existing industrial operations, particularly the eastern portion of the city and along the U.S. Route 60 corridor. Land that is currently vacant in these industrial areas should be preserved and prioritized for infill development of new or expanded operations. In addition, new industrial development should be centered around the existing rail facilities, focusing on logistical efficiency. Utilizing rail for transport of products and materials will help to lower shipping costs and reduce emissions.

Utility

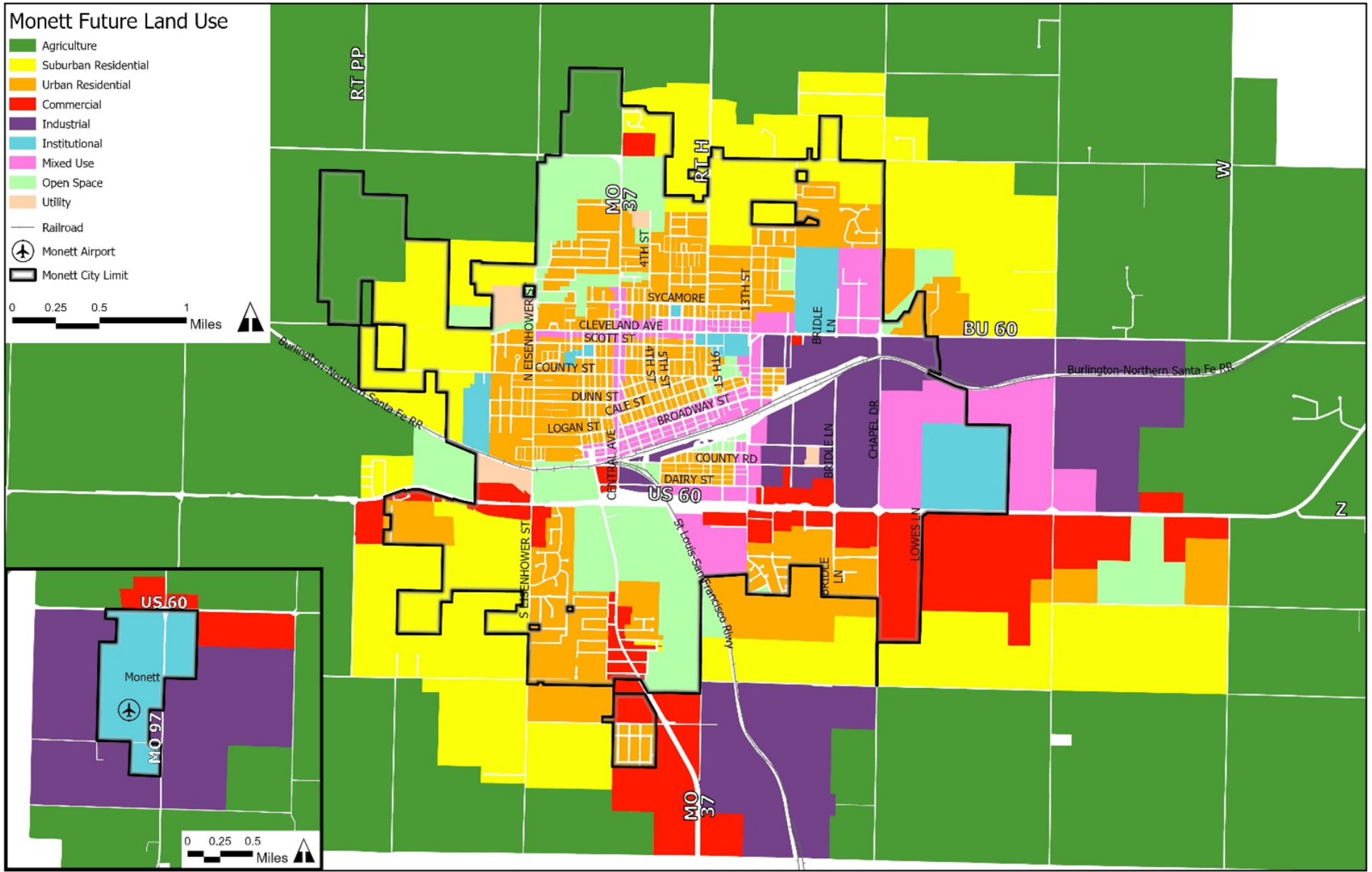
These parcels include power substations, water treatment facilities, and critical facilities such as communication stations. It is important to ensure that all existing and future land uses, including annexation, are supported by adequate utilities, infrastructure, and services necessary for the development and operation of the community.

Institutional

Institutional uses and public services should be easily accessible by residents and visitors. Locating such uses near activity hubs like downtown or government centers is recommended, along with various services available throughout dense population centers. Vacant lots available for infill development are prime candidates for this use.

Open Space

Open Space is defined as areas intended for recreational, public, or ecological functions. This designation should be used to promote and conserve a sustainable environment by guiding growth in a way that balances development with long-term environmental health and community quality of life. Residential growth areas should encourage preservation of green space within neighborhoods while accommodating higher housing densities, and development along highways should prioritize green space and greenways to maintain an attractive and welcoming city entrance. Parks and green spaces should be supported with a plan that directs maintenance, future recreational investments, improvements, and system connectivity.



LAND USE GOALS

Goal 1: Allow for growth in and around Monett



Objective 1: Update the zoning code to align with current community needs and support development.

Strategy 1

Consult the FLU map when reviewing new developments to ensure that it aligns with proper development patterns.

Strategy 2

Introduce a new mixed-use zoning district, planned unit development (PUD) district, or overlay district that permits a variety of residential, commercial, and public uses; utilize these tools in downtown Monett and along major thoroughfares.

Strategy 3

Revise zoning requirements for businesses to remove barriers to development.

Strategy 4

Create a Conditional/Special Use section for zoning districts, allowing a wider variety of uses while still controlling development.

The Future Land Use (FLU) Map is not legally binding but nevertheless represents a community vision for the future and should be consulted when rezoning or making other future land use decisions.

Mixed-use zoning, planned unit developments, and overlay zones are all ways to increase the flexibility of zoning while simultaneously separating incompatible uses. These tools can help make areas of the community more walkable and support economic development by developing residential and commercial uses in proximity. Monett should incorporate some or all of these zoning tools into the City's code to encourage more flexible and diverse development.

To support and encourage business in Monett, the City should examine and remove unnecessary barriers to development within its zoning code. For example, minimum parking requirements, restrictions against home-based business, and height and area restrictions can put unnecessary burdens on businesses, especially small businesses. Monett should consult local business owners to understand their needs, then take steps to make the zoning code more flexible for business ownership while avoiding nuisances for surrounding land uses.

Conditional or special use permits allow property owners to establish a land use that isn't permitted in the existing zoning of the lot, but that is still compatible with surrounding land uses. These permits are granted case by case through a public review process that includes the Planning & Zoning Commission, city staff, and public input. By introducing conditional use permits, Monett will gain yet another tool for flexible zoning that serves the public's needs.



Objective 2: Improve feasibility of infill development through improvements to infrastructure.

Strategy 1

Highlight development in areas where infrastructure already exists.

Strategy 2

Work with an engineering firm to develop a master infrastructure plan and conduct a capacity study for current infrastructure.

Strategy 3

Plan for adequate infrastructure capacity in areas where development is likely to occur, supporting both public and private development.

Implementing new infrastructure requires an extensive investment of time and resources. To better utilize resources, development should focus on areas that already have infrastructure like roads, utilities, sewers, and telecommunications. This may include infill on vacant or underutilized lots, such as areas in and around downtown, or expansion in areas with existing infrastructure, such as east along U.S. Route 60.

Master infrastructure plans guide the planning, development, and maintenance of public infrastructure, providing a long-term vision for growth and sustainability. This plan may include many elements, such as an inventory of current infrastructure, identification of infrastructure capacity and maintenance needs, identification of target areas for future development and infrastructure expansion, timelines for improvements, and funding sources for improvements. This plan may be completed by an engineering firm, but city staff should ensure that identified areas for development are aligned with the public interest and the comprehensive plan.

While development occurs in areas where infrastructure exists, the City should plan for infrastructure in developable areas where it doesn't currently exist. The master infrastructure plan will provide long-term guidance for this process, but the City should begin planning for short-term infrastructure needs and identifying long-term needs to support the master infrastructure plan and meet short-term development needs.



Objective 3: Evaluate prime areas within the city for specific types of development.

Strategy 1

Target development for new restaurants, convenience stores, and other retail, as emphasized by the economic development focus group.

Strategy 2

Ensure that business development is compatible with and complements surrounding land uses.

Restaurants, convenience stores, retail, and other types of businesses were identified as development needs throughout the comprehensive planning process. It is important not just to encourage and attract this type of development, but to target the right areas. For example, small restaurants and stores are ideal for the downtown area, but quick-service restaurants and big box stores are better suited for commercial corridors like U.S. Route 60. The City should utilize flexible zoning tools to allow multiple compatible uses in an area while also overlaying specific land use requirements to target business development in certain areas.

It is important that business development is compatible with surrounding land uses. Outside of zoning requirements, Monett staff should work with local businesses and economic development partners to identify purchasable lots, then conduct land suitability analysis to determine compatible uses. While this won't require specific businesses to develop in the lot, it will create a partnership between the City and businesses to connect them with the best lands for their business and the surrounding area.



Objective 4: Proactively analyze land adjacent to city limits to determine suitability for future annexation and sustainable development.

Strategy 1

Identify and evaluate land separately for residential, agricultural, commercial, and industrial expansion.

Strategy 2

Assess infrastructure needs for developable land, including potential pumping stations and related system upgrades.

As land within city limits is developed, the next logical step for Monett is annexation. It's important that Monett is intentional in the annexation process and communicates with property owners for voluntary annexation. Annexed land should also have a specific purpose and use in mind. By conducting a land suitability analysis for parcels near Monett city limits, the City can proactively identify land for potential annexation and specific land uses.

As land is annexed, Monett will need infrastructure to support potential development. The street network, water and sewage systems, school district, and sanitation department must be prepared to serve new developments with necessary infrastructure. Geographic Information Systems (GIS) mapping can be used to identify expected infrastructure needs for developable land, especially for water and sewage pumping systems. Monett also has existing plans for new pumping stations, which should be considered when planning for new infrastructure.

Goal 2: Encourage development, redevelopment, and renovation of vacant and dilapidated areas.



Objective 1: Examine funding options, existing and potential, to secure redevelopment and renovation opportunities.

Strategy 1

Prepare a fiscal impact analysis to evaluate feasibility of funding and incentive options.

Strategy 2

Pursue funding through HUD HOME, CDBG, and other programs for housing renovation or demolition/reconstruction.

Strategy 3

Utilize the TIF districts for improvement and redevelopment opportunities.

Fiscal impact analysis is used to understand the public costs and revenues of development. For redevelopment projects, this can involve calculating current costs and revenues of vacant lands and projected costs and revenues of different development scenarios. This will guide funding and redevelopment strategies based on the most important or valuable lands to develop.

Numerous federal programs exist for the renovation or redevelopment of housing structures, including HUD HOME, CDBG, HOPE VI Revitalization grants, HUD NSP, USDA Housing Preservation Grants, and USDA Section 504 Home Repair. State programs also exist such as the Missouri Housing Trust Fund and MO DED CDBG funds. Monett should pursue these programs to help fund revitalization efforts.

Tax Increment Financing (TIF) is an important tool for revitalization, providing funding for projects in an area without needing to raise taxes. Monett currently has three TIF districts: in the downtown area, the southern area of Lowes Lane, and along U.S. Route 60 and Business 60. These districts should continue to be utilized to fund redevelopment.



Objective 2: Create special policies, incentives, and programs to reduce vacancies and renovate or redevelop dilapidated structures.

Strategy 1

Create a registry to inventory vacant properties and introduce vacancy fees to disincentivize long-term vacancy.

Strategy 3

Continue conversations around Chapter 353 (Urban Redevelopment Corporations Law) tax abatement incentives for downtown redevelopment and assist in determining appropriate areas for its use.

Strategy 2

Work with Barry and/or Lawrence County to establish a land bank that will acquire vacant properties in Monett and provide incentives and assistance for redevelopment.

Strategy 4

Review zoning regulations and revise, if necessary, to ensure diverse housing options are permitted on vacant residential lots.

A registry and inventory of vacant properties would provide accountability for long-term vacant property owners and provide the City with clear targets for future redevelopment efforts. An example of this is the City of East St. Louis, which requires property owners to register their property with the code enforcement department within 60 days of vacancy and charges annual fees that increase each year the property is vacant. The fees also vary by the previous land use of the vacant property.

Land banks are a powerful tool for addressing vacancy, allowing tax or code delinquent properties to be acquired by the land bank and sold to private parties at a lowered price. Currently, only two land banks exist in Missouri and enabling legislation is required to create them. Missouri House Bill No. 2062 enabled any county or municipality to establish a land bank if they meet certain requirements, but the bill was invalidated in court. Monett should continue to monitor the legality of land banks and advocate for the formation of one in Barry and/or Lawrence Counties.

Missouri Revised Statutes § 353.030, 1975, also known as the Urban Redevelopment Corporations Law, provides tax abatements for the redevelopment of urban areas. To make vacant lot redevelopment more feasible, the City should encourage developers to create Redevelopment Corporations that qualify for the incentive. By educating developers with knowledge of this law, how to apply, and eligible areas for redevelopment, Monett can address vacancy without requiring municipal incentives or funding.

Many older residential lots in Monett are small, have unique dimensions, or have other features that make them incompatible with current zoning standards and more difficult to redevelop. The City should continue to create and implement policies like Ordinance 9117, which creates an overlay district over the legacy residential areas of Monett, providing these lots with fewer land use restrictions and encouraging infill development.

Goal 3: Promote and conserve a sustainable environment through land use policy.



Objective 1: Conserve agricultural lands, natural resources, and critical viewpoints that provide ecological benefits to Monett.

Strategy 1

Generational farms and prime agricultural lands at the city's edge should be preserved to maintain agricultural and low-density areas for residents.

Strategy 2

Consider cluster development in new residential developments to create green spaces within residential neighborhoods while allowing for more housing per acre.

Strategy 3

Prioritize green space and greenways along commercial corridors to maintain an appealing entrance to the city.

Many farms along the edges of the city have been within the same family for generations or exist on land that is particularly well-suited for agriculture. These properties bolster the agricultural economy of the region, while also providing ecological, cultural, and aesthetic values to Monett. Due to these benefits, some of these sites should be preserved long-term, ensuring that open and low-density space exists in and around Monett for years to come. One way to preserve these sites is by creating agricultural land easements, which state that properties must be used for an established, specific purpose like agriculture, open-space, or conservation. The Natural Resources Conservation Service (NRCS) provides funding for purchasing these easements through the Agricultural Conservation Easement Program.

Cluster developments are residential developments that allow for homes to be built on smaller lots and sited closer together, while also creating common green space for recreation or conservation. Cluster developments maintain the same residential density as standard developments while improving neighborhood walkability and green space quality. Allowing cluster development balances the goals of continued residential growth and conserving open spaces without diminishing the quality of either aspect.

Green space is a simple and affordable way to make corridors more visually appealing. The commercial corridors of Monett serve as gateways into the community, and many people will spend most of their time along or near them. Monett should review and amend development ordinances to require or incentivize landowners to provide green space along certain corridors. For municipally owned land along these corridors, resources should be allocated to proper landscaping, including planting and maintaining flora like wildflowers and trees along corridors.



Objective 2: Create and maintain green space to support the city's environmental health, promote walkability, and enhance its visual appeal.

Strategy 1

Introduce pocket parks or neighborhood parks in developed areas, addressing gaps between existing parks.

Strategy 2

Become a Tree City USA to promote Monett's urban forest and educate the community.

To provide more green and recreational space in the city, Monett should introduce pocket and neighborhood parks into existing neighborhoods. These parks can be sited in vacant lots or undevelopable land adjacent to developed areas. These parks will provide valuable opportunities for recreation throughout the city without requiring significant land acquisition. Funding of these parks may be handled on a case-by-case basis, but one possible funding model involves the City funding park acquisition or construction, while community groups or neighborhood organizations fund maintenance of the parks.

Tree City USA is a designation by the Arbor Day Foundation given to communities that meet core standards of urban forestry management. Monett could work with the Arbor Day Foundation for both guidance and resources for planting, maintaining, and promoting Monett's urban forest. The Tree City USA program also provides opportunities to involve and educate students regarding the purpose and benefits of urban trees. By becoming a Tree City USA, Monett ensures that its urban trees will continue to thrive, while also informing the community about the importance of urban forests.



Objective 3: Consider potential environmental and health hazards when assessing options for future land use.

Strategy 1

Address industrial odors and other nuisances from major developments through code enforcement and buffer zones.

Strategy 2

Engage the Monett Economic Development Committee to lead and facilitate the actions to mitigate environmental challenges.

Strategy 3

Address downtown flooding issues and ensure all steps are being taken to prevent future flooding.

Strategy 4

Ensure that building codes are resilient to potential hazards such as flooding, sinkholes, and tornadoes.

Strategy 5

Identify and restrict development in areas unsuitable for building and guide these areas toward uses that minimize risk for life, property, and the environment.

As Monett continues to develop its commercial and industrial sectors, nuisances from these sectors can negatively impact the areas surrounding them. One solution is to **increase code enforcement efforts**, as many nuisances are in violation of land use regulations or other city ordinances. By better enforcing codes within the city, these nuisances can be mitigated and penalized to disincentivize any future violations. Land use buffers are another solution, ensuring that incompatible land uses cannot be sited near each other, sometimes with a physical barrier between them. Although adding buffer areas may not be possible in all developed areas, the City should plan for buffer areas when new developments or zoning changes occur.

Another type of buffer is a: **NATIVE PLANT BUFFER**

Which involves filling a buffer area with:

- **GRASSES**
- **FLOWERS**
- **TREES**
- **OTHER VEGETATION**



These buffers can hide nuisance from view, filter out unpleasant sounds and smells, while also absorbing chemicals that may be emitted from nuisances. This is a simple and cost-effective way to prevent conflicts between incompatible land uses. As Monett continues to expand, environmental issues will become more challenging and costly. To minimize these challenges and their associated costs, the Monett Economic Development Committee should lead and facilitate actions to address and mitigate these issues.

FOR FUTURE DEVELOPMENTS, THIS MAY MEAN:

- Consulting with developers
- Providing guidance and knowledge of the issues that prior developments have faced and how these issues can be avoided.

FOR EXISTING DEVELOPMENTS, THIS MAY MEAN:

- Providing funding or oversight for improvement projects (as mitigation efforts will save money and improve the business climate for Monett).

Downtown Monett has experienced many devastating floods over the years. If trends continue, these floods will continue to occur more frequently and with greater impacts than in years prior. To ensure the vitality, safety, and success of downtown, **floods need to be addressed and mitigated**. Currently, the NRCS is exploring options for mitigating flooding downtown through the Kelly Creek Watershed Project. As improvement projects move forward, **Monett should also consider options for mitigating flooding risks**. Projects like adding green space to vacant lots would be helpful to mitigate any negative effects of flooding, while also maintaining the possibility of development in future years once flood risk is mitigated.

To best protect life and property within Monett, building codes should be structured in a way that ensures buildings are resilient to:

- **FLOODING**

- **SINKHOLES**

- **TORNADOES**

While the existing code has some considerations for natural disasters, more should be added to ensure buildings and developments are more resilient.

Examples include:

Requiring hydrogeological assessments for developments in sinkhole prone areas or updating the building code to comply with the ASCE 7-22 building code.

Although updated codes can be applied to all new developments in the city, Monett should also consider education or incentive programs to encourage owners of older buildings to modify their properties or to install features like safe rooms.

Due to flood risk, geology, or topography, some land is not suitable for certain land uses. To ensure that development is safe, Monett should identify these areas and restrict development in them.

Using GIS data, including data for **existing sinkholes, floodplains, and other environmental risks**, Monett can conduct a land suitability analysis for various land uses. With this analysis, Monett can identify sites that are not fit for development and require low-impact land uses like agriculture, parks, or open space.



HOUSING

CHAPTER FOUR

OVERVIEW

Housing is the foundation of the community; it allows for the well-being of current residents, attracts new residents, and helps develop a sense of place. Offering affordable, livable, and desirable housing is key to the continued growth and development of Monett.

2023 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

HOUSING UNITS: **3,943**

MEDIAN ANNUAL INCOME: **\$45,821**

GROSS HOUSING DENSITY:

MEDIAN MONTHLY INCOME: **\$3,818**

448.1 units/sq. mile

OWNER OCCUPIED UNITS: **53%**

RENTER OCCUPIED UNITS: **47%**

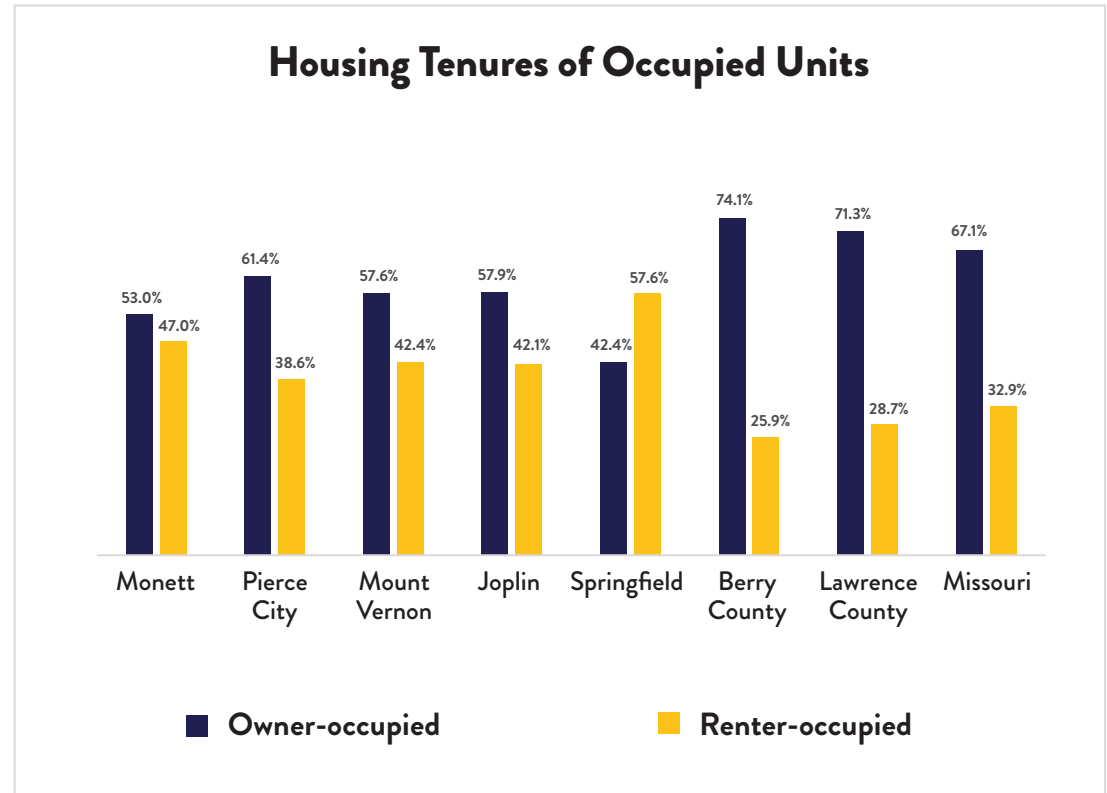
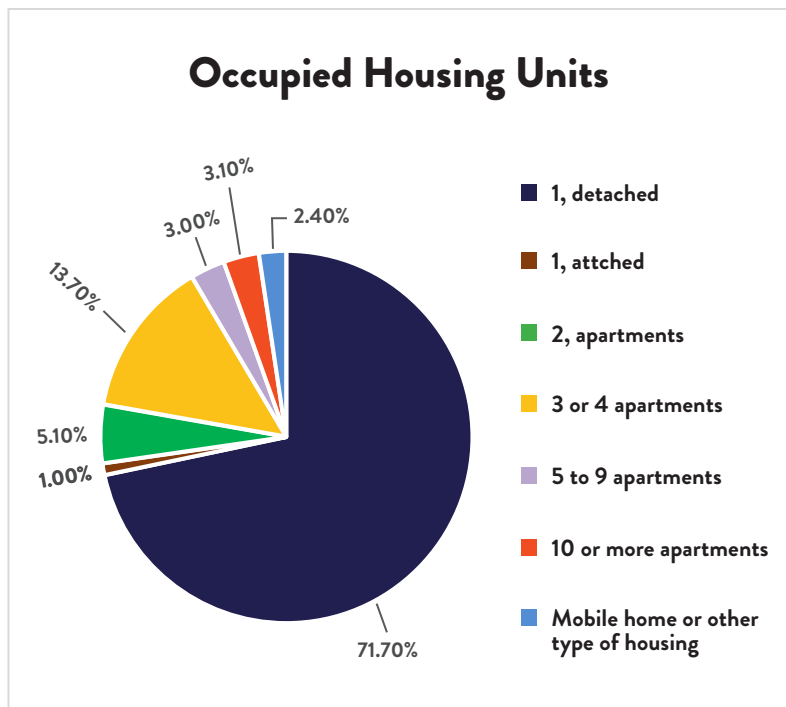
○ MEDIAN OWNER-OCCUPIED
HOUSING VALUE: **\$149,000**

○ MEDIAN MONTHLY RENT
COSTS: **\$862**

Housing Types

Monett is becoming more renter-occupied over time, from 41.1% in 2010 to 47% in 2020. This is a major difference between Monett and rural towns in the region, in which there tend to be far more owner-occupied than renter-occupied units.

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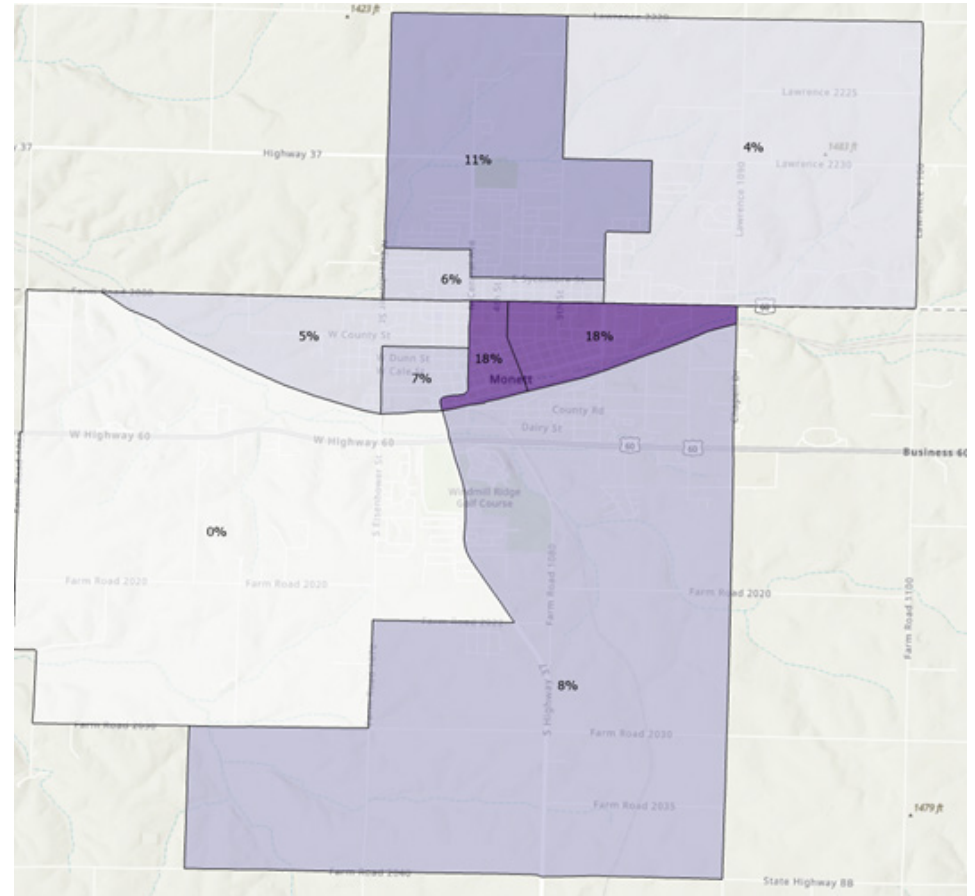
When developing housing, it is necessary to understand housing trends for both tenure and units per structure to create a diverse housing stock that is affordable, desirable, and meets the diverse needs of Monett residents.

Housing Vacancy

Of the total 3,943 housing units in Monett, 89.8% are occupied and 10.2% are vacant. The vacancy rate has fluctuated over the past decade, reaching as high as 15.1% in 2015 and as low as 7% in 2010. These fluctuations also correlate with change in the number of total units, which may indicate that new housing developments are not being occupied.

Of the housing units that are vacant, 33.7% are leased, 5.5% are sold and not occupied, and 60.8% are classified as “other vacant.” The “other vacant” classification describes all vacancies that do not fit into other categories. One U.S. Census Bureau article describes some common reasons for the classification as housing units in which “no one lives in the unit and the owner is making repairs or renovations, does not want to rent or sell, is using the unit for storage, or is elderly and living in a nursing home or with family members” (Kresin, 2013). To address potential housing issues arising from housing vacancy, it will be necessary to further examine the reasons for Monett’s vacancy rate.

While housing vacancy is present throughout all of Monett, the highest vacancy rates are downtown and in the surrounding area, with a vacancy rate of about 18% according to U.S. Census Block Group data. The high vacancy rate downtown is a well-known issue among Monett residents. On Monett’s community survey, one question about curb appeal received approximately 47 responses about dilapidation and vacancy in the downtown area, comprising about 25% of total responses to the question.



Housing Costs

The 2023 ACS 5-year census data reports the median housing value of owner-occupied housing in Monett to be \$149,000 (ACS, 2023), which is lower than both state and county median. Median housing value has been increasing each year, however. The 2024 ACS 5-year census data reports the median housing value of owner-occupied housing in Monett to be \$167,700 (ACS, 2024).

According to Southern Missouri Regional Multi-list sales data for the same time frame, all single-family units sold within the 2019-2023 period had an average price of \$156,706, with an average square foot cost of \$90. All single-family units sold within the 2020-2024 period had an average price of \$172,625, with an average square foot cost of \$101. Single family homes sold through MLS January-December 2024, have an average price of \$205,191 and an average square foot cost of \$124 (MLS & FBS, 2026.)

Total cost and cost per square foot continued to rise during this time period. This increase is not shocking, as the Federal Finance Housing Agency details that between 2010 and 2022, the average price of a home increased by 74%. This may bring better property values for some residents, but it may also create an unaffordable housing market for others.

New home construction permits fluctuated yearly between 2020-2024. Overall there were approximately 150 new home construction projects permitted within the 2020-2024 period. These had an average investment price of \$4,487,382.

An important indicator of affordability is monthly owner costs, which include all monthly housing costs from mortgage to utilities to real estate taxes. In Monett, the median monthly owner costs are \$1,081 for housing units with a mortgage and \$426 for housing units without a mortgage, according to 2023 ACS 5-year estimates.

The standard for housing affordability is that a household should not spend more than 28% of their monthly income on housing. In Monett, median monthly owner costs are 28.3% of the median income for units with a mortgage and 11.2% for units without a mortgage, indicating that owner-occupied housing is affordable for most in Monett. However, 25.3% of Monett residents with a mortgage and 11% without a mortgage pay over 30% of their income in monthly housing costs, indicating that there are still affordability issues for a significant portion of homeowners.

Because 47.2% of housing is renter-occupied in Monett, it is also important to consider rent affordability. The median gross rent per month is \$862, which is 22.6% of the median income. This indicates that most renter-occupied housing is affordable, but there is still a considerable amount of housing that isn't affordable.

49.9%

**OF RENTER-OCCUPIED
HOUSEHOLDS SPENDING**

30%

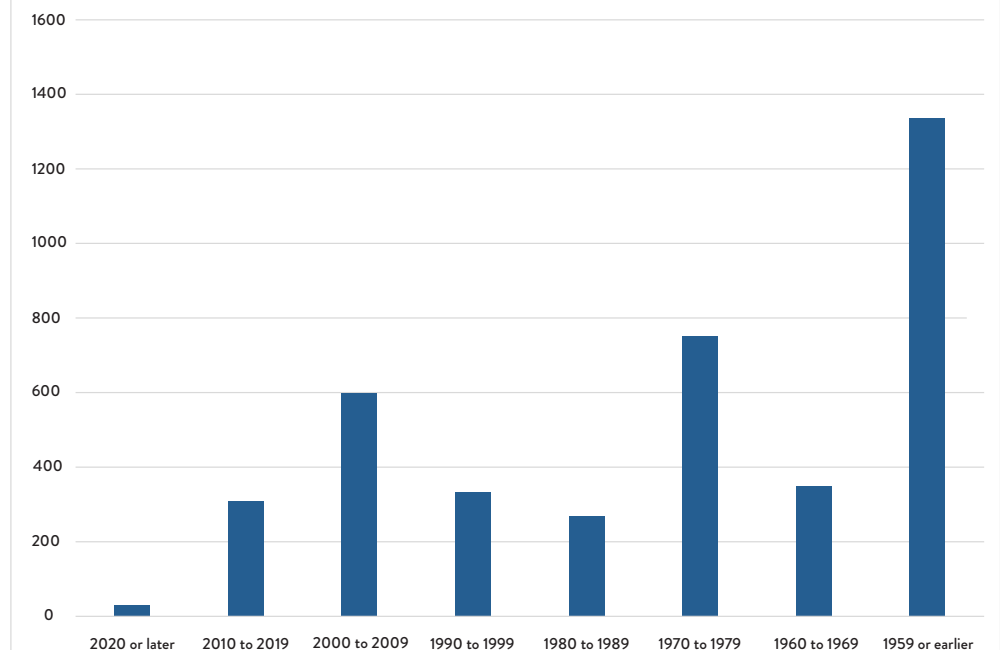
**OR MORE OF THEIR
INCOME ON RENT**

Housing Age

Another important part of Monett's housing characteristics is housing age. Most of the housing in Monett is aged, with 33.9% of housing units having been built in 1959 or earlier according to 2023 ACS data. Aged housing can present some benefits, such as affordability and even neighborhood character. Old housing can also present several challenges, such as noncompliance with building codes, high maintenance costs, energy inefficiency, and structural problems. The prevalence of old housing may also contribute to the "other vacant" category of vacancy because of the need for renovations.

Monett's aging housing stock may reflect limited recent development. Based on building permit data, city officials estimate between 115 and 150 units were built during the 2020–2024 time period. According to 2023 ACS data, about 31.3% of housing units were built after 1990—still fewer than those constructed prior to 1960. This suggests a continued reliance on older housing and highlights the need for both new development and rehabilitation. Future efforts should balance growth with preservation by maintaining Monett's character, livability, and affordability.

Housing Structures Built Year



HOUSING GOALS

Goal 1: Broaden opportunities for workforce and affordable housing.



Objective 1: Identify and expand both rental and home-ownership opportunities through new developments, incentives, and programs.

Strategy 1

Partner with local employers to identify opportunities for workforce housing.

Strategy 2

Work with property management companies to identify and create affordable rental options.

Strategy 3

Provide incentives to multi-family housing developers to offer attainable units for low-income tenants.

Strategy 4

Engage local developers to identify land suitable for medium-density housing such as low-rise apartments, duplexes, and townhouses.

Partnering with employers is one way to provide affordable, workforce housing. Employers can provide down payment assistance, buy down interest rates for employees, or even develop and manage their own affordable rental properties to make homeownership more accessible and affordable. Tax incentives or relief-matching programs should also be considered to support employer programs.

To increase the variety and quantity of affordable housing, Monett can provide incentives to property managers to designate some units as affordable. Possible incentives include fee reduction, tax abatement, and other regulatory incentives. These programs would benefit renters, property managers, and the community alike by providing affordable and diverse housing options, wider pools of residents bringing greater revenue, and support for the economic health of the community.

Monett can utilize programs and incentives to encourage the development of affordable housing units. For example, a density bonus would allow developers to construct housing units denser than would normally be allowed, requiring the developer to construct a certain number of affordable housing units in exchange. Programs like these benefit the community by increasing the quantity of affordable housing options, while also benefitting developers, who will be able to maximize their return on investment with higher densities.

Medium-density housing is often more affordable than single-family housing due to smaller lot sizes, yet are still compatible with community aesthetic preferences. To increase the stock of medium-density housing, land that would be suitable for this use should be identified. Land that is close to community facilities or employment centers is desirable to promote walkability.



Objective 2: Increase the accessibility of existing housing opportunities and programs.

Strategy 1

Partner with local organizations and lenders to identify properties that currently meet or have the potential to meet HUD criteria.

Strategy 2

Market developable lands and available property through online resources such as interactive maps.

Strategy 3

Collaborate with local housing organizations to help residents access available programs and discuss housing needs.

The HUD Housing Choice Voucher Program provides eligible households with rent relief paid to the landlord, lowering rent prices for eligible tenants. To maximize benefits from this program, Monett can partner with home lenders and organizations to identify homes that currently meet or could meet HUD criteria. If these homes are identified and necessary improvements are made, they could become HUD eligible. This benefits the property owner, who may be able to lease underutilized properties, along with tenants, who will gain affordable housing options.

Monett should create public online resources that display available and developable properties in the city. This will attract developers and encourage development of land that might otherwise go unnoticed. Monett can create and maintain a list and interactive map of such sites and make the resource easily accessible through the city website. By keeping this list current and accurate, it will become easier for buyers and sellers to manage their property.

Organizations such as the Community Partnership of the Ozarks Housing Collaborative exist to improve housing issues in the region. They work primarily on advocacy and providing information, allowing people to discover housing solutions that better fit their needs. By partnering with organizations to provide data and support, they can more effectively spread awareness of existing housing programs.

Goal 2: Improve the quality of existing housing and neighborhoods.



Objective 1: Continue to implement and enforce property maintenance codes.

Strategy 1

Conduct joint staff inspections consistent with the International Property Maintenance Code (IPMC), International Building Codes (IBC), and International Fire Codes (IFC).

Strategy 2

Educate residents and property owners on property maintenance code requirements through outreach campaigns via social media, news, and in-person events.

Strategy 3

Review fines and fees associated with property maintenance violations in coordination with city legal counsel.

Maintenance code compliance and enforcement is important because it protects property values, prevents foreclosure, and provides residents with safer, higher-quality housing. By continuing joint staff inspections, Monett can ensure that compliant properties remain in good condition and noncompliant properties make changes necessary to improve their conditions.

Code enforcement can be streamlined for the city and homeowners by making code requirements easy to access and understand. Social media and news campaigns can provide simple, digestible information to residents about maintenance codes, and in-person events could provide more detailed, specific information to property owners in simple language. This could lead to fewer non-compliant properties and subsequent reinspection, freeing up time for inspectors and preventing frustration for homeowners.

To ensure that fines and fees are effective at deterring code-noncompliance, they should be reviewed by city legal counsel and code enforcement staff, with changes recommended to City Council. These changes will better reflect the priorities, goals, and concerns of the community, helping to maintain the condition of compliant properties while also encouraging non-compliant properties to be made compliant.



Objective 2: Provide neighborhood amenities to enhance quality of life.

Strategy 1

Identify unbuildable lots in residential areas and repurpose them as neighborhood amenities such as water retention basins, community gardens, pocket parks.

Strategy 2

Seek grant funding or partnerships with local organizations for redevelopment of the identified parcel(s).

Strategy 3

Amend subdivision platting regulations to require developers to provide certain neighborhood amenities like sidewalks and open space.

Community gardens or pocket parks like Downtown Park should be created to increase access to green space throughout the city, prioritizing unbuildable lots for the efficient use of land. Despite their small size, these pocket parks and community gardens can lead to increased physical activity (NRPA 2012) and reduced food insecurity (Sweet, 2021). The city should engage the community for their needs and seek partnership with community organizations to create sustainable and well-managed pocket parks for the community.

Grants like the Land and Water Conservation Fund exist to help communities develop quality outdoor spaces, including neighborhood parks. Other grants and local organizations provide funding to create community gardens, water retention basins, and other outdoor, public facilities. These amenities promote active recreation, community involvement, and quality of life, while also beautifying underutilized plots.

Sidewalks, parks, and other open spaces improve quality of life by encouraging residents to spend time outdoors and use active modes of transportation. To ensure that new developments have these amenities, platting requirements may be amended to require developers to provide them. This ensures residents will have access to these amenities, while also not requiring Monett to take on and fund these large capital projects.

Goal 3: Diversify the housing stock to accommodate current and future needs.



Objective 1: Review and amend zoning regulations to encourage more diverse housing options to catalyze affordable housing development.

Strategy 1

Amend lot size requirements in specific zoning districts to allow for smaller lots and encourage residential density.

Strategy 2

Amend zoning codes to allow and regulate the development of “tiny homes” such as reduced or waived minimum square footage requirements, increased number of dwellings per lot, and design standards to ensure quality and compatibility.

Strategy 3

Amend zoning codes to permit the development of accessory dwelling units (ADUs) on single-family residential lots, including design standards to ensure quality and compatibility.

Large lot size requirements prevent smaller, denser, more affordable units like tiny houses or small houses from being built. By amending these regulations to allow smaller homes, affordable housing can become more attainable for residents and feasible for developers. Allowing denser neighborhoods may also lead to reduced costs for city services.

Tiny homes are an affordable, quick-to-construct, and flexible housing option that can be built without altering the character of existing neighborhoods. Reducing or waiving minimum square-footage requirements would make tiny homes legal to construct, and increasing number of dwellings per lot makes tiny homes more economically feasible, while also making neighborhoods denser and livelier. Lastly, specific building codes can require that tiny homes are built to quality design standards and construction methods, ensuring that these homes fit into and improve the character of their neighborhood.

Like tiny homes, accessory dwelling units create denser residential neighborhoods, affordable housing units, and a more varied housing stock. Due to these benefits, Monett should amend its zoning code to allow ADUs on single-family residential lots. Design standard requirements should be included to guarantee that these ADUs are of quality design and fit the character of the neighborhood.



Objective 2: Incentivize diverse, sustainable housing developments.

Strategy 1

Develop new incentives to attract multi-family housing development such as condominiums, townhouses, duplexes, or apartments to retain and attract residents.

Strategy 2

Utilize and advertise existing incentives in Monett such as Opportunity Zone benefits, Missouri Housing Development Commission programs, USDA Rural Development Programs, Low-Income Housing Tax Credits.

Incentives are a great way to increase the supply of diverse housing types. There are two categories of incentives Monett can explore: regulatory incentives, which allow developers more freedom in design, density, and a quicker timeline in exchange for certain features; and funding incentives, which either directly or indirectly subsidize development in exchange for certain features. Monett can consider using one or both incentive methods to encourage construction of middle-density development, depending on City and developer needs.

In Monett, there are already many different incentives that encourage development of certain housing types. For these incentives to be better utilized, they must be familiar and accessible to developers. Advertising these programs to developers through press releases, the city website, and other media may help developers consider these incentive programs. It would also be beneficial if developers had a contact in the city to whom they could direct questions and concerns.



Objective 3: Promote awareness and community acceptance of missing middle housing options.

Strategy 1

Update terminology in the zoning code regarding multi-family uses. Refer to “middle” housing for duplexes, four-plexes, and eight-plexes rather than “multi-family.”

Strategy 2

Create a guide to middle housing for citizens and developers to better understand the concept and identify appropriate solutions.

When people hear “multi-family housing,” they usually associate this term with apartment buildings. Although not necessarily negative, many residents of single-family homes do not want to see apartments in their neighborhood, because of noise, traffic, or other concerns. Duplexes, four-plexes, and eight-plexes are in many ways more like single-family homes than apartment complexes, and the zoning code should be updated to reflect that. By classifying these housing types as “middle” housing, it asserts their distinction from apartment buildings, while still distinguishing their differences from single-family housing.

Because most residents and developers are less familiar with middle housing, education is a necessary and beneficial tool to foster its acceptance. By creating media that defines middle housing, provides examples of what it looks like, explaining similarities and differences to other housing types, and explaining use-cases for middle housing, developers and residents will become less apprehensive of altered zoning. This media can be distributed on social media, the news, at public meetings, and to developers directly to help familiarize the community with this new zoning.

TRANSPORTATION

CHAPTER FIVE

OVERVIEW

An interconnected, well-maintained, and safe transportation network is vital for any community to prosper and grow. The transportation systems in a community must allow for the safe and efficient movement of personal and commercial vehicles, emergency vehicles, rail traffic, cyclists, and pedestrians.

Monett is situated at the intersection of U.S. Route 60 and Missouri Route 37. U.S. Route 60 is a major east-west highway in the United States, running from the Atlantic coast in Virginia to Southwestern Arizona. Business Route 60 runs through the residential and central business areas and industrial development areas on the southeast side of the city.



STREET CLASSIFICATION

Roadways in Monett are organized by functional classification type, organized by the Missouri Department of Transportation according to factors such as traffic volumes and connectivity.

THERE ARE **4** CLASSIFICATION TYPES ASSIGNED TO ROADWAYS IN MONETT:

1. Principal Arterial

These roadways connect urban areas and typically operate at high speeds, providing a high level of mobility flow across a large geographical area. These roadways are accessed via at-grade intersections with other roadways and driveways. U.S. Route 60 and Missouri Route 37 south of U.S. Route 60 are the only roads classified as Principal Arterial in the City of Monett. (Missouri Department of Transportation, 2024).

2. Minor Arterial

Minor arterials serve smaller geographic areas than arterial roadways and offer connectivity to principal arterials. In rural areas, minor arterials are spaced at intervals consistent with population density, so developed areas are within a reasonable distance of higher-level arterials.

3. Major Collector

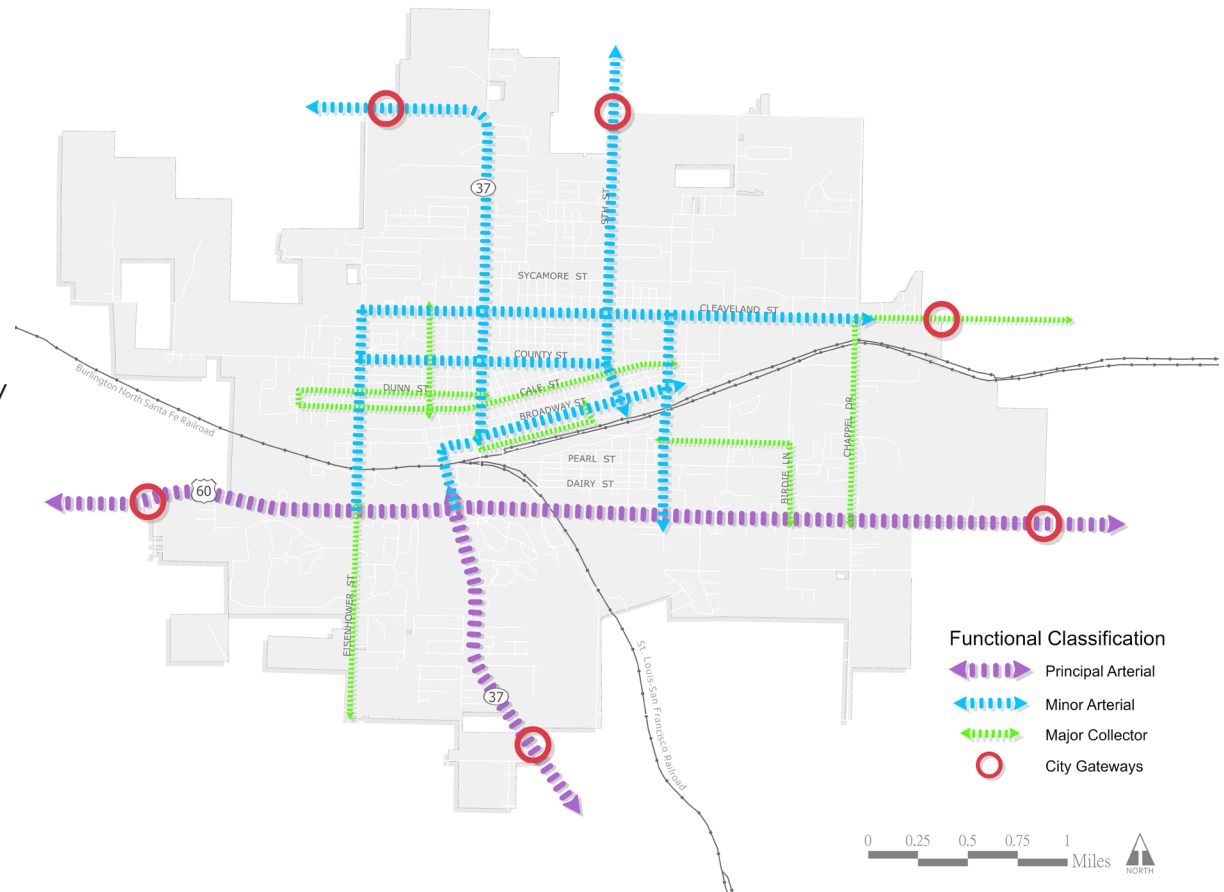
The predominant role of collectors is to gather traffic from local roads and funnel them to the arterial network. Collectors are intended for short-length trips, while also providing access to adjacent parcels.

4. Local

Local roads account for the largest percentage of all roadways in terms of mileage. The primary purpose of these roads is to provide access between neighborhoods, schools, parks, and roads of higher functional classification; they are intended for low-speed, short-distance travel. Local roads are often designed to discourage through traffic.

Gateways

Gateways are identified as key points on a highly trafficked road that grants entry and exit out of a city. Evaluating these locations is essential for identifying safety concerns, supporting economic development, and improving overall accessibility within the City. Monett's gateways are located on U.S. Route 60, Missouri Route 37, State Highway H and Business Route 60 (Cleveland St).



CONNECTIVITY AND SAFETY

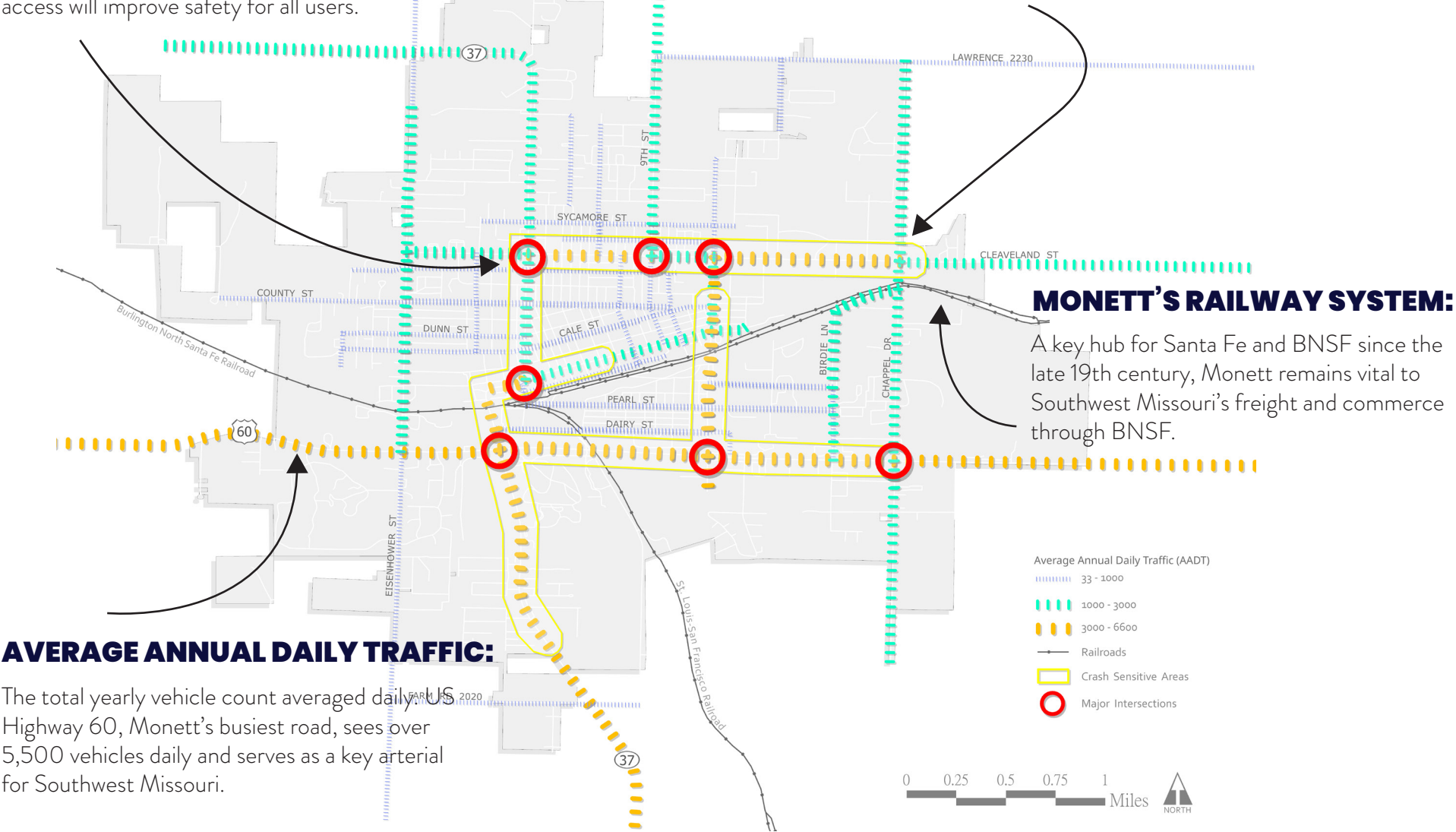
The ability of citizens to travel to destinations such as work, school, retail stores, and healthcare facilities safely and efficiently is an important part of maintaining a strong community. Safe and well-connected roadways allow for efficient commuting and movement of emergency vehicles; well-connected and maintained sidewalks and greenways encourage active transportation and promote healthy living.

INTERSECTION IMPROVEMENT:

Located on Monett's busiest roads, these intersections have high traffic and crash rates. Upgrading safety infrastructure and pedestrian access will improve safety for all users.

CRASH SENSITIVE AREAS:

This area accounts for 77% of the city's crashes. Improved signage, lighting, and traffic signals can enhance safety and reduce collisions.



MULTI-MODAL TRANSPORTATION

Multi-Modal Transportation refers to the connected use of multiple methods of transportation such as transit, pedestrian, bicycle, rail, air, and motor vehicle. Monett has access to a variety of these transportation assets, including a municipal Airport, BNSF Railway, greenway trails, and the road and sidewalk networks.

Pedestrian and Cycling

A sidewalk inventory was completed by SMOG in 2019 which found the City of Monett had 28.45 miles of sidewalks. At that time, 59% of sidewalks were found to be in good condition, 24% were found to be in fair condition, and 17% were found to be in poor condition.

In 2024, MoDOT completed a \$1.2 million sidewalk improvement project including relocating a pedestrian crossing at the high school, adding curb ramps, landings, crosswalks, pedestrian signs, and pavement markings. This project included areas along U.S. Route 60 and Business Route 60, Missouri Route 37, and Barry County Route H. In 2026, MoDOT is continuing sidewalk improvement projects, including ADA improvements between BNSF Railway and Cleveland Avenue in Monett.

A system of greenway trails links Monett from North Park to South Park and the YMCA and from the Elementary school on the west side of town to the High School on the east side of town. South Park features a one-mile asphalt walking/biking trail among its other amenities.

Rail

BNSF Railway operates a line through Monett. According to the U.S. DOT Crossing Inventory Form for the Chapell Drive crossing (Crossing ID 673327F), there are an estimated 7 train movements during the day and 6 train movements at night on the line which goes through Monett. No passenger rail service is currently available in Monett.

Air

The City owns and manages the Monett Regional Airport, a public-use airport located roughly five miles west of Monett's central business district. The main access routes to the airport are Missouri Route 97 and U.S. Route 60. Airport development is guided by the Airport Master Plan, which was most recently updated in 2009.

TRANSPORTATION GOALS

Goal 1: Create a multimodal transportation system that is accessible to all and promotes a healthy and active community.



Objective 1: Repair and expand sidewalks and pedestrian crossings to enhance walkability in the community.

Strategy 1

Review and update the existing sidewalk inventory to identify areas with the highest need for improvements and determine responsible parties.

Strategy 3

Develop a priority list for sidewalk and pedestrian improvements, ADA improvements, and connectivity improvements.

Strategy 2

Ensure safe and efficient pedestrian connections to and from multi-use areas such as downtown, hospitals, schools, parks, and trails.

Strategy 4

Create and enforce sidewalk installation and connectivity requirements for all new developments to ensure a continuous pedestrian network.

In 2019, Monett partnered with SMCOG to create a sidewalk inventory, which located existing sidewalks and categorized them based on overall condition and ADA concerns. Monett should update this inventory with any improvement projects undertaken since its completion, while also adding information about any areas that need improvement. This updated inventory will help to identify improvement needs and implement projects to address those needs. The primary function of transportation infrastructure is to connect people to destinations. By improving pedestrian connectivity between residential areas, downtown, hospitals, schools, parks, and trails, walking will become more viable for transportation within the city. This benefits not only those without access to other transportation, but also those who appreciate and benefit from active forms of transportation. Infrastructure expansions should be planned for quality and maintenance, as people will avoid walking if routes feel unsafe or inefficient.

With a sidewalk inventory in place, the City can prioritize improvements in areas where pedestrian activity is highest, safety concerns are most pressing, or current sidewalks do not meet ADA design standards. Some projects, such as improving the crossings of U.S. Route 60, may already be listed as a priority before consulting the updated sidewalk inventory. Other projects that may be prioritized are those that connect people to downtown, schools, parks, and trails. Using this data-driven approach ensures that infrastructure improvements are well-informed, aligned with community priorities, and cost-effective.

To continually expand the sidewalk and pedestrian infrastructure of Monett, it is necessary to mandate sidewalk installations in new developments. Funding may be the responsibility of the City or developers, and City funding may be used as incentive for developers that meet certain housing requirements. Grants like the Surface Transportation Block Grant may also be pursued to fund these new sidewalks. As the sidewalk network expands, targeted projects within existing portions of the city can be undertaken to ensure that these new sidewalk projects efficiently and effectively connect to existing infrastructure.

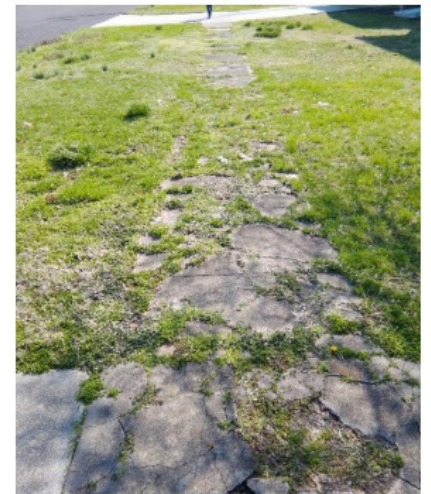
GOOD



FAIR



POOR





Objective 2: Identify and support opportunities for trails and bike lanes.

Strategy 1

Partner with regional trails and greenways organizations, as well as bicycle advocacy organizations to promote use.

Strategy 2

Explore opportunities to connect Monett's trail network to regional trail systems.

Strategy 3

Conduct a traffic study to identify streets suitable for bike lanes.

Strategy 4

Apply for funding to plan and implement new bicycle infrastructure.

Organizations like:



THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880



peopleforbikes



**COALITION
FOR
CYCLIST SAFETY**



All advocate for better bicycle infrastructure across the nation, hold educational programs about bicycle use, and encourage the use of bicycles for both recreation and commuting. Ozark Greenways is a local organization that helps fund and oversee the creation of greenways and other trails in Southwest Missouri. By partnering with these organizations, Monett can leverage existing resources to serve more cyclists and create new, low-cost trails that meet the needs of cyclists.

THE SPRINGFIELD AREA HAS OVER

110

MILES OF TRAILS

**MOST BEING PART OF THE OZARKS
GREENWAY NETWORK**



In addition, the Northwest Arkansas Region has hundreds of miles of trails, including the Razorback Greenway, linking Fayetteville to Bella Vista, just south of the Missouri border. Through a regional partnership, Monett could serve as the connector community for a new cycling corridor between these two regions. Not only would this improve and broaden experiences for existing Monett cyclists, but this connectivity would make Monett a natural stop for cyclists traveling between Springfield and Northwest Arkansas, generating lodging and tourism revenue by attracting visitors to the city.

By conducting a traffic study, the City can identify streets currently well utilized by bikes as well as corridors that could potentially support cycling infrastructure. When considering streets that could house bike lanes, factors such as existing vehicle traffic, impact to vehicle traffic, right-of-way size, potential usage, and location should all be considered. After this study is concluded, the City can identify the corridors that would be suitable for bike lanes.

To minimize the overall cost burden of implementing new infrastructure, the City can apply for grants, including but not limited to: the Active Transportation Infrastructure Investment Program (ATIIP), the Highway Safety Improvement Program (HSIP), and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, all of which can be used to fund construction of bike lanes.



Objective 3: Fully implement the 2018 Complete Streets policy to create a well-planned, interconnected multimodal transportation system.

Strategy 1

Require all street design and transportation improvement projects to accommodate users of all abilities and transportation modes.

Strategy 2

Require all street design and transportation improvement projects to connect to the local and regional transportation network.

Strategy 3

Incorporate Complete Streets principles into all stages of planning, design, construction, and maintenance operations.



THE 2018 COMPLETE STREETS POLICY AIMS TO MAKE MONET A COMMUNITY THAT IS MORE:

ACCESSIBLE SAFE HEALTHY

By promoting quality infrastructure for multiple transportation modes. If given the choice, many private and public projects don't include facilities that accommodate non-vehicular travelers for cost-saving purposes. Due to this tendency, considerations for walkers, cyclists, and transit users should be required for street design and improvement projects.

Roads, sidewalks, trails, and public transportation corridors do not exist in a vacuum; instead, they connect to and influence the transportation network around them. It is important that transportation projects be examined with the local and regional network in mind to maximize efficiency, connectivity. Generally, adding onto existing projects is cheaper than implementing new projects in the future, so building infrastructure connectivity sooner rather than later will also improve City finances in the long run.

To best achieve the goals of the Complete Streets policy, it is necessary that every mode is intentionally and equally considered. By incorporating Complete Streets principles into every step of the development process, it ensures that streets, sidewalks, and trails are well-designed and serve the city's diverse needs. After a project is completed, it is equally important that Complete Street elements and principles are properly maintained, as poor maintenance can negatively impact users and minimize improvements that are made.



Objective 4: Identify and support opportunities for public transportation.

Strategy 1

Partner with organizations such as OATS that provide public transit services to citizens by helping find funding and other resources to ensure continued operation.

Strategy 2

Promote and encourage employer-provided transportation for the workforce.

Strategy 3

Promote new fixed-route transportation services to connect major activity centers such as hospitals, schools, parks, shops, and employers.

Federal Transit Administration (FTA) grant programs can be utilized to provide funding to rural communities and transit agencies for capital projects and operations costs. Grants also exist at the state and regional levels to fund agencies like OATS. Currently, trips within Monett are only served by OATS on Monday, Wednesday, and Friday mornings, with even less frequent service available for those wishing to travel outside of Monett itself. However, OATS and similar organizations rely heavily on grant funding to ensure consistent and reliable services; it is essential that Monett supports these organizations in their ongoing efforts.

For most users, fixed-route transit would be simpler, more reliable, more consistent, and more accessible than on-demand transit. To encourage fixed-route transit, the City can use data from traffic studies, the U.S. Census Bureau, and surveys of citizens and employers to determine the need and feasibility of potential routes. When deciding where to implement this type of transportation, factors like potential ridership, alternate transportation modes in the area, and expected cost and revenue should be considered. Grant funding may be pursued to fund studies, capital costs, and operation of this transportation service.

Goal 2: Maintain and enhance the current road network.



Objective 1: Update the citywide transportation plan.

Strategy 1

Partner with consultants, nonprofit organizations, or universities to develop the plan.

Strategy 2

Incorporate needs from multiple planning processes into the plan and vice versa, including the comprehensive plan and the Transportation Advisory Committee (TAC) prioritization process.

The Long-Range Transportation Improvement Plan was created in 2015 to develop a comprehensive set of transportation improvement projects for the city. Updating this plan will give insight into traffic patterns in Monett, places and causes of congestion, and can help to identify what segments of the transportation network need to be modified. Partnering with other institutions or organizations is necessary for this project given its scope and complexity.

The Long-Range Transportation Improvement Plan is meant to serve as a resource for the City of Monett. As such, it is important to include goals, identified needs, and other data from other plans and processes such as this Comprehensive Plan, MODOT’s STIP, maintenance plans, and transportation inventories. This will result in a more tailored, accurate, and integrated plan and provide a consistent and effective tool for project implementation. Once the plan is completed, it should be used similarly to inform goals, needs, and other data for other plans and processes.



Objective 2: Prioritize maintenance of existing roads to improve current conditions.

Strategy 1

Create a centralized database to document and track all road maintenance and improvement projects.

A centralized database of projects would ensure equal and regular maintenance for roads across the city, provide reliable updates, information, and accountability to stakeholders, and make recordkeeping fast and efficient. Using the database, road maintenance and improvement projects could be effectively scheduled, irregular maintenance could be recorded, and data relating to costs, required maintenance, and time spent on projects could be easily compiled.

The Preventive Pavement Maintenance Plan was prepared for Monett to improve road quality and lower costs for road maintenance. With this plan, the City focuses on maintaining and improving roads before repairs are necessary, as preventive maintenance is more affordable and less disruptive to the street network. This plan provides guidelines for when routine maintenance should be done and how much it is estimated to cost. Using these guidelines, the City can take steps to ensure that the Department of Public Works-Streets Division is allocated enough funds to continue to provide preventive and emergency maintenance.

Strategy 2

Utilize the pavement management plan and continue to assess budget for repairs and ensure adequate funding.



Objective 3: Develop and implement traffic calming measures.

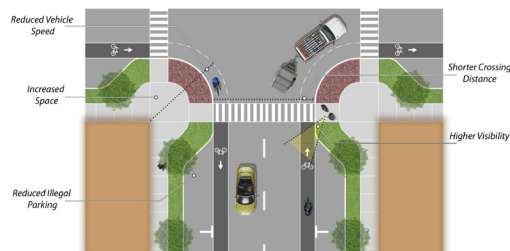
Strategy 1

Utilize traffic study data to identify areas where traffic-calming measures can be implemented.

Traffic calming measures such as curb extensions, speed bumps, raised crosswalks, and more, can help slow traffic, increase driver awareness, and prevent motor vehicle accidents, making streets safer for all. Using traffic study data, the City can identify intersections, streets, and areas where traffic calming would be beneficial to the street. When identifying candidates for traffic calming measures, factors such as vehicle speeds, pedestrian volumes, traffic violation rates, car accident rates, and surrounding land uses should be considered. Once locations with issues have been identified, traffic calming measures can be selected that best address each issue.

Using traffic study data, intersections and corridors with high traffic counts can be identified. When deciding if additional traffic controls are needed, factors such as vehicle speeds, pedestrian volumes, traffic violation rates, car accident rates, and the surrounding environment should be considered. If traffic lights or stop signs are expected to reduce speeding, improve traffic flow, lower the rate of accidents, or otherwise improve the intersection, it may be considered for implementation.

• CURB EXTENSIONS



• SPEED BUMPS



• RAISED CROSSWALKS





Objective 4: Collaborate with Lawrence and Barry County Road commissions to improve connectivity.

Strategy 1

Identify roads within or near city limits that would improve connectivity if acquired or improved.

To improve the connectivity of the road network, consolidate infrastructure maintenance and planning, and enable development and annexation along city limits, Monett should consider acquiring additional right-of-way for potential expansion. Acquisition of certain roads at the city limits can provide more efficient management for all jurisdictions by consolidating maintenance and improvement efforts as the city limits and nearby developments expand.

Because road networks often span municipal and county lines, it is important that they are examined at the regional level. By collaborating with Lawrence and Barry County Road Commissions, the region's roads can be holistically examined and planned for connectivity across the network. Collaboration will allow jurisdictions to provide feedback to each other, ensure road networks connect into each other effectively, and to provide transparency about road conditions and budget constraints.

Strategy 2

Include the Lawrence and Barry County Road commissions in transportation planning processes to create a uniform and comprehensive transportation system in Monett.



Goal 3: Identify opportunities for industrial growth utilizing freight transportation systems.



Objective 1: Expand rail and road infrastructure to support industrial and logistics growth.

Strategy 1

Partner with BNSF's Public Projects and Public Infrastructure and Investments teams to identify opportunities (e.g., transload and other intermodal facilities, new railroad spurs, or bulk terminals) and secure funding for rail projects.

Strategy 3

Collaborate with GoRail Missouri and other organizations to explore additional multimodal development opportunities.

Strategy 2

Partner with Monett Industrial Development Corporation to identify rail needs and potential funding or technical assistance sources.

Strategy 4

Implement improvements at crucial intersections (e.g., Highway H and Farm Road 2230) and corridors (e.g., Highway H, Chapel Drive) to allow for more efficient access to U.S. Route 60 and further optimize freight traffic flow in and around Monett.

Monett sits on a valuable freight corridor, connecting the St. Louis and Springfield metropolitan areas to Texas, the US Southwest, and Northwest Arkansas. Monett should leverage its central location and **grow its existing rail capacity and facilities, serving as a regional freight hub.** The **BNSF Public Projects and Public Infrastructure and Investments teams** can help identify specific projects that would be most economically viable and beneficial to the City, as well as help to secure funding for these projects with their discretionary grant program.



The **Monett Industrial Development Corporation (MIDC)** is a nonprofit organization meant to develop industry and employment opportunities in and around Monett. **Through partnership, the MIDC and Monett can identify projects and opportunities that suit the needs and goals of both parties,** increasing industrial development and employment in the City. Once needs are identified, funding and assistance can be pursued through BNSF, state and federal programs, or by leveraging community resources.

GoRail Missouri is a nonprofit organization that aims to empower Missouri communities by maximizing the use and development of railways, particularly for freight traffic. Partnering with organizations like GoRail, Monett can further identify opportunities for multimodal development, which would better integrate rail and truck cargo for the region.



As U.S. Route 60 gets busier, freight traffic will continue to strain the road network of Monett, particularly near downtown. To help alleviate congestion, improvements should be made along corridors like **Highway H and Chapel Drive**, to better keep up with existing and future traffic patterns. **A bypass to the North and East of Monett, along Farm Road 2230 and Chapel Drive should also be considered,** which would help to reduce both private and commercial traffic throughout Monett's road network.





Objective 2: Promote and expand airport functions for freight and other transportation purposes.

Strategy 1

Partner with key stakeholders to tailor offerings and expand facilities and services.

Strategy 2

Research options to utilize the airport as a regional shipping depot.

To best serve the needs of the community, stakeholders should be involved in potential airport expansion, to best identify needs and opportunities that currently exist. Through this partnership, Monett airport can be a valuable asset for the freight network of Monett, with its convenient location and access along key corridors.

Given the airport’s size and convenient location, it could grow to be a regional shipping depot in the future. To assist in this transition, efforts should be made to evaluate existing facilities, identify projects needed to allow for significant freight traffic, and evaluate facilities and amenities required by local industry and freight airlines that would make this airport a desirable and optimized freight hub.



Goal 4: Collaborate with other planning partner agencies on transportation-related issues.



Objective 1: Advocate for Monett's transportation priorities through the SMCOG regional planning process.

Strategy 1

Continue to work with SMCOG to maintain strong relationships and regularly update them on potential transportation projects.

SMCOG facilitates regional integration and transportation projects through planning and other professional services. By continuing to work with SMCOG, Monett can ensure that its transportation system is harmonious and integrates into the regional network. SMCOG also provides a variety of services that can improve transportation projects, including planning, grant-writing, and advising services.



"Enhancing the quality of our communities through regional cooperation"

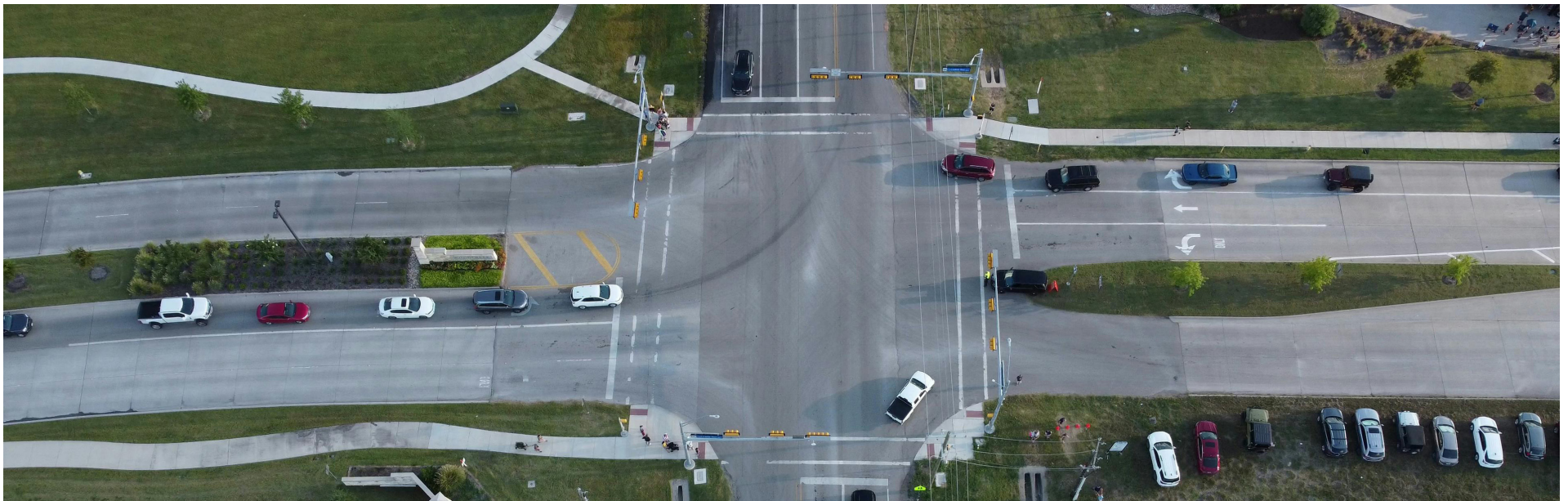


Objective 2: Expand partnerships with public and private entities to fund and implement key projects.

Strategy 1

Collaborate with developers, counties, MoDOT, MoDNR, railroads, and other partners to pursue funding and implement high-priority transportation projects.

To optimize the transportation network in and around Monett, it is important to consider other stakeholders. A variety of agencies, businesses, and organizations have project ideas, needs, and potential for growth that should be considered and planned for. With these stakeholders, Monett can identify, implement, and receive funding for transportation projects that maximize benefits within the community.

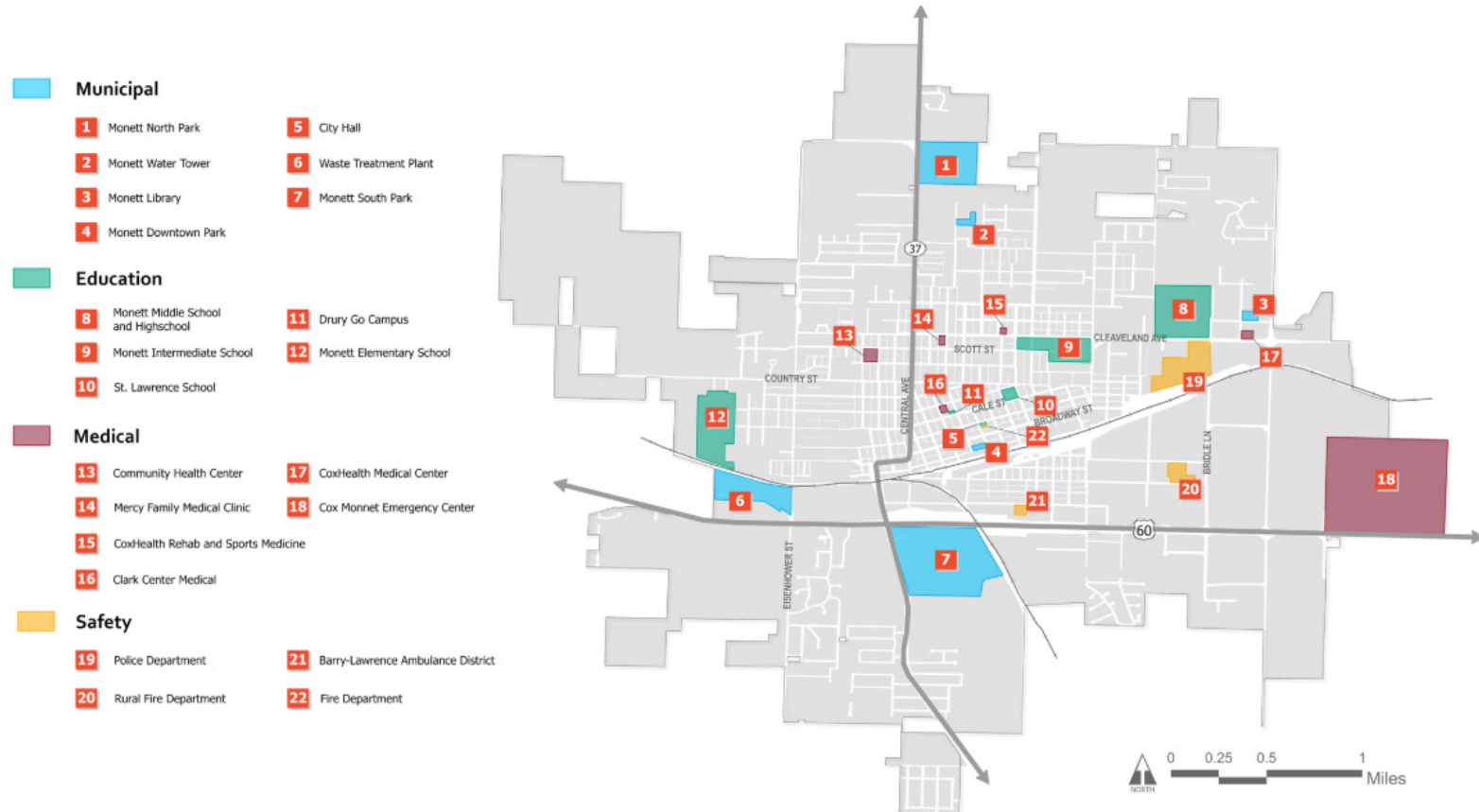


COMMUNITY FACILITIES AND SERVICES

CHAPTER SIX

OVERVIEW

Monett offers a range of community facilities and services including the Monett R-1 School district, Monett Regional Airport, post office, parks, public safety department including fire, police, 911, and emergency management services, public electric, water, and sewer service, a public works department which oversees the city's roadways, parks, and sanitation, and a branch of the Barry-Lawrence Regional Library.



Comparable Business Growth

Monett shares similar facility characteristics with Springfield due to its relatively large size and close proximity to the city. Educational and medical institutions headquartered in Springfield have expanded their presence into Monett, contributing to its growing infrastructure. As urban sprawl continues to drive Monett's accelerating population growth, the city should actively encourage the expansion of external services to support its growing community needs.

Monett R-1 School

For the 2023-2024 school year, the Monett R-1 School District had a total enrollment of 2,323 students in grades Pre-K to 12. The district employed 183 classroom teachers (FTE) for a student/teacher ratio of 12.69.

District facilities include central offices, five schools, the Burl Fowler Football Stadium and Monett Athletic Complex, and the Scott Regional Technology Center. The Monett Early Childhood Center is located near the center of town and serves PreK and Kindergarten students. The Monett Elementary School is located on the west side of Monett and serves 1st through 3rd grades. Monett Intermediate School is located adjacent to the district's administrative offices, near the center of town, and serves 4th and 5th grades. The new Monett Middle School building, opened in 2023, is located on the north-east side of town and serves 6th through 8th grades. Monett High School is located adjacent to the new Middle School and serves students in 9th through 12th grade. The school district also operates Scott Regional Technology Center, adjacent to the Middle and High School campuses, which provides professional and technical training for students from neighboring school districts in Barry, Lawrence, and Christian Counties.

Monett Regional Airport

The City of Monett owns and operates the Monett Regional Airport (HFJ), which is about five miles west of Monett's central business district, near the intersection of U.S. Route 60 and State Highway 97. Initially privately developed as Friend Air Park, starting in the 1950s, the airport was acquired by the city in the 1980s. The airport currently has a 5,000 foot by 75-foot concrete surface runway with a 5,000 foot by 35-foot parallel taxiway, a 2,400 square foot terminal building, and nearly 64,500 square feet of total hangar space. The facility is owned and operated by the City of Monett with some airport facilities leased or operated by Jack Henry & Associates, Inc. and Golden Aviation.

Public Safety

The Monett Police Department is comprised of 29 sworn officers and 7 civilian employees. The Police Department and Jail are located at the Monett Justice Center on the east side of town at the intersection of East Cleveland Avenue (Business Route 60) and Bridle Lane.

The Monett Fire Department operates two fire stations; station 1, located in the Monett City Hall building in the central business district, and station 2, adjacent to the Monett City Utilities facility on County Road on the southeast side of town.

The Emergency Management office is making efforts to mitigate and plan for potential disasters, working with Barry and Lawrence Counties and local businesses in preparing for a disaster. Emergency Management also maintains storm sirens in the City of Monett and monitors severe weather as it moves into the area.

The Barry-Lawrence County Ambulance District provides emergency medical services including paramedic level advanced life support, emergency transport, pre-scheduled event stand-by, and support to other emergency service providers in Monett and parts of the two-county region. The Barry-Lawrence County Ambulance District operates out of a facility on Dairy Street in Monett.

Monett has four FEMA Shelters located at Monett Intermediate School, Monett Elementary School, Monett High School, and the Monett Community Building.

Public Utilities

The City of Monett provides water service, sewer service and wastewater treatment, and electric services within city limits. Natural gas services in Monett are provided by Spire (Missouri Gas Energy).

Public Works

The Street Division of the City of Monett Public Works Department manages construction, maintenance, repair, and snow removal of the city's streets, sidewalks, waterways, bridges, and storm sewer infrastructure. The Sanitation Division collects and hauls residential refuse. The city operates a recycling center and provides yard waste and brush pick-up, then produces and sells compost and mulch. The Public Works Department also maintains three cemeteries in town.

Library

The Monett Branch of the Barry-Lawrence Regional Library is located on the east side of the city. The library provides an organized collection of books and related materials, a variety of online resources, assistance from staff, public access computers, and a wide variety of scheduled programs for all ages.

Senior Center

The Monett Senior Center is operated by SeniorAge Area Agency on Aging. The Senior Center is open Monday through Friday and offers lunch daily along with a variety of wellness and education programs and activities.

Post Office

The United States Postal Services operates the Monett Post Office in the city's central business district at the corner of 4th Street and East Bond Street.

Health Department

Monett is served by two county health departments. The Barry County Health Department operates a facility in Cassville, MO. The Lawrence County Health Department operates a facility in Mount Vernon, MO. Both local county health departments provide services to Monett businesses and residents in their appropriate county such as vital records maintenance, food inspections, health testing and screening, immunizations, women's health, and a variety of other education, health, and environmental programs.

Community Buildings

The City operates the Monett Community Building, on East County Road; the Monett City Park Casino, located in the City Park; and Jerry D Hall Pavilion, located in Downtown Park, all of which can all be rented for private events.

Museum

The Monett Historical Society and Museum is in downtown Monett on East Broadway. The museum houses a variety of exhibits on the history of the community. The museum is currently housed in the old Monett National Bank building, which is one of the individual properties that contribute to the Downtown Monett Historic District, a section of downtown listed on the National Register of Historic Places because of the cultural and commercial significance of the district.

Parks

Monett has two primary city parks: South Park is a 65-acre park with a stocked fishing pond, one-mile walking and cycling trail, picnic areas, soccer fields, tennis courts, a basketball court, playground, and accessible restrooms. North Park is a 35-acre park with baseball and softball fields, tennis courts, a basketball court, skate park, playground, and picnic areas. A series of greenway trails connect multiple parks and schools in the city with more future greenway trails planned. Monett also has several smaller parks like the Marshall Hill Playground and the Glen & Sharon Garrett Downtown Park, where you will find the Jerry D. Hall Memorial Pavilion, home of the Monett Area Farmer's Market, and the Pearl Foundation Playground. Collectively, Monett's parks total just over 100 acres, and, with a population of 9,576, Monett has 0.01 acres of recreational land per person. This meets the standard of the National Recreation and Parks Association recommendation of 0.01 public, recreational acres per person. The city also owns Windmill Ridge, an 18-hole public golf course and the Monett Aquatic Center, which is operated by the YMCA. The YMCA also operates the Monett Area YMCA recreation and exercise facility, which is located just north of the golf course.

COMMUNITY FACILITIES AND SERVICES GOALS

Goal 1: Plan and construct utility infrastructure improvements to accommodate current and future growth.



Objective 1: Improve current stormwater management system.

Strategy 1

Regularly update the Municipal Stormwater Management Plan, in accordance with Section 525.070 of Monett's code.

Strategy 2

Create a "Green Infrastructure First" policy for new developments, maintenance, and replacement projects.

Chapter 525 of Monett's code outlines the stormwater management practices of the city, including the establishment of a Municipal Storm Water Management Plan and directed by the Superintendent of Utilities. This plan should be periodically updated, assessing current stormwater and wastewater systems, identifying areas of need, creating a maintenance schedule, and planning for integration of green infrastructure. The plan should also be updated when regulations that affect stormwater are changed or when comprehensive plans are updated. Maintaining an effective stormwater management plan will help Monett improve its capacity and resilience for severe storms and flooding events.

COMMUNITY FACILITIES AND SERVICES

There are two main types of infrastructure for stormwater management: green infrastructure and grey infrastructure. Grey infrastructure is the traditional type form of stormwater infrastructure in the built environment, consisting of pipes, culverts, wastewater treatment facilities, and retention basins. Green infrastructure encompasses many forms of infrastructure that use or mimic natural stormwater systems, including wetlands, rain gardens, bioswales, green roofs, infiltration trenches, planter boxes, rainwater harvesting (rain barrels), urban tree canopies, and permeable pavement. Compared to grey infrastructure, green infrastructure provides greater aesthetic and property values, has lower impacts on the environment, and is more cost-effective in nearly all circumstances (Daigneault, 2015). A **“Green Infrastructure First” policy** would benefit the city by establishing green infrastructure as the default approach for public projects, with traditional gray infrastructure used only in limited circumstances where site conditions, performance requirements, or cost considerations make it necessary.



Objective 2: Ensure water, sewer, and electricity capacity can accommodate current and future growth.

Strategy 1

Conduct an energy audit of water, sewer, and electrical facilities to determine inefficiencies and implement the most efficient solutions.

Strategy 2

Offer incentives to reduce utility extension costs for new developments that incorporate energy efficient design and technology.

An energy audit can be conducted to save money for both the City and for utilities customers. An energy audit identifies inefficiencies and waste in the utility system and ensures effective solutions are planned and implemented. Some potential solutions include geothermal heat pumps, heat pump water heating, and LED lighting. These improvements often reduce infrastructure load and lead to cost savings. To fund these projects, Monett can apply for grants or other funding sources. Monett has received grants for utility efficient projects in the past, such as in October 2025 when the City received a \$4.59 million Missouri Department of Natural Resources (DNR) grant to update its wastewater treatment plant.

Although efficiency improvement projects for city infrastructure are important, it is also important that utility users prioritize efficiency on their property. Developments that feature efficient design choices like Energy Star rated appliances, well insulated walls, LED or motion-sensor lighting, and leak resistant utility lines will put a smaller strain on city infrastructure. To incentivize efficient design, the City should reduce utility extension costs to efficient developments, seeing as these developments will reduce long-term city infrastructure costs.

Goal 2: Continue to maintain and build upon existing public services to meet the needs of a growing community.



Objective 1: Continue to provide high-quality emergency services to accommodate future growth.

Strategy 1

Plan for the construction of a new fire station and supportive infrastructure in north Monett to support growth in the area.

Strategy 2

Integrate strategies from the Barry County hazard mitigation plan into city planning processes to increase funding opportunities for safety improvements.

COMMUNITY FACILITIES AND SERVICES

To support growth in north Monett, existing services need to be improved and supported. To provide high quality, fast, and effective emergency services to this area, a new fire station should be constructed. This station will provide better EMS and fire protection in north Monett, lowering response times and acting as another public facility in this community. Supportive infrastructure could improve public services in north Monett, such as a road connecting Missouri Route 37 to Highway H and Farm Road 2230. This road would make trips more direct and distribute traffic more evenly, both of which would help to lower emergency response times. With these infrastructure improvements, north Monett will have the emergency services needed to allow for safe and responsible growth.

In 2021, Barry County updated its Hazard Mitigation Plan, which lays out projects and strategies for the mitigation of future hazards like flooding, tornadoes, etc., some of which may be eligible for FEMA funding. Strategies identified in this plan include creating tornado and storm safety plans for public buildings, acquiring flood-prone properties, and enforcing floodplain management requirements. By integrating these strategies into city planning processes, Monett can increase access to funding and regional assets that will help improve safety within the city.



Objective 2: Maintain and expand parks and trails system.

Strategy 1

Create a parks master plan to guide future recreational developments, enhancements, and connectivity.

Strategy 2

Expand trails and diversify recreational amenities within North Park.

Strategy 3

Continue development of Monett Greenway Trails, focusing on connectivity between major areas of the city, safety and accessibility for all trail users, and beautification of the surrounding area.

Strategy 4

Update and maintain the Monett Greenway Trails map to keep residents informed of changes.

The city maintains two major parks:

1. NORTH PARK



2. SOUTH PARK



To support integrated park management and the new role of Park Superintendent, Monett should develop a comprehensive parks master plan encompassing all public recreation facilities. This plan will guide enhancements and maintenance, ensuring each asset contributes to a cohesive park and recreation system. It can also support the strategic expansion and improvement of greenways, strengthening connectivity across the recreational and transportation networks.

North Park is one of the major parks within Monett, consisting mostly of baseball fields, basketball and tennis courts, and a skate park. When compared to South Park, there are fewer open spaces, trees, and trails to walk along. To make North Park more aesthetically pleasing and suitable for all types of recreation, additional walking trails and trees should be added along the periphery of the park. Open space in the center of the park could also be improved, with trees, plants, and other amenities being added to improve the quality of these spaces.

The Monett Greenway Trails form a connected system of walking and biking trails in the city. In line with the Complete Streets initiative, these Greenways should be expanded to improve connectivity between residents, parks, schools, downtown, and other major employment hubs. Apart from growing the network, these Greenways could also be improved, with safety improvements like separation from the street, raised crosswalks, etc. Planting more trees along Greenway corridors would also make their use more pleasant and may encourage more use.

On the City of Monett's website, the Greenway Trails map was last updated in 2009, displaying three Greenways and a proposed fourth along Broadway through downtown. This map should be updated to represent the current Greenways system and should be regularly updated in the future. By making this map publicly available and posting it online, at parks and other public sites, more people would be aware of and interested in using this system.



Objective 3: Strengthen partnerships between educational institutions and the city.

Strategy 1

Implement a Master Joint Use Agreement with schools to outline sharing of parks, fields, gyms, and facilities for community, educational, and recreational use.

Strategy 3

Continue collaboration between Drury University and Monett public schools to expand educational opportunities for students and families.

Monett's schools contain a wide variety of facilities including gyms, playgrounds, athletic fields, and the Performing Arts Center. By creating a Master Use Joint Agreement, these spaces can be better utilized, providing accessible public space across the city without new construction. This agreement should include conditions for use, hours available for public use (for outdoor facilities), and an outlined process for how people and organizations can reserve spaces. These new conditions should be indicated to the public through updated signage at facilities and on the school and city websites.

Strategy 2

Assess opportunities to expand school system capacity to allow for growth in enrollment.

Strategy 4

Implement signage for better visibility of school campuses and promote Monett public schools through visible school branding throughout the city.



As the city expands, enrollment in the Monett R-1 School District will grow as well. Because growth is expected, the City and School District should proactively assess opportunities to expand school district capacity in the coming years. This assessment should be completed before schools are at capacity so the City and School District have time to examine the best, most cost-effective ways to grow capacity.

Drury University has a strong presence in Monett. Drury has a Greater Opportunities campus in Monett, where students can take both in-person and online classes at a lower cost than at the main Drury campus. Drury also offers dual-enrollment courses at Monett High School, allowing students to take college-level courses at the high school with even lower tuition prices. As higher levels of educational attainment are linked to higher pay and lower unemployment rates (U.S. Bureau of Labor Statistics), these programs are very beneficial to Monett and continuing them will provide Monett residents more opportunities and access to affordable education.

Because Monett and the Monett R-1 School District are so closely connected, it is important to promote the School District within the city. Currently, the school logo is being added to fire trucks, and the Monett Cubs 'Paw' logo is on the municipal water tower. To increase this branding, visibility, and display of partnership, Monett should consider adding the Cub mascot to welcome signs and other visible, public locations.



Goal 3: Continue to grow and develop Monett's community brand and identity.



Objective 1: Create a gateway signage system to foster a sense of place.

Strategy 1

Design, install, and maintain quality gateway signage with lighting and landscaping at entry points along U.S. Route 60, Missouri Route 37, Ninth Street, and Cleveland Avenue.

The gateway into a community is a visitor's first impression of that community. Monett's gateways should be visually appealing, welcoming, and foster a sense of place, using well-lit, landscaped signage installed to welcome visitors and represent Monett's community character

and values. These gateways are identified on the functional classification map (pg. 55). Signage could include the Monett School District mascot, linking the city and school district together, and other imagery, wording, or visuals that display Monett's best qualities.

Wayfinding signage helps residents and visitors alike navigate city streets. Signage can boost awareness of attractions and places of interest for visitors and simplify navigation. It can also make residents feel more aware of and connected to their community, serving as local landmarks. Because of benefits for visitors and residents alike, wayfinding signage should be installed through Monett, particularly along busy corridors, near attractions, and in downtown.

Strategy 2

Install wayfinding signage to direct residents and visitors to local attractions such as parks, downtown, public facilities or special districts.



Objective 2: Beautify the city to enhance livability and visual appeal.

Strategy 1

Continue to support and sponsor citywide cleanups and community-led beautification efforts.

Strategy 2

Plant wildflowers, trees, and other native plants within public areas and alongside roads and trails.

Strategy 3

Update code to permit native landscaping to prevent nuisances and encourage low-maintenance beautification.

Currently, several programs exist to keep Monett clean and beautiful. The city regularly holds city-wide cleanups, allowing residents to dispose of large items and large quantities of waste without charge. There is also the ongoing Clean Streets Initiative, which is giving the streets in Monett a facelift with new road markings and signage. To ensure projects like these continue in the future, Monett should continue to fund and plan such projects, as they tend to be smaller and more affordable when undertaken frequently.

Plants, wildflowers, and trees are visually appealing and can make open space and streetscapes more attractive. Along with aesthetic value, these plants are also beneficial in several other ways. Trees provide shade along streets, lowering temperatures and making for a more comfortable walking experience. Additionally, tree-lined streets have shown to be effective traffic-calming measures. Native plants and flowers host pollinators and other species that promote a healthy ecosystem, improve stormwater management by slowing and absorbing floodwater, and prevent erosion. Due to their practical and aesthetic value, Monett should consider planting native plants and wildflowers in existing green spaces and parks.



§225.020(A)(7) of Monett’s code regulates plants and weeds, prohibiting “weeds, brush, or other rank vegetation in excess of 8 inches in height.” Some concerns are that they present fire hazards, worsen allergies, or provide a habitat for pests. However, native plants address all these concerns, having more adaptations to fire-prone environments (Hill & Higgins, 2021), providing shorter and less intense allergy seasons than common invasive grasses (Bernard-Verdier, 2022), and bringing more pest-controlling species like birds, frogs, and ladybugs to lawns (LaVaute 2023). Therefore, ordinances should be revised to list specific Missouri native plants and grasses to be excluded from these requirements to prevent nuisances and provide ecological benefits. These plants may also require less watering, which is in line with Monett’s goal to minimize unnecessary water use during dry conditions, as outlined in the Barry County Hazard Mitigation Plan. This provides Monett residents with the freedom to design their lawns how they please while preventing nuisances from occurring.



Objective 3: Engage the community and create a unique identity through events and activities.

Strategy 1

Partner with local schools, businesses, and organizations to host community events and activities.

Strategy 2

Celebrate Monett's diversity through cultural events and festivals, spearheaded by the Cultural Committee.

Strategy 3

Increase the capacity of Monett's facilities to host regional events, attracting participants from nearby communities such as Springfield and Joplin.

Events and activities are a great way to foster a sense of community and familiarize people with local organizations and businesses. To facilitate community-building, Monett should partner with local groups to create new events. The City of Monett can promote and market these events, and may also be able to close off certain streets for festivals, fairs, or other events. Organizations, schools, and businesses may serve as donors or sponsors for these events, funding activities in exchange for advertising and awareness. They may also provide venues for certain events. With these community partnerships, Monett will be able to create events that benefit the community in a cost-effective way, while local organizations and businesses will benefit from increased publicity among residents of Monett and Southwest Missouri at-large.

Monett is a diverse community, home to people of many different cultures and histories. Monett should facilitate cultural events and festivals that highlight this diversity, as well as the unique Ozarks culture present in the region. The Cultural Committee can be placed in charge of this effort, as this Committee has relationships with cultural institutions within the city and can partner and connect with similar organizations throughout the region. Once events and festivals have been established, the City and Cultural Committee can partner with schools, businesses, and organizations to promote these events.

Currently, events wishing to come to Monett are limited in size due to Monett's facilities. To be more competitive in the Southwest Missouri event market, Monett's facilities should be expanded to accommodate larger events. Expansion of existing facilities or construction of new facilities could make Monett more competitive with Springfield and Joplin, bringing tourists into the city while also fostering a deeper sense of community among Monett residents.

Goal 4: Increase the efficiency and transparency of government processes.



Objective 1: Improve the structure and management of City government.

Strategy 1

Transition from a Commission to a Charter form of government to improve administrative efficiency and accountability.

Strategy 2

Hire additional staff for the City's communications department to better serve citizens, enhance public engagement, and increase government transparency.

Strategy 3

Introduce new funding sources for fiscal sustainability of city government and public services.

Currently, Monett uses a Commission form of government, which traditionally means that voters would elect commissioners that served both legislative and executive duties. However, Monett's commissioners perform limited executive duties and have roles more like city council members. To reflect the way that Monett's government operates, Monett should transition to a charter form of government. This charter form would be more efficient, as it would better reflect the way Monett operates, while also being more accountable, as voters elect council members and a mayor which then has either direct or indirect power over City departments. An increase in the number of council members would also allow council the ability to take on more tasks, which will only become more important as the city continues to grow.

The Communications Department serves as a facilitator of City-resident interactions and communication, and as such is important for a transparent government. With more staff in this department, communication between the City and residents could be improved, making Monett residents more familiar with the ongoings of their local government and community. As residents know more of what goes on in their city, public engagement will also increase, as it is clearer to citizens what issues exist and how they can become involved.

COMMUNITY FACILITIES AND SERVICES

To provide services of the quality and quantity demanded, services need to be consistently and adequately funded. To ensure this fiscal sustainability, Monett should look to new funding sources to both expand the tax base of the City and to make tax revenue more consistent. A property tax could be implemented to accomplish these goals if supported by the public. To build public support, the City can look to gradually implement this property tax, enact a clause that this new property tax only applies to properties bought after the tax is approved, or compile a list of services that would be created or benefited from the tax.



Objective 2: Streamline city communications to better engage residents and visitors

Strategy 1

Ensure that all channels of communication are up to date, including the city website, city calendar, social media, email, newsletter, physical mail, newspaper, etc.

Strategy 2

Increase reach of communication channels across Monett through proven, data-driven communication strategies.

Strategy 3

Foster direct, two-way communication with citizens and community groups to increase transparency, especially regarding major developments.

Strategy 4

Develop a user-friendly resident complaint system to submit and track code enforcement violations, transportation issues, and other resident concerns.

It is important that all channels of communication are up to date. If a channel is missing information, residents will be less informed of government activity and might miss a meeting or event that they would have otherwise attended. Further, when a channel is out of date or two channels show conflicting information, public trust can be eroded, decreasing citizen participation and confidence in government. To improve public trust and maximize the amount of information available to the public, every channel of communication should be kept up to date, which will further help to make the local government as transparent as possible.

To increase direct communication with citizens, many strategies have been proven to be effective.

STRATEGY 1

CROSS PROMOTION

- Where agencies, departments, or jurisdictions advertise events outside of their purview on their platforms to increase reach.
- For Monett, this could mean advertising Barry and Lawrence County events on the City website and social media, and Barry and Lawrence Counties would do the same for Monett.

STRATEGY 2

IMPROVE COMMUNICATION

- Make changes **based on existing citizen behaviors and interactions with channels.**
- For example: Visually emphasize information that many people are looking for, and make highly trafficked web pages easier to access on the City website, requiring fewer clicks to get there from the website homepage.

With major projects and other large-scale government tasks, transparent communication with citizens is essential, as citizens will struggle to grasp the process otherwise. With infrastructure projects, placing signage at the site of the project and at City Hall that succinctly explains how far along the project is and what is being done is a simple way to make these large processes more transparent. Public input sessions and meetings for large projects are also a way to increase transparency, as this gives residents an opportunity to ask questions and get answers that may not be provided in plans or press releases.

The City of Monett is meant to serve and is accountable to its residents. In this capacity, residents need a way to report complaints, concerns, and other information to the City that is quick and efficient. With an online complaint system such as SeeClickFix, residents can easily and openly communicate their grievances to the City. With this system, a mechanism should be implemented that requires consistent and timely responses to complaints, to keep the City and its staff accountable, and to assure residents that their concerns will be heard.

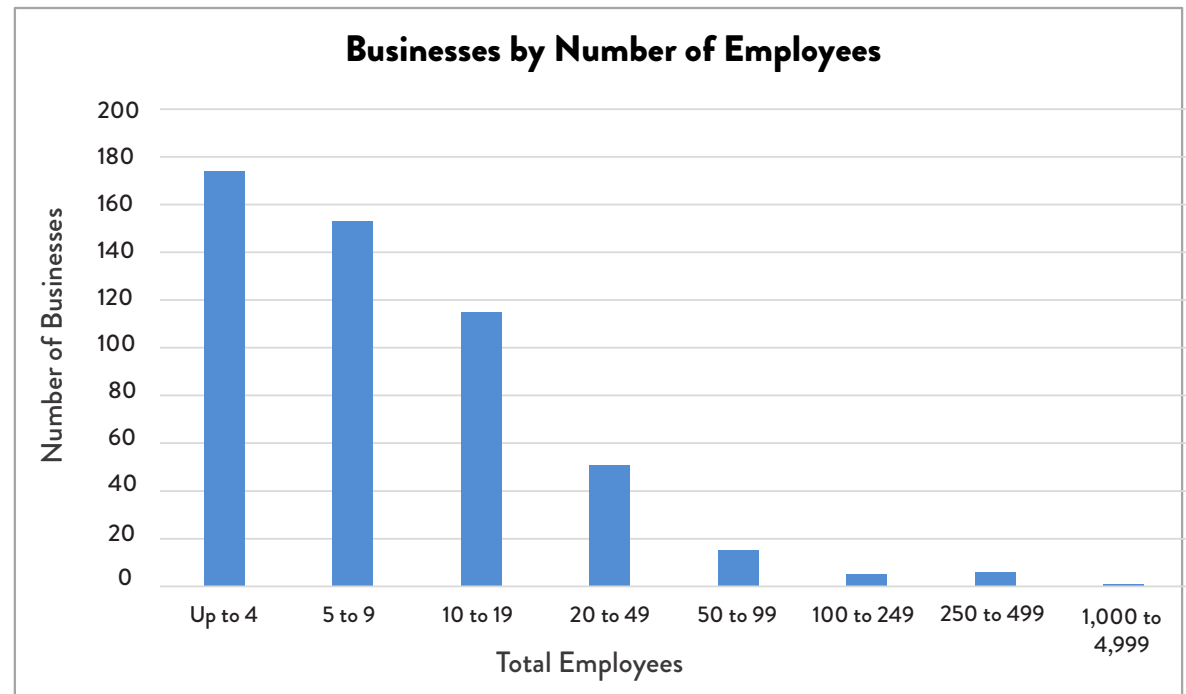
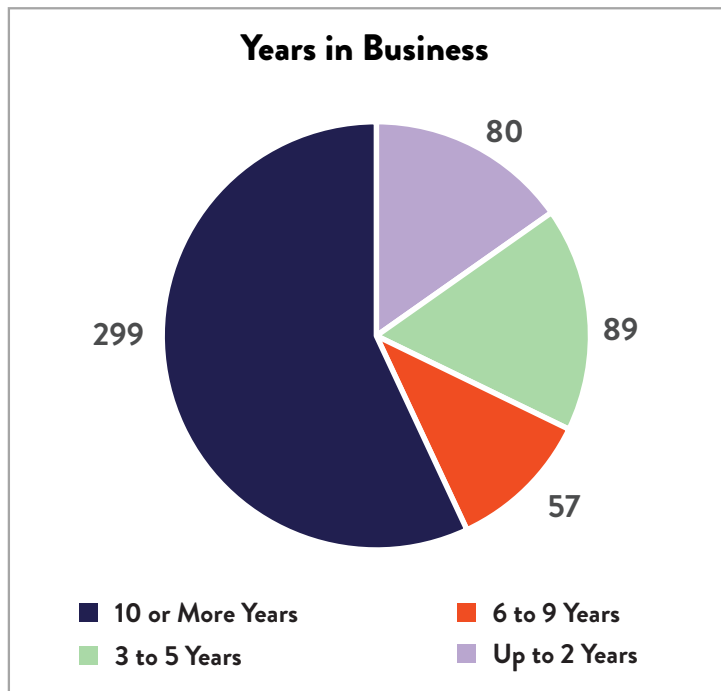


ECONOMIC DEVELOPMENT

CHAPTER SEVEN

OVERVIEW

A resilient and diversified economy is essential to Monett's long-term fiscal stability and quality of life. A developed economy attracts people to live and work in the city, bringing higher incomes and employment, better living standards, a fiscally sustainable city budget, community and cultural engagement, greater investment in the city, and resilience to economic crises. Economic development is not an end goal, but a means to improve the lives of Monett residents in a way that can be sustained in both the short-term and long-term.



BUSINESS AND INDUSTRY CHARACTERISTICS

According to Lightcast data, there are a total of:

525 **BUSINESSES** located within the city limits of Monett, providing a total of: **6656** jobs.

The total of all sales volumes within the city in 2024 was **\$2,599,356,000**, with a median yearly sales volume of **\$537,000**. Most of the businesses have only existed for 3 to 5 years, indicating startup growth in Monett.

According to the Missouri Department of Revenue, industries in Monett had a total of \$31,908,654 in taxable sales in 2024. The **5** industries with the highest value of taxable sales in 2024 were:

These industries are crucial for Monett because of the tax revenue they provide.

LIMITED-SERVICE RESTAURANTS: \$12 MILLION

GAS STATIONS WITH CONVENIENCE STORES: \$8.8 MILLION

FULL-SERVICE RESTAURANTS: \$6.7 MILLION

TELECOMMUNICATIONS SELLERS: \$1.2 MILLION

SHOE STORES: \$975,000

Another important aspect of business in Monett is small business. 75% of Monett's businesses are classified as small businesses and around 37% of Monett's labor force are employed by them (Lightcast, 2025). Small businesses provide many unique benefits. Most are owned and operated by members of the community, meaning revenue is captured by community members and spent again in the community. Small businesses may sponsor local events, providing culture and character to the city. Small businesses can also be more innovative and adaptable to changing circumstances due to their small, tight-knit structure. The combination of community ties and an agile entrepreneurial spirit make small businesses vital for a stable local economy.

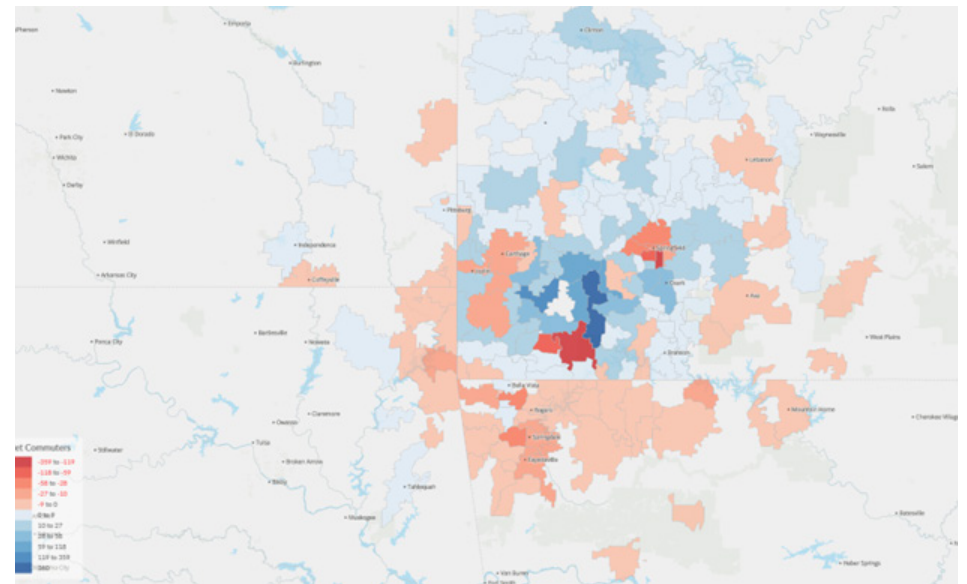
EMPLOYMENT AND WORKFORCE CHARACTERISTICS

There were 6,656 jobs in Monett in 2024 according to Lightcast, a decrease of about 13.6% since 2019. Most job loss in Monett can likely be attributed to the COVID-19 pandemic and its economic consequences. However, losses continued after national rates stabilized, and the city's jobs are projected to decrease by about 4% in the next 5 years. Unemployment has continued to recover since the pandemic, decreasing by about 1% per year since 2022 and sitting at around 2% in 2024. This implies that the current rate of job loss is not causing significant unemployment, but it may indicate that more Monett residents are taking remote jobs or jobs outside of Monett. Businesses in Monett employ a median of 6 individuals, with most businesses having 4 employees or less.

The 3 largest sectors for employment in Monett are manufacturing at about 30% of the population, education, healthcare, and social assistance at 14%, and professional, scientific, and management services at 11.8% (U.S. Census Bureau, 2023). Over time, the percentage of the population employed in manufacturing has decreased as the economy gradually diversifies, but it remains the largest sector by far. The industries with the highest job growth between 2020 and 2024 are accommodation and food services, educational services, and information sectors, creating a total of 123 jobs. The industries with the highest job loss between 2020 and 2024 are in the computer systems design services and metal window and door manufacturing industries, at about 504 and 294 jobs lost respectively.

The 3 largest individual employers in Monett are Jack Henry & Associates with around 380 employees at their Monett headquarters, the Monett R-1 School District with 530 employees across all schools and facilities, and Cox

Health with around 1,200 employees across all Monett facilities (Lightcast, 2025). Surprisingly, while these are all part of major employment industries in Monett, none are part of the manufacturing industry. Rather than one dominant manufacturing company in Monett, there are several companies contributing to the industry's high employment, meaning the industry and employment aren't seriously harmed if one company closes. Nonetheless, these individual employers are important to maintain because they attract professionals to the city, bring stable employment and salaries, and provide important services that help the city function. They should also serve as examples when marketing the city to companies and organizations due to their success.



Commuting statistics can reveal important economic trends drawing people in or out of Monett. Net commuters are the amount of people commuting to Monett for work subtracted by the number of people commuting from Monett to other areas. Monett has a total of 778 net commuters, indicating that more people commute to Monett for work than commute from Monett to other areas. Most net commuters are in the immediate local region, such as the Aurora and Pierce City areas, which have 360 and 148 net commuters, respectively. This is likely due to the prevalence of major job opportunities in Monett that do not exist in surrounding communities.

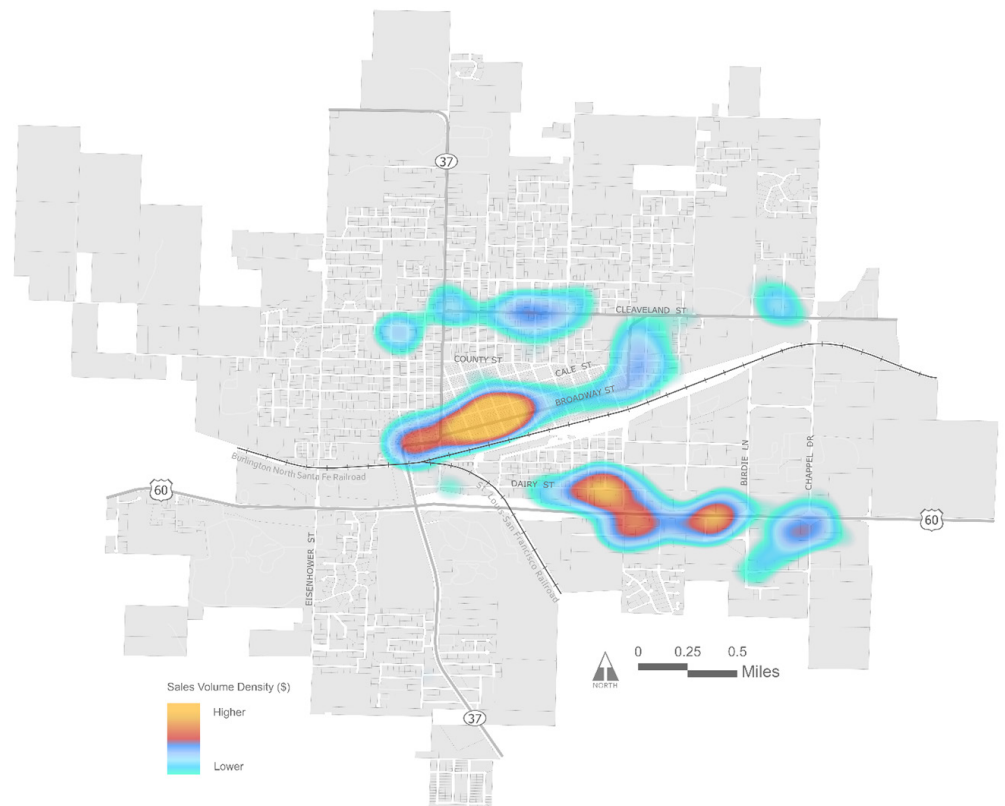
The lowest numbers of net commuters are in the broader region, with around -283 net commuters in the Springfield area. This is due to the more diverse economic opportunities of the city, especially outside of the manufacturing sector. However, Cassville, a city in the local region, also has low net commuters at -139, likely due to its specialization in other key sectors such as tourism that draw in Monett workers.

ECONOMIC HOTSPOTS

The Sales Volume Density map depicts the concentration of sales volume across the City of Monett. The symbology represented does not include isolated businesses regardless of their total sales volume because they are far from other active businesses. There are three primary hotspots of economic activity.

The first is in Monett's historic downtown, centered around Broadway Street. The downtown area is home to a variety of small businesses, including restaurants, law and financial firms, grocery stores, clothing shops, and other retail establishments. The success of the area is likely the result of the diverse array of small businesses and community resources.

Another major hotspot is near the industrial center along U.S. Route 60, a highly traveled corridor in the city. This area is likely a hotspot because of the major industrial employers in the area such as EFCO, Miracle Recreation, Tyson, and Wintech. Businesses have moved in to serve those employed in the area, especially fast-food restaurants and gas stations.



Being on the outskirts of town, this area has also enabled the outward expansion of large businesses and services that serve the entire city, such as Walmart Supercenter, Lowe's, and Cox Monett Hospital.

The third commercial corridor is Cleveland Avenue, another major road in Monett. This hotspot is less concentrated than the others, likely because of its location in a residential area, meaning businesses are scattered between houses. However, this is still an important area for economic activity, especially because of its proximity to housing on the north side of town and to Monett's school district.

BUSINESS SUPPORT ORGANIZATIONS

The business community in Monett and the surrounding area is supported by numerous local organizations that provide resources and technical assistance. The Monett Area Chamber of Commerce is located at the center of downtown and aids the local business community by acting as a voice in civic and political affairs, providing advertising and marketing guidance to local businesses, hosting a variety of community events each year, and maintaining a business directory. The Chamber operates Monett Builds, a task force established to identify projects to encourage economic development in Monett, as well as professional development programs such as the Young Professionals Network, Leadership Monett, and GO CAPS.

Monett Mainstreet is another organization, supporting downtown businesses and promoting the development, revitalization, preservation, and beautification of the historic downtown district. Their actions are guided by a 5-year strategic plan, most recently updated in 2025. The organization has worked on numerous downtown revitalization projects, such as the Monett Area Farmer's market, grants and educational opportunities for businesses, projects in downtown such as the downtown pavilion, the downtown park, disability accessibility, murals, and community events such as the repurposed faire festival and First on Front.

Cowork Collective is a professional co-working space in Monett's downtown, offering flexible space for meetings, events, and offices. Cowork Collective is a major asset for Monett, providing a space for startups and small businesses to grow and connect. Cowork collective is located near many of the other business assets downtown, making it the perfect place for businesses to network with each other and other business support organizations. Cowork Collective also administers a program called "The Network", which serves as a directory and resource hub for entrepreneurs, freelancers, and small business across Southwest Missouri, further connecting the Monett business community to each other and the region.

The Monett Industrial Development Corporation (MIDC) is a non-profit organization that supports the industrial sector in Monett. As well as supporting industrial businesses, MIDC oversees the industrial park located between Chapell Drive and Business 60 to the East and West and between Bridle Lane and U.S. Route 60 to the North and South.

ECONOMIC DEVELOPMENT

West and between Bridle Lane and U.S. Route 60 to the North and South. The industrial park serves as a major economic asset for Monett, providing the acreage needed for large industrial developments and connecting Monett's industrial community to nearby freight assets such as U.S. Route 60 and the BSNF Railroad. Additionally, MIDC has worked closely with the City on infrastructure improvements in the area, such as expansion of the industrial park to Lowes Lane.

Numerous other organizations support businesses in Monett, whether directly or indirectly. The Economic Development Committee of Monett supports and advises city council on matters related to economic development. Led by the Mayor and 15 members, the committee works to identify economic development needs and provide recommendations for policies and initiatives that support business. Monett is also working on a tourism committee to support the region and develop tourism business. The Barry-Lawrence Economic Development Alliance works between county lines to support economic development and business in the region. Monett's Public School and the Scott Regional Technology Center can provide the skills necessary for business development and employment. Overall, Monett has many assets for business development that are extraordinary for a town of its size. By continuing to work as an ally with the business community and support organizations, Monett can solidify itself as an economic hub in the region.



ECONOMIC DEVELOPMENT GOALS

Goal 1: Develop and diversify Monett's economy by supporting and attracting businesses and residents.



Objective 1: Develop a community marketing strategy to attract and retain businesses and residents.

Strategy 1

Collaborate with community partners to create a unified city brand, marketing strategy, and a well-defined narrative for "Pride and Progress."

Strategy 3

Emphasize Monett's small-town atmosphere while also promoting its connection to regional hubs such as Springfield, Joplin, and Northwest Arkansas.

Strategy 2

After marketing strategies are defined, launch a city-wide marketing campaign aimed at retaining and engaging the existing population as well as attracting new residents and businesses.

Strategy 4

Assist in the development of the Barry-Lawrence County Economic Development Alliance.

To create a brand and marketing strategy, it is essential to bring stakeholders together to create a shared, long-term vision for the community. While concepts like “Pride and Progress” have existed for some time in Monett, they have not been fully defined or developed. Focus groups should be formed with stakeholders from Monett Chamber of Commerce, local media outlets, local businesses, and residents to create a well-defined narrative for “Pride and Progress” and identify Monett’s marketable assets. Extra efforts should be made to ensure diverse voices are heard from all ages, ethnicities, genders, and economic classes. It may be beneficial to hire marketing consultants to guide conversations, compile results, and integrate the vision into a marketing campaign.



A marketing campaign puts the community’s vision into action, combining the developed community narrative with incentives, data, and real change. To maximize reach, the campaign should be distributed through multiple communication platforms at strategic times and places. Campaign efforts should be a partnership between the Monett Chamber of Commerce, Economic Development Committee, City Staff, and other local partners. Regional partners or consultants may also prove useful, and other campaigns in the region such as Finding NWA and Visit Springfield can serve as a reference.

Monett is known for its small-town character and community, ranking at the top of what community survey respondents love about Monett. At the same time, Monett has one of the largest populations of cities between the Springfield, Joplin, and Northwest Arkansas metropolitan areas, ranking third, next to Harrison, Arkansas, and Branson, Missouri. This can be leveraged to attract and retain residents with Monett’s small-town lifestyle while the city’s size and connection to regional hubs can attract businesses and amenities to town. With the necessary infrastructure, Monett can also serve as a central hub for both larger and smaller communities in the area holding events or gatherings. This narrative should be integrated into Monett’s marketing materials and leveraged when opportunities arise.

The Barry-Lawrence County Economic Development Alliance is a new regional partnership in Lawrence and Barry counties between leaders in local government, chambers of commerce, private businesses, and the Ozarks Regional Economic Partnership. This partnership is a major asset for Monett, as growth for the region will bring growth for Monett as well. Monett should continue to take the lead in promoting and developing the partnership to foster regional growth and collaboration.



Objective 2: Attract quality businesses and new development to Monett that align with the community vision.

Strategy 1

Leverage the presence of the tech industry to attract complementary tech companies, startups, and talent to Monett, creating a regional niche for innovation and digital services.

Strategy 3

Embrace and support opportunities for developing tourism, entertainment, retail, and lodging industries.

Strategy 2

Work with the Economic Development Committee and local businesses to identify market gaps and potential complementary businesses.

Strategy 4

Utilize Monett's designation as an Opportunity Zone to attract investment and incentivize development in targeted areas.

Despite being a small town, Monett's technology industry is growing. The Technology sector is a major employment category, with companies that specialize in electronics, software, computers, AI, and cloud based services (Investopedia, 2025). The success of Jack Henry was an industry catalyst for SOMO Technologies, cloudIT, and Guardian Controls. Necessary infrastructure like broadband internet services and startup resources like Cowork Collective have also been developed in Monett. These resources should be leveraged to grow the tech industry in the city, attracting educated workers from the region, providing high-paying jobs, and strengthening Monett's economy through diversification.

To determine what business types should be targeted for development, market gaps must first be identified and analyzed. Monett's Economic Development Committee (EDC) and other local stakeholders are the key to achieving this. Some market gaps, both broad and specific, have been identified through the community survey and should initially guide this process. To discover more specific market gaps and potential solutions to them, the committee should meet to analyze pain points in Monett's industries, identify unserved or underserved markets, and plan for further community or customer surveying efforts.

Many business needs have already been identified by the community of Monett throughout the planning process. Entertainment, lodging, and retail were highly requested types of businesses in the community survey, as Monett residents currently must travel to other communities for these amenities. These businesses are important for the satisfaction and retention of residents but also illuminate opportunities for tourism development. Entertainment, retail, and other forms of recreation tourism can bring outside communities into Monett while the lodging industry supports their stay. Tourism benefits not just the businesses drawing people in, but also nearby restaurants, shops, and other businesses. Monett should embrace opportunities for tourism that both generate wealth and meet the needs of residents.

Monett's designation as an Opportunity Zone creates unique tax incentives for investors seeking long-term capital gains advantages. The city should actively market eligible areas to potential investors, developers, and businesses that align with the community vision, emphasizing the benefits of investing in Monett's commercial, industrial, and mixed-use corridors. Coordinated efforts between the Economic Development Committee, local stakeholders, and state/federal resources can identify priority sites, streamline development approvals, and highlight the economic and social returns of investment. This strategy positions Monett to attract quality businesses, stimulate redevelopment, support job creation, and strengthen the local economy while aligning growth with community priorities.



Objective 3: Take advantage of the economic opportunities provided by Monett's industrial and freight infrastructure.

Strategy 1

Update and implement the 2009 Airport Master Plan.

Strategy 2

Attract new businesses by promoting the connectivity and economic impact of the airport, railroad, and other multimodal freight assets.

Strategy 3

Work with the Monett Industrial Development Corporation and other industrial partners to identify opportunities for industrial expansion.

Monett's Airport Master Plan was last updated in 2009 and will officially expire in 2029. Monett's airport is a major asset, and an update of its plan will help to ensure the sustainable growth of the airport and the benefits for industrial and economic development in Monett. Grants such as MODOT's Aviation State Block Grant Program may help fund the planning process.

Monett's airport, rail service, and multimodal freight infrastructure strengthen the city's role as a regional employment and logistics center. As these assets continue to develop, promotional packages should be developed as well, highlighting the convenience and effectiveness of logistics in Monett. Success stories should be shared and used as justification to develop additional assets.

Industry and manufacturing serve a major role in Monett's economy and should continue to be developed in line with the community's vision and needs. As the demand for industrial expansion increases, the City should work with the Monett Industrial Development Corporation to identify opportunities for expansion. Factors such as surrounding land uses, quality of life, job growth, nearby utilities, and freight assets should be considered to ensure that the expansion is appropriate.



Objective 4: Work with local entrepreneurs and small businesses to create more opportunities and solidify existing partnerships.

Strategy 1

Partner with the Show Me Network and local entrepreneurship hubs to establish new business resources in Monett such as business incubators and/or accelerators, prioritizing the downtown area for the development of these resources.

Strategy 2

Connect entrepreneurs with existing regional resources to provide specialized services and funding mechanisms for their businesses.

Strategy 3

Partner with Monett High School, Scott Regional Technology Center, GO CAPS, and other educational or workforce development programs to provide opportunities to students and an experienced workforce for businesses.

To support economic development and entrepreneurship in Monett, support networks and resources should be established in the area. To accomplish this, existing entrepreneurship partners such as the Show Me Network, Cowork Collective, and Monett Chamber of Commerce should be engaged, helping to identify resource gaps and develop a plan to fill them. One major gap is that Monett has no dedicated business incubator or accelerator, which aids entrepreneurs as they navigate the process of developing a new business. New resources such as these should be developed downtown, if possible, due to the presence of existing networks and small businesses.

While it is important to develop new resources within Monett's city limits, there are also numerous resources in the region and state that can help businesses in the current moment. Organizations like the Show Me Network and SMCOG can help connect Monett to some of these resources, including grants, loans, business incubators and accelerators, technology transfer programs, specialized facilities, and workforce development programs.

Sustained business development depends on a strong pipeline of workers and entrepreneurs. Existing education and workforce development programs should be strategically leveraged to equip students with the skills necessary to meet evolving industry demands. The City of Monett should work with these schools to develop such entrepreneurship programs, training students with entrepreneurial skills and allowing them to test their ideas in a low-risk environment. Existing programs should grow their partnerships with local businesses, directly connecting those in workforce programs to businesses in need of their skills.

Goal 2: Revitalize downtown Monett, establishing the area as a center for local business, entertainment, and community events.



Objective 1: Strengthen and utilize partnerships to coordinate downtown revitalization efforts.

Strategy 1

Work with groups such as the Economic Development Committee, Monett Main Street, Monett Chamber of Commerce, Monett Area Community Foundation, and other groups to promote community-led revitalization.

Strategy 2

Create and implement a downtown revitalization plan.

Strategy 3

Apply for downtown revitalization grants and technical assistance programs.

For downtown revitalization to be successful, it needs the support of the community. To provide agency to the community, community groups should engage and assist in the revitalization process, increasing the capacity for improvements downtown. Organizations like the Monett Area Community Foundation can bring community groups together to provide volunteers and support, Monett Chamber of Commerce can assist with fundraising and marketing efforts, and Monett Main Street can work together with the City's Economic Development Committee to make long-term plans for downtown and guide their implementation.

To guide downtown development long-term, Monett should create and implement a downtown revitalization plan. Monett Main Street should be engaged during the process due to the existence of their 5-year strategic plan. This downtown revitalization plan will differ from the strategic plan because of its long-term scope, community engagement process, and primarily public-sector focus. The City is encouraged to partner with SMCOG or another planning agency to assist with these planning efforts.

Numerous grants and technical assistance programs exist for downtown revitalization. Missouri Main Street has numerous grants such as Downtown Strong, Paul Bruhn Historic Revitalization Subgrant Program, STEP, and PEP. The Missouri Department of Economic Development offers Downtown Preservation grants, Historic Preservation Tax Credits and Community Development Block Grants (CDBG). The City should regularly apply for these and similar grants to secure funding and support for downtown revitalization. SMCOG and other agencies can offer grant writing assistance, if needed.



COMMUNITY FOUNDATION *of the* OZARKS



Objective 2: Make downtown a center for entertainment, recreation, and events.

Strategy 1

Work with downtown associations and existing venues to organize and support downtown's entertainment industry.

Strategy 2

Work with partners to expand city-sponsored arts and entertainment offerings like art walks, festivals, and live music.

Strategy 3

Encourage communication between business owners and venues and explore opportunities to use venues for conferences and seminars.

Downtown Monett has a growing concentration of arts, culture, and community events, positioning it as a potential hub for entertainment, recreation, and regional gatherings. The City should build and strengthen partnerships with organizations such as the Monett Arts Council, Monett Artists Guild, and Monett Main Street to understand the needs of publicly sponsored cultural programming and provide the necessary support and infrastructure. The Monett Cultural Committee should serve as the primary point of contact to coordinate these efforts and ensure alignment across initiatives.

To establish downtown as a central hub for residents and visitors alike, the City should continue to facilitate the use of existing event spaces, such as the Monett History Museum and Downtown Pavilion, for conferences, seminars, performances, and other cultural gatherings. Additionally, the City should explore opportunities to expand and enhance downtown venues to host new types of events that can attract audiences from throughout the region, boosting community engagement, tourism, and the local economy.





Objective 3: Continue downtown beautification efforts through the addition of greenery, façade improvements, additional seating, and other aesthetic changes.

Strategy 1

Research and apply for historic preservation and revitalization grants to rejuvenate Monett's Downtown.

Strategy 2

Commission artists and other community members to create murals, statues, and other artworks for display in downtown Monett.

Strategy 3

Exempt downtown from certain code restrictions, such as off-street parking requirements.

To beautify the downtown area, Monett should apply for historic preservation and revitalization grants such as those from Missouri Main Street, Missouri Department of Economic Development, and the National Park Service (NPS). According to NPS records, the Downtown Monett Historic District has been on the National Register of Historic Places since 2014, which may prove beneficial for the City in applying for historic preservation grants.

Monett can further strengthen its arts community and enhance downtown beautification by commissioning local artists and engaging community members in the creation of public art. Installations such as the Freedom Silo and the downtown train mural have already become recognizable landmarks within the city. Expanding support for diverse artistic expressions can further stimulate foot traffic, support local businesses, and reinforce downtown Monett as a vibrant destination within the regional economy.

While code restrictions like off-street parking requirements are important in many areas, they can hold back downtown both aesthetically and economically. The City should evaluate the current code for the downtown district and determine ways to allow more flexibility in certain requirements. At the same time, Monett should target other code requirements to assist in maintaining the character of downtown, such as basic design or form-based regulations.



Objective 4: Market and promote downtown Monett and its amenities to increase visitors.

Strategy 1

Conduct a joint marketing campaign for the revitalization of downtown Monett to bring excitement and momentum to the process.

To bring momentum to the process of developing downtown Monett, the City should conduct a joint marketing campaign with partners like Monett Main Street and the Monett Chamber of Commerce. This campaign should be conducted in a similar manner to the broader Monett marketing campaign but should be targeted mostly toward existing Monett residents and businesses to encourage shopping locally and participating in revitalization efforts.

To bring additional support and momentum to downtown spaces, the City should use its events calendar and other city communication channels such as social media, the city website, and email to promote activities downtown and provide progress updates on revitalization.

Strategy 2

Promote businesses, events, and other activities downtown through city communication channels.



IMPLEMENTATION

CHAPTER EIGHT

OVERVIEW

The success of this plan relies on the continued efforts of city staff, elected officials, citizens, and partners to implement its measures. Through the planning process, goals, objectives, and action items were outlined. These goals can be successful only through the collaboration of all stakeholders. The City of Monett and those who seek to improve it must proactively take steps to secure funding and implement the initiatives detailed within this plan.

RESPONSIBLE ENTITIES

The government of the City of Monett has a responsibility to its citizens and visitors to preserve and protect the wellbeing of the community. A focus should be placed on public health and safety, the general welfare of all members of the community, and economic and community development to ensure the best possible outcomes for the City. Although most of the identified goals and objectives require action by City staff and elected officials, several other stakeholders play a vital role in the successful implementation of the comprehensive plan.

MAYOR AND CITY COUNCIL

The City of Monett currently operates under a commission form of government with the legislative and policy-making authority being given to the mayor and two city commissioners. The mayor and city council may pass, amend, and remove local laws. The board has the authority to enact and amend zoning regulations after considering the recommendations of the Planning & Zoning Committee. The Board of Trustees must consider the comprehensive plan when making various policy decisions for the future of the City of Monett. While not required by law, it is recommended that the Board of Trustees also adopt the plan by resolution.

PLANNING AND ZONING COMMISSION

The primary role of the Planning and Zoning Commission is to review land use applications and make recommendations or approvals based on the vision outlined in the comprehensive plan and responsibilities laid out in the city's municipal code. The Planning and Zoning Commission acts as an advisory board by making zoning, building code, and policy recommendations to the Mayor and City Council.

CITY STAFF

Responsible for the daily operations of the city, which includes, but is not limited to creating and implementing a budget, making operations and personnel decisions, enforcing city codes, public safety operations, airport operations, and planning for the maintenance and improvements to infrastructure and community services.

CITIZENS

Many of the goals, objectives, and strategies identified rely on participation from residents, private developers, and volunteers to be successful. These stakeholders play a critical role in the implementation of this Comprehensive Plan.

PARTNER AGENCIES

Partnerships with other levels of government including other municipal, county, state governments. For example, SMCOG and MoDOT both offer technical expertise and assistance in capturing funding opportunities. Continued relationships with each of these groups will be necessary for the continued development of the City. Monett leaders should equip these groups with the tools necessary to implement any planning efforts which are outside the capacity or scope of City government.

IMPLEMENTATION MATRIX

Objectives	Priority	Strategy	Responsible Entity					Existing Funding Sources	Potential Funding Sources/ Partner Agency	
			A bold X indicates lead entity							
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff			
LAND USE										
Goal 1: Allow for growth in and around Monett.										
Objective 1: Update the zoning code to align with current community needs and support development.		Strategy 1: Consult the FLU map when reviewing new developments to ensure that it aligns with proper development patterns.								
		Strategy 2: Introduce a new mixed-use zoning district, planned unit development (PUD) district, or overlay district that permits a variety of residential, commercial, and public uses; utilize these tools in downtown Monett and along major thoroughfares.								
		Strategy 3: Revise zoning requirements for businesses to remove barriers to development.								
		Strategy 4: Create a Conditional/Special Use section for zoning districts, allowing a wider variety of uses while still controlling development.								
Objective 2: Improve feasibility of infill development through improvements to infrastructure.		Strategy 1: Highlight development in areas where infrastructure already exists.								
		Strategy 2: Work with an engineering firm to develop a master infrastructure plan and conduct a capacity study for current infrastructure.								
		Strategy 3: Plan for adequate infrastructure capacity in areas where development is likely to occur, supporting both public and private development.								
Objective 3: Evaluate prime areas within the city for specific types of development.		Strategy 1: Target development for new restaurants, convenience stores, and other retail, as emphasized by the economic development focus group.								
		Strategy 2: Ensure that business development is compatible with and complements surrounding land uses.								
Objective 4: Proactively analyze land adjacent to city limits to determine suitability for future annexation and sustainable development.		Strategy 1: Identify and evaluate land separately for residential, agricultural, commercial, and industrial expansion.								
		Strategy 2: Assess infrastructure needs for developable land, including potential pumping stations and related system upgrades.								

Objectives	Priority	Strategy	Responsible Entity					Existing Funding Sources	Potential Funding Sources/ Partner Agency	
			A bold X indicates lead entity							
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff			
LAND USE										
Goal 2: Encourage development, redevelopment, and renovation of vacant and dilapidated areas.										
Objective 1: Examine funding options, existing and potential, to secure redevelopment and renovation opportunities.		Strategy 1: Prepare a fiscal impact analysis to evaluate feasibility of funding and incentive options.								
		Strategy 2: Pursue funding through HUD HOME, CDBG, and other programs for housing renovation or demolition/reconstruction.								
		Strategy 3: Utilize the TIF districts for improvement and redevelopment opportunities.								
Objective 2: Create special policies, incentives, and programs to reduce vacancies and renovate or redevelop dilapidated structures.		Strategy 1: Create a registry to inventory vacant properties and introduce vacancy fees to disincentivize long-term vacancy.								
		Strategy 2: Work with Barry and/or Lawrence County to establish a land bank that will acquire vacant properties in Monett and provide incentives and assistance for redevelopment.								
		Strategy 3: Continue conversations around Chapter 353 (Urban Redevelopment Corporations Law) tax abatement incentives for downtown redevelopment and assist in determining appropriate areas for its use.								
		Strategy 4: Review zoning regulations and revise, if necessary, to ensure diverse housing options are permitted on vacant residential lots.								
Goal 3: Promote and conserve a sustainable environment through land use policy.										
Objective 1: Conserve agricultural lands, natural resources, and critical viewpoints that provide ecological benefits to Monett.		Strategy 1: Generational farms and prime agricultural lands at the city's edge should be preserved to maintain agricultural and low-density areas for residents.								
		Strategy 2: Consider cluster development in new residential developments to create green spaces within residential neighborhoods while allowing for more housing per acre.								
		Strategy 3: Prioritize green space and greenways along commercial corridors to maintain an appealing entrance to the city.								
Objective 2: Create and maintain green space to support the city's environmental health, promote walkability, and enhance its visual appeal.		Strategy 1: Introduce pocket parks or neighborhood parks in developed areas, addressing gaps between existing parks.								
		Strategy 2: Become a Tree City USA to promote Monett's urban forest and educate the community.								
Objective 3: Consider potential environmental and health hazards when assessing options for future land use.		Strategy 1: Address industrial odors and other nuisances from major developments through code enforcement and buffer zones.								
		Strategy 2: Engage the Monett Economic Development Committee to lead and facilitate the actions to mitigate environmental challenges.								
		Strategy 3: Address downtown flooding issues and ensure all steps are being taken to prevent future flooding.								
		Strategy 4: Ensure that building codes are resilient to potential hazards such as flooding, sinkholes, and tornadoes.								
		Strategy 5: Identify and restrict development in areas unsuitable for building and guide these areas toward uses that minimize risk for life, property, and the environment.								

Objectives	Priority	Strategy	Responsible Entity						Potential Funding Sources/ Partner Agency
			A bold X indicates lead entity						
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff	Existing Funding Sources	
HOUSING									
Goal 1: Broaden opportunities for workforce and affordable housing.									
Objective 1: Identify and expand both rental and home-ownership opportunities through new developments, incentives, and programs.		Strategy 1: Partner with local employers to identify opportunities for workforce housing.	X		X				
		Strategy 2: Work with property management companies to identify and create affordable rental options.	X			X			
		Strategy 3: Provide incentives to multi-family housing developers to offer attainable units for low-income tenants.	X						
		Strategy 4: Engage local developers to identify land suitable for medium-density housing such as low-rise apartments, duplexes, and townhouses.	X			X	X		
Objective 2: Increase the accessibility of existing housing opportunities and programs.		Strategy 1: Partner with local organizations and lenders to identify properties that currently meet or have the potential to meet HUD criteria.	X		X	X			
		Strategy 2: Market developable lands and available property through online resources such as interactive maps.	X				X		
		Strategy 3: Collaborate with local housing organizations to help residents access available programs and discuss housing needs.	X		X	X	X		
Goal 2: Improve the quality of existing housing and neighborhoods.									
Objective 1: Continue to implement and enforce property maintenance codes.		Strategy 1: Conduct joint staff inspections consistent with the International Property Maintenance Code (IPMC), International Building Codes (IBC), and International Fire Codes (IFC).	X	X			X		
		Strategy 2: Educate residents and property owners on property maintenance code requirements through outreach campaigns via social media, news, and in-person events.	X	X			X		
		Strategy 3: Review fines and fees associated with property maintenance violations in coordination with city legal counsel.	X	X			X		
Objective 2: Provide neighborhood amenities to enhance quality of life.		Strategy 1: Identify unbuildable lots in residential areas and repurpose them as neighborhood amenities such as water retention basins, community gardens, pocket parks.	X	X	X	X	X		
		Strategy 2: Seek grant funding or partnerships with local organizations for redevelopment of the identified parcel(s).	X		X		X		
		Strategy 3: Amend subdivision platting regulations to require developers to provide certain neighborhood amenities like sidewalks and open space.	X	X			X		
Goal 3: Diversify the housing stock to accommodate current and future needs.									
Objective 1: Review and amend zoning regulations to encourage more diverse housing options to catalyze affordable housing development.		Strategy 1: Amend lot size requirements in specific zoning districts to allow for smaller lots and encourage residential density.	X	X			X		
		Strategy 2: Amend zoning codes to allow and regulate the development of “tiny homes,” such as reduced or waived minimum square footage requirements, increased number of dwellings per lot, and design standards to ensure quality and compatibility.	X	X			X		
		Strategy 3: Amend zoning codes to permit the development of accessory dwelling units (ADUs) on single-family residential lots, including design standards to ensure quality and compatibility.	X	X			X		
Objective 2: Incentivize diverse, sustainable housing developments.		Strategy 1: Develop new incentives to attract multi-family housing development such as condominiums, townhouses, duplexes, or apartments to retain and attract residents.	X						
		Strategy 2: Utilize and advertise existing incentives in Monett such as Opportunity Zone benefits, Missouri Housing Development Commission programs, USDA Rural Development Programs, Low-Income Housing Tax Credits.	X		X				
Objective 3: Promote awareness and community acceptance of missing middle housing options.		Strategy 1: Update terminology in the zoning code regarding multi-family uses. Refer to “middle” housing for duplexes, four-plexes, and eight-plexes rather than “multi-family.”	X	X			X		
		Strategy 2: Create a guide to middle housing for citizens and developers to better understand the concept and identify appropriate solutions.		X	X		X		

Objectives	Priority	Strategy	Responsible Entity					Existing Funding Sources	Potential Funding Sources/ Partner Agency	
			A bold X indicates lead entity							
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff			
TRANSPORTATION										
Goal 1: Create a multimodal transportation system that is accessible to all and promotes a healthy and active community.										
Objective 1: Repair and expand existing sidewalks to enhance walkability in the community.		Strategy 1: Review and update the existing sidewalk inventory to identify areas with the highest need for improvements and determine responsible parties.	X	X	X		X			
		Strategy 2: Ensure safe and efficient pedestrian connections to and from multi-use areas such as downtown, hospitals, schools, parks, and trails.	X	X		X	X			
		Strategy 3: Develop a priority list for sidewalk and pedestrian improvements, ADA improvements, and connectivity improvements.		X			X			
		Strategy 4: Create and enforce sidewalk installation and connectivity requirements for all new developments to ensure a continuous pedestrian network.	X	X			X			
Objective 2: Identify and support opportunities for trails and bike lanes.		Strategy 1: Partner with regional trails and greenways organizations, as well as bicycle advocacy organizations to promote use.	X		X	X	X			
		Strategy 2: Explore opportunities to connect Monett’s trail network to regional trail systems.	X		X	X	X			
		Strategy 3: Conduct a traffic study to identify streets suitable for bike lanes.	X		X		X			
		Strategy 4: Apply for funding to plan and implement new bicycle infrastructure.	X	X	X		X			
Objective 3: Fully implement the 2018 Complete Streets policy to create a well-planned, interconnected multimodal transportation system.		Strategy 1: Require all street design and transportation improvement projects to accommodate users of all abilities and transportation modes.	X	X			X			
		Strategy 2: Require all street design and transportation improvement projects to connect to the local and regional transportation network.	X	X			X			
		Strategy 3: Incorporate Complete Streets principles into all stages of planning, design, construction, and maintenance operations.	X				X			
Objective 4: Identify and support opportunities for public transportation.		Strategy 1: Partner with organizations such as OATS that provide public transit services to citizens by helping find funding and other resources to ensure continued operation.	X		X		X			
		Strategy 2: Promote and encourage employer-provided transportation for the workforce.	X		X		X			
		Strategy 3: Promote new fixed-route transportation services to connect major activity centers such as hospitals, schools, parks, shops, and employers.	X				X			
Goal 2: Maintain and enhance the current road network.										
Objective 1: Update the citywide transportation plan.		Strategy 1: Partner with consultants, nonprofit organizations, or universities to develop the plan.	X	X	X	X	X			
		Strategy 2: Incorporate needs from multiple planning processes into the plan and vice versa, including the comprehensive plan and the Transportation Advisory Committee (TAC) prioritization process.	X	X	X	X	X			
Objective 2: Prioritize maintenance of existing roads to improve current conditions.		Strategy 1: Create a centralized database to document and track all road maintenance and improvement projects.	X							
		Strategy 2: Utilize the pavement management plan and continue to assess budget for repairs and ensure adequate funding.	X							

Objectives	Priority	Strategy	Responsible Entity						Potential Funding Sources/ Partner Agency
			A bold X indicates lead entity						
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff	Existing Funding Sources	
Objective 3: Develop and implement traffic calming measures.		Strategy 1: Utilize traffic study data to identify areas where traffic-calming measures can be implemented.	X				X		
		Strategy 2: Assess intersections and corridors with high traffic counts to determine the need for additional controls like stop signs or traffic signals.	X		X		X		
Objective 4: Collaborate with Lawrence and Barry County road commissions to improve connectivity.		Strategy 1: Identify roads within or near city limits that would improve connectivity if acquired or improved.	X	X			X		
		Strategy 2: Include the Lawrence and Barry County Road commissions in transportation planning processes to create a uniform and comprehensive transportation system in Monett.	X	X	X		X		
Goal 3: Identify opportunities for industrial growth utilizing freight transportation systems.									
Objective 1: Expand rail and road infrastructure to support industrial and logistics growth.		Strategy 1: Partner with BNSF's Public Projects and Public Infrastructure and Investments teams to identify opportunities (e.g., transload and other intermodal facilities, new railroad spurs, or bulk terminals) and secure funding for rail projects.	X		X		X		
		Strategy 2: Partner with Monett Industrial Development Corporation to identify rail needs and potential funding or technical assistance sources.	X		X		X		
		Strategy 3: Collaborate with GoRail Missouri and other organizations to explore additional multimodal development opportunities.	X		X		X		
		Strategy 4: Implement improvements at crucial intersections (e.g., Highway H and Farm Road 2230) and corridors (e.g., Highway H, Chapel Drive) to allow for more efficient access to U.S. Route 60 and further optimize freight traffic flow in and around Monett.	X	X	X				
Objective 2: Promote and expand airport functions for freight and other transportation purposes.		Strategy 1: Partner with key stakeholders to tailor offerings and expand facilities and services.	X		X		X		
		Strategy 2: Research options to utilize the airport as a regional shipping depot.	X		X		X		
Goal 4: Collaborate with other planning partner agencies on transportation-related issues.									
Objective 1: Advocate for Monett's transportation priorities through the SMOG regional planning process.		Strategy 1: Continue to work with SMOG to maintain strong partnerships and regularly update them on potential transportation projects.	X		X		X		
Objective 2: Expand partnerships with public and private entities to fund and implement key projects.		Strategy 1: Collaborate with developers, counties, MoDOT, MoDNR, railroads, and other partners to pursue funding and implement high-priority transportation projects.	X				X		
PUBLIC FACILITIES AND SERVICES									
Goal 1: Plan and construct utility infrastructure improvements to accommodate current and future growth.									
Objective 1: Improve current stormwater management system.		Strategy 1: Regularly update the Municipal Stormwater Management Plan, in accordance with Section 525.070 of Monett's code.	X	X			X		
		Strategy 2: Create a "Green Infrastructure First" policy for new developments, maintenance, and replacement projects.	X	X			X		
Objective 2: Ensure water, sewer, and electricity capacity can accommodate current and future growth.		Strategy 1: Conduct an energy audit of water, sewer, and electrical facilities to determine inefficiencies and implement the most efficient solutions.	X				X		
		Strategy 2: Offer incentives to reduce utility extension costs for new developments that incorporate energy efficient design and technology.	X						

Objectives	Priority	Strategy	Responsible Entity					Existing Funding Sources	Potential Funding Sources/ Partner Agency
			A bold X indicates lead entity						
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff		
Goal 2: Continue to maintain and build upon existing public services to meet the needs of a growing community.									
Objective 1: Continue to provide high-quality emergency services to accommodate future growth.		Strategy 1: Plan for the construction of a new fire station and supportive infrastructure in north Monett to support growth in the area.	X	X			X		
		Strategy 2: Integrate strategies from the Barry County hazard mitigation plan into city planning processes to increase funding opportunities for safety improvements.	X	X			X		
Objective 2: Maintain and expand parks and trails system.		Strategy 1: Create a parks master plan to guide future recreational developments, enhancements, and connectivity.	X	X	X	X	X		
		Strategy 2: Expand trails and diversify recreational amenities within North Park.	X		X		X		
		Strategy 3: Continue development of Monett Greenway, focusing on connectivity between major areas of the city, safety and accessibility for all trail users, and beautification of the surrounding area.	X	X	X	X	X		
		Strategy 4: Update and maintain the Monett Greenway Trails map to keep residents informed of changes.					X		
Objective 3: Strengthen partnerships between educational institutions and the city.		Strategy 1: Implement a Master Joint Use Agreement with schools to outline sharing of parks, fields, gyms, and facilities for community, educational, and recreational use.	X		X		X		
		Strategy 2: Assess opportunities to expand school system capacity to allow for growth in enrollment.	X	X	X		X		
		Strategy 3: Continue collaboration between Drury University and Monett public schools to expand educational opportunities for students and families.	X		X		X		
		Strategy 4: Implement signage for better visibility of school campuses and promote Monett public schools through visible school branding throughout the city.	X		X		X		
Goal 3: Continue to grow and develop Monett's community identity and sense of place.									
Objective 1: Create a gateway signage system to foster a sense of place.		Strategy 1: Design, install, and maintain quality gateway signage with lighting and landscaping at entry points along U.S. Route 60, Route 37, Ninth Street, and Cleveland Avenue.	X	X			X		
		Strategy 2: Install wayfinding signage to direct residents and visitors to local attractions such as parks, downtown, public facilities or special districts.	X	X			X		
Objective 2: Beautify the city to enhance livability and visual appeal.		Strategy 1: Continue to support and sponsor citywide cleanups and community-led beautification efforts.	X		X	X	X		
		Strategy 2: Plant wildflowers, trees, and other native plants within public areas and alongside roads and trails.	X			X	X		
		Strategy 3: Update code to permit native landscaping to prevent nuisances and encourage low-maintenance beautification.	X	X			X		
Objective 3: Engage the community and create a unique identity through events and activities.		Strategy 1: Partner with local schools, businesses, and organizations to host community events and activities.	X		X		X		
		Strategy 2: Celebrate Monett's diversity through cultural events and festivals, spearheaded by the Cultural Committee.	X		X	X	X		
		Strategy 3: Increase the capacity of Monett's facilities to host regional events, attracting participants from nearby communities such as Springfield and Joplin.	X				X		
Goal 4: Increase the efficiency and transparency of government processes.									
Objective 1: Improve the structure and sustainability of City government processes.		Strategy 1: Transition from a Commission to a Charter form of government to improve administrative efficiency and accountability.	X						
		Strategy 2: Hire additional staff for the City's communications department to better serve citizens, enhance public engagement, and increase government transparency.	X				X		

Objectives	Priority	Strategy	Responsible Entity						Potential Funding Sources/ Partner Agency
			A bold X indicates lead entity						
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff	Existing Funding Sources	
Objective 1: Improve the structure and sustainability of City government processes.		Strategy 3: Introduce new funding sources for the fiscal sustainability of city government and public services.	X						
Objective 2: Streamline city communications to better engage residents and visitors.		Strategy 1: Ensure that all channels of communication are up to date, including the city website, city calendar, social media, email, newsletter, physical mail, newspaper, etc.	X				X		
		Strategy 2: Increase reach of communication channels across Monett through proven, data-driven communication strategies.	X				X		
		Strategy 3: Foster direct, two-way communication with citizens and community groups to increase transparency, especially regarding major developments.	X	X			X		
		Strategy 4: Develop a user-friendly resident complaint system to submit and track code enforcement violations, transportation issues, and other resident concerns.	X	X			X		
ECONOMIC DEVELOPMENT									
Goal 1: Develop and diversify Monett’s economy by supporting and attracting businesses and residents.									
Objective 1: Develop a community marketing strategy to attract and retain businesses and residents.		Strategy 1: Collaborate with community partners to create a unified city brand, marketing strategy, and a well-defined narrative for “Pride and Progress.”	X	X	X		X		
		Strategy 2: After marketing strategies are defined, launch a city-wide marketing campaign aimed at retaining and engaging the existing population as well as attracting new residents and businesses.	X			X			
		Strategy 3: Emphasize Monett’s small-town atmosphere while also promoting its connection to regional hubs such as Springfield, Joplin, and Northwest Arkansas.	X		X	X	X		
		Strategy 4: Assist in the development of the Barry-Lawrence County Economic Development Alliance.							
Objective 2: Attract quality businesses and new development to Monett that align with the community vision.		Strategy 1: Leverage the presence of the tech industry to attract complementary tech companies, startups, and talent to Monett, creating a regional niche for innovation and digital services.							
		Strategy 2: Work with the Economic Development Committee and local businesses to identify market gaps and potential complementary businesses.							
		Strategy 3: Embrace and support opportunities for developing tourism, entertainment, retail, and lodging industries.							
Objective 3: Take advantage of the economic opportunities provided by Monett’s industrial and freight infrastructure.		Strategy 1: Update and implement the 2009 Airport Master Plan.							
		Strategy 2: Attract new businesses by promoting the connectivity and economic impact of the airport, railroad, and other multimodal freight assets.							
		Strategy 3: Work with the Monett Industrial Development Corporation and other industrial partners to identify opportunities for industrial expansion.							
Objective 4: Work with local entrepreneurs and small businesses to create more opportunities and solidify existing partnerships.		Strategy 1: Partner with the Show Me Network and local entrepreneurship hubs to establish new business resources in Monett such as business incubators and/or accelerators, prioritizing the downtown area for the development of these resources.							
		Strategy 2: Connect entrepreneurs with existing regional resources to provide specialized services and funding mechanisms for their businesses.							
		Strategy 3: Partner with Monett High School, Scott Regional Technology Center, GO CAPS, and other educational or workforce development programs to provide opportunities to students and an experienced workforce for businesses.							

Objectives	Priority	Strategy	Responsible Entity					Existing Funding Sources	Potential Funding Sources/ Partner Agency
			A bold X indicates lead entity						
			City Council	Planning and Zoning Commission	Partner Agencies	Private Developers, Residents, Volunteers	City Staff		
Goal 2: Revitalize downtown Monett, establishing the area as a center for local business, entertainment, and community events.									
Objective 1: Strengthen and utilize partnerships to coordinate downtown revitalization efforts.		Strategy 1: Work with groups such as the Economic Development Committee, Monett Main Street, Monett Chamber of Commerce, Monett Area Community Foundation, and other groups to promote community-led revitalization.							
		Strategy 2: Create and implement a downtown revitalization plan.							
		Strategy 3: Apply for downtown revitalization grants and technical assistance programs.							
Objective 2: Make downtown a center for entertainment, recreation, and events.		Strategy 1: Work with downtown associations and existing venues to organize and support downtown's entertainment industry.							
		Strategy 2: Work with partners to expand city-sponsored arts and entertainment offerings like art walks, festivals, and live music.							
		Strategy 3: Encourage communication between business owners and venues and explore opportunities to use venues for conferences and seminars.							
Objective 3: Continue downtown beautification efforts through the addition of greenery, façade improvements, additional seating, and other aesthetic changes.		Strategy 1: Research and apply for historic preservation and revitalization grants to rejuvenate Monett's Downtown.							
		Strategy 2: Commission artists and other community members to create murals, statues, and other artworks for display in downtown Monett.							
		Strategy 3: Exempt downtown from certain code restrictions, such as off-street parking requirements.							
Objective 4: Market and promote downtown Monett and its amenities to increase visitors.		Strategy 1: Conduct a joint marketing campaign for the revitalization of downtown Monett to bring excitement and momentum to the process.							
		Strategy 2: Promote businesses, events, and other activities downtown through city communication channels.							

FUNDING

CHAPTER NINE

REVENUE AND EXPENDITURES

Monett's budget is broken down into "Governmental activities", things like administration, public safety, parks and recreation, which overall had net losses and "Business-type activities", which encompasses utility services and sanitation, which overall had annual net income. The municipal budget also includes general revenues, which includes a variety of taxes, payments in lieu of taxes, investment earnings, transfers, and capital gains. At the end of the most recent completed budget year, ending March 31, 2024, Monett had a total net position of \$105,732,408 after accounting for the net losses from governmental activities, gains from business-type activities, gains from general revenues, and existing funds from the start of the budget year.

The largest expenses for the City for the year ending March 31, 2024, were the Electric Fund, with total expenses of \$20,863,560; the Public Safety Department, with expenses of \$5,124,726; the Sewer Fund, with expenses of \$2,699,618; and the Water Fund, with expenses of \$2,586,209. The largest revenues for the City were the Electric Fund, with revenues of \$25,427,911; sales taxes, with revenues of \$6,236,588, payment in-lieu-of taxes (these may be transfers from other municipal funds), with revenues of \$3,215,579; and the Sewer Fund, with revenues of \$3,187,075.

POTENTIAL FUNDING SOURCES

The City of Monett may need to seek out new funding sources to accomplish many of the objectives and strategies set out in this plan. The City is already utilizing some of these funding options, but could implement or expand property or sales taxes, grants or loans through government agencies or other sources, revenue from fees and licensing, or other incentive programs, including the following:

TYPE OF TAX	State Statute allows municipalities to collect several types of sales taxes.
General Revenue Sales Tax	A general revenue sales tax may be imposed at a rate of 0.50 cents, 0.875 cents, or 1 cent.
Utility Tax	A utility tax of 1.0% upon all sales within the city limits of metered water services, electricity, electrical current and natural, artificial or propane gas, wood, coal or home heating oil for domestic use, 0.06725% for commercial use and 0.025% on manufacturing use.
Capital Improvements Sales Tax	This tax may be imposed at a rate of 0.125, 0.25, 0.375 or 0.50 cents. Funds generated can be used for the operation or maintenance of a capital improvement and/or the repayment of bonds that financed a capital improvement project.
Economic Development Sale Tax	A sales tax of up to 0.50 cents can be used for the purpose of acquiring land, installing and improving infrastructure and public facilities that relate to a long-term economic development project.
Transportation Sales Tax (RSMo 94.700 to 94.755)	This tax may not exceed 0.50 cents and is to be used solely for transportation purposes.
Storm Water/Parks Sales Tax	The tax may be used for storm water control, parks, or both. The tax may not exceed 0.50 cents.
Local Use Tax	A local use tax is applied in lieu of the local sales tax on transactions that individuals and businesses conduct with out-of-state vendors, including internet, catalog, and direct market sales. The rate of the use tax is applied at the same rate as the local sales tax.
Parks and Recreation Property Tax (RSMo 90.010 to 90.570)	Allowable uses for this tax include park acquisition and maintenance. Voter approval is required, and taxes levied for parks are to be separated and deposited into a park fund.
Foundation funding	Varies by program.
Crowdfunding	Varies by program.
Government Funds	Varies by program and department.

OTHER REVENUE SOURCES AND INCENTIVES

Liquor License	Municipalities may charge up to one and one-half times the rate charged by the state to licensed liquor providers.
Municipalities Utility Gross Receipts Taxes	Missouri municipalities may levy a utility tax based on gross receipts, but a few levy the tax by a flat fee arrangement. Five percent is the most common rate, but many municipalities levy a higher tax. In addition, city-owned utilities often contribute either a percentage of gross receipts or a transfer from the utility fund to the general fund in lieu of taxes.
Special Assessments	Many types of special assessments are levied by boards, districts, and municipalities. Some special assessments are levied for construction or improvement projects administered by the boards, districts, or municipality, and these assessments may be for a certain number of years.
Special Business District (SBD)	The SBD is a separate political subdivision of the state that may impose additional property taxes and business license taxes to fund certain public improvements and services within the district.
Neighborhood Improvement District (NID)	The NID is a special taxing district that collects revenue within designated boundaries to help pay for public infrastructure, facilities or other improvements that confer a benefit on property within the district. NIDs are created by election or petition of owners of real property within the proposed district's boundaries and typically generate funding for projects through the sale of municipal revenue bonds backed by the district's special property assessments which may be extended beyond retirement of the bonds to pay for maintenance and upkeep.
Impact Fees	Impact fees are payments required of new development for the purpose of providing new or expanded public capital facilities required to serve that development. The fees typically require cash payments in advance of the completion of development, are based on a methodology and calculation derived from the cost of the facility and the nature and size of the development, and are used to finance improvements offsite of, but to the benefit of the development.
Utility Franchise Fees	A municipality can impose a fee on utility companies that use the public rights-of-way to deliver service. The city can determine the amount, structure, and use of collected franchise fees. Generally, they are structured in two ways: a flat rate per utility account or a percentage of consumption used by each utility account.
Transportation Development Districts (TDDs)	Missouri statutes authorize a city to create transportation development districts encompassing all or a portion of a city. The purpose of TDD is to promote, design, construct, improve, or maintain one or more transportation projects. Funding TDDs is accomplished through an add-on sales or property tax and/or real property special assessments.

GRANTS AND LOANS

Smart Growth Action Grant	The National Association of Realtors offers a Smart Growth Action Grant that supports a range of land-use and transportation-related activities.
Placemaking Grant	The goal of the National Association of Realtors' Placemaking Grant is to transform underused or unused public spaces into vibrant gathering places accessible to everyone in a community.
Transportation Alternative Program (TAP) – MoDOT	The transportation alternatives program provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities and trails. This program is administered through the Missouri Department of Transportation.
Recreational Trails Program (RTP) – Missouri State Parks	Open to local and state governments, school districts and nonprofit organizations for the purposes of restoration of recreational trails, development of trails, facilities, construction of new trails, acquisitions of easements and properties, and assessing a trails conditions concerning accessibility and maintaining trails.
Community Facilities Direct Loan and Grant Program – US Department of Agriculture	Direct loans and grant opportunities provided through the USDA target the development and maintenance of essential public facilities in rural areas of Missouri.
America Walks Community Change Grants	Organizations can seek funding opportunities through this private sector to encourage walkability.
PeopleForBikes Community Grant Program	PeopleForBikes aims to make bicycling better for everyone and accepts Letters of Interest for its Community Grant Program. Through the annual program, grants ranging from \$5,000 to \$10,000 will be awarded to important and influential projects, particularly those that leverage additional funding, to build momentum for bicycling in communities across the United States.
Historic Preservation <i>All municipalities and non-profits with a historic preservation mission can apply for Historic Preservation Fund grants; however, only Missouri's Certified Local Governments (CLGs) qualify to compete for 10% of mandated pass-through funding.</i>	Local and State level: • CDBG Special Purpose grants and Planning grants • MO State Parks offers grant applications and funding from federal government including the National Register and Survey Grant, Planning and Outreach Grant, Predevelopment (Preconstruction) Grant • Missouri Historic Tax Credits Federal Level: • National Park Service, Technical Preservation Services – up to 20% tax credits for substantial rehabilitation costs. May also apply toward easements for historic preservation (a voluntary legal agreement, typically in the form of a deed, which permanently protects a significant historic property). Donations may allow the owner to be eligible for one or more forms of tax benefits.

REFERENCES

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APPENDICIES

CHAPTER ELEVEN

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Randy Burke, Mayor
Ken Gaspar, Commissioner • Darren Indovina, Commissioner
Mickey Ary, City Administrator

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217 Fifth Street • Monett, Missouri 65708
(417) 235-3763

Staff Report

To: Planning and Zoning Commission
From: Andrew Miller, Development Assistant
Date: 3/25/2026, Updated 3/30/2026
Re: Update following 3/19/2026 P&Z, Differences between Zones B1/B2/B3

GENERAL INFORMATION

The Community Development Department is presenting the final draft ordinance of a future Monett Core Conservation District Zoning Introduction (MCCD) to the City Council for discussion and eventual approval. The Planning and Zoning Commission met on April 16th, 2026 to discuss this possible addition for a third time and voted to recommend this draft version to the City Council.

I recommend reading the other two staff reports attached for initial information on the MCCD.

Found in this packet are the same two staff reports from the March 19, 2026 Planning and Zoning Commission meeting. These two reports remained unchanged. This staff report will serve to cover any outstanding informational items to be discussed or unsettled, as well as to include the key differences between Zones B1, B2, and B3.

Again, I want to emphasize that the key distinction is that inside the bounds of the MCCD, the “raising” of a Zone from B1 to B2, etc. would remain similar to a typical rezoning – a process handled by the Planning and Zoning Commission. This allows for more oversight of multifamily developments (above traditional duplexes) and would lead to structured, appropriate growth of the multifamily in our town.

It was briefly mentioned during the 3/19/2026 meeting of discussing extending the boundaries of this overlay district. This is certainly an option in the future. The initial goal of the MCCD was to produce a method for protecting the older parts of Monett and likewise implement the capping of unrestricted multifamily at the duplex level. We acknowledge that there are still concerns over the lack of protection for multifamily development outside these bounds. While we are certainly not intending to let these concerns go unhandled, the longer-term plan is to implement these zoning changes into the new City’s Comprehensive Plan being considered this year in 2026. In the meantime, we hope to pass the MCCD and roll out extensions where necessary and appropriate.

GENERAL INFORMATION, CONT.

As for the differences between Zones B1, B2, and B3, the core difference is in the number of dwelling units allowed per acre. There are also changes to maximum building height and parking, among other residual modifications (all stemming from dwelling unit per acre consequences).

With regards to dwelling units per acre (DU/A), or “density”:

- B1 single-family: minimum lot size of 5,600 sq ft
- B1 duplex: allows for a maximum of seven (7) DU/A, or ~6,222 sq ft lot size

- B2 single-family: minimum lot size of 6,000 sq ft
- B2 two-family: minimum lot size of 3,000 sq ft per dwelling unit
- B2 three(+)-family: allows for a maximum of ten (10) DU/A, or 4,356 sq ft per dwelling unit

- B3 single-family: minimum lot size of 6,000 sq ft
- B3 two-family: minimum lot size of 3,000 sq ft per dwelling unit
- B3 three(+)-family: allows for a maximum of fifteen (15) DU/A, or 2,904 sq ft per dwelling unit

With regards to building height:

- B1 allows for a maximum of 20 feet of building height
- B2 allows for a maximum of 35 feet of building height
- B3 allows for a maximum of:
 - 35 feet of building height for single-family and duplex residences
 - 45 feet of building height for three(+)-family residences

With regards to parking:

- B1 requires two (2) parking spaces per dwelling unit
- B2 requires two (2) parking spaces per dwelling unit
- B3 requires:
 - For units limited to housing for elderly: two (2) parking spaces per dwelling unit
 - For one-bedroom units: two (2) parking spaces per bedroom
 - For two-bedroom units: one and one-half (1.5) parking spaces per bedroom
 - For three or more bedroom units: one (1) parking space per bedroom

With regards to setbacks, the setbacks of B-1 zones do not change and are equivalent to the setback requirements of our current regulations. However, for B2 and B3, the setbacks increase minorly as the building height increases. And lastly, for B3 exclusively, when a B3 area abuts a single-family zoned area, there are additional deeper rear setback requirements for the B3 lot.



There are expected minor changes to minimum road frontages and the introduction of a lot coverage maximum, both of which are effectively derived from the densities above and should create no undue consequences of their own.

PROPOSAL

The Community Development Department is introducing a new multifamily zoning overlay district – called the “Monett Core Conservation District” – the goal of which is to implement three new tiered multifamily districts to an overlay area corresponding to approximately the core portions of the City of Monett, to rezone all multifamily areas within this area from “B” Multifamily to “B-1” Low Density Multifamily, and to introduce the possibility for property owners within this core area to rezone their property to “B-2” Medium and “B-3” High Density Multifamily through the traditional rezoning process.

RECOMMENDATION

The Planning and Zoning Commission recommends that the City Council approve the introduction of the “Monett Core Conservation District”, the introduction of the various Zone additions of B-1, B-2, and B-3 to our Multifamily Regulations, and the implementation of said new Zones into the areas of the “MCCD”.

The Community Development Department believes this is the first step to modernizing our multifamily zoning regulations, and will provide both increased protection of the core areas of Monett, as well as increased oversight and better management over multifamily development within Monett.

ATTACHMENTS

Please see the following attachments:

1. Most Recent Draft of the MCCD
 2. Previous Staff Report on the MCCD #1
 3. Previous Staff Report on the MCCD #2
-



Randy Burke, Mayor
Ken Gaspar, Commissioner • Darren Indovina, Commissioner
Mickey Ary, City Administrator

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Staff Report

To: Planning and Zoning Commission,
From: Andrew Miller, Development Assistant
Date: 2/27/2026
Re: General Information Regarding the Proposed New “B” Overlay

GENERAL INFORMATION

City Staff would like to acknowledge that the lack of proper materials provided to the Planning and Zoning Commission during the meeting on February 26th, 2026. Due to the timelines we are required to adhere to, the first draft of this proposal had come out after packets were already provided to the Commissioners. Likewise, Staff had anticipated a more barebones presentation by Scott Hanson without going into too many of the specific portions of the plan. Rather, the Community Development Department would like to present this material through the use of multiple staff reports and informational diagrams, in such a way as to complement Mr. Hanson’s information.

For the purposes of this and following staff reports, we shall refer to the proposed overlay as the “Monett Core Conversation District”, or, more simply, “the MCCD” for short. This name is not final, but shall serve as the interim name until either modified or finalized.

City Staff acknowledges that the City is concurrently going through the monumental task of updating the City’s Comprehensive Plan which may impact the goals, purpose, and strategies that the Community Development Department is using to achieve smart growth in Monett. We are in no way describing this MCCD as a final product, as it may require modification as the Comprehensive Plan becomes formally adopted. In fact, we would rather entertain the idea of modification with these discussions, possible implementation, or if the circumstances, beliefs, or goals of the Commission or City change.

The goals of adopting changes to multifamily zoning are complex and interwoven, but instituting a new overlay district is a method to modify our multifamily districting in such a way as to promote change in our City through controlled growth, without needing to completely rewrite our zoning ordinances.



GENERAL INFORMATION, CONT.

Currently, our department is rather limited in how it can police growth, assuming all other building codes and zoning regulations are followed. Developers are generally able to build what they want within the legal, regulatory, code, and financial parameters placed upon them.

However, a full redevelopment of our multifamily zoning requirements would be nearly impossible given the implications of breaking other sections of our code that are interdependent upon it. Thus, we are utilizing this second overlay option as a way to enact real changes without hamstringing ourselves to deeply in the process.

The MCCD overlay's purpose is to facilitate the types of residential buildings being sought for our City by various groups – including the Planning and Zoning Commissioners themselves. Within this district, all “B” multifamily would be replaced by a new “B-1” – which for all intents and purposes merely removes the open-endedness of multifamily housing. Rather, these would be capped at certain types of duplexes. Other larger or denser versions of multifamily housing would not be allowed without an approval process that began at the Planning and Zoning Commission.

More specifics on the variations of these different levels of “B” to come in future staff reports.

There are no proposals, recommendations, or attachments to this staff report.

Staff Report

To: Planning and Zoning Commission

From: Andrew Miller, Development Assistant

Date: 3/10/2026

Re: Example of “B” Multifamily Separation Introduction

GENERAL INFORMATION

A previous staff report on the specific changes to “B” Multifamily was lost during an in-house data loss around the end of February. This staff report was written as close to the original as possible.

On or about February 26th, 2026, our contracted City Planner Scott Hanson, in conjunction with Doug Potts and contracted City Attorney Holly Dodge, presented the Community Development Department with a representation of what a future Zone “B” Multifamily ordinance list may look like. I want to be as clear as possible stating that this is merely an example and should not be treated as the actual draft ordinance of separating Zone “B”. Rather, it should be interpreted as a starting legal definition of this “B” separation – very much still in a changing phase.

Due to the timelines surrounding the conversations with Mr. Hanson, the goal timelines for sending Planning and Zoning packets out, and the eventual Planning and Zoning Commission meetings themselves, there are reasonable chances that the working form of this document may have changed.

A reminder: this “overlay” district would begin only incorporating the central core of Monett, and could be extended in the future.

The overarching goal of our separation of “B” multifamily is to put a cap on the types of buildings available to developers within the MCCD, while introducing a method for a high degree of oversight when any buildings larger than traditional duplexes were to be built. This ensures that we do not hamstring the current developers of respectable housing, while equally putting the legal mechanisms in place for overseeing the development of larger multifamily structures (and ensuring these larger developers adhere to stricter building guidelines).

The barebones interpretation of this document is to first introduce the three levels of “B” multifamily, and then implement it in a particular area. However, the most effective tool is the coordination of new, higher-level multifamily zoning *and* the control of the Planning and Zoning Commission to determine where, when, and how these zones could be rezoned into.



GENERAL INFORMATION, CONT.

As Mr. Hanson described in his presentation on February 26th (and again, we apologize for not properly preparing the Commission), the lowest level of the newest “B” multifamily would allow only:

1. Traditional Zone “A” Residential Uses
 - a. Up to 1.5 stories tall – no specific definition of 1.5 stories, but the understanding is that “the floor area of the distinct upper unit is smaller than the floor area of the distinct lower unit”
 - b. Minimum lot size: 5,600 sq ft. – useful for filling in smaller lots with homes
 - c. Lots are typically 140 ft deep – would allow for a 40 ft wide lot to be built upon
2. Traditional Zone “B” Duplexes (Only)
 - a. Up to 1.5 stories tall – no specific definition of 1.5 stories, but the understanding is that “the floor area of the distinct upper unit is smaller than the floor area of the distinct lower unit”
 - b. Minimum lot size: 6,222 sq ft. per duplex – limits how closely homes can be squished together
 - c. Lots are typically 140 ft deep – would allow for approximately 45 ft wide lots to be built upon.
3. One principal structure per lot – a key differentiating factor that brings more control over smart building practices and limits weird edge cases

The above methodology would create low density housing within our core central part of town. This would also preemptively prevent triplexes, quadplexes, larger apartment complexes, etc. in the same portions of the core town.

The specifics of the higher levels of “B” are of lesser importance than the understanding that any developer who wishes to build larger residential structures needs to go through the rezoning process with the Planning and Zoning Commission – which would effectively require an architectural proposal to be included as part of the rezoning process. This enhances oversight by the Community Development Department, the Planning and Zoning Commission, and the City Council.

ATTACHMENTS

Please see the following attachments:

1. Ordinance Example on Separating “B” Multifamily – to be Updated Pending Discussion
-

There are no formal proposals or recommendations as part of this staff report. This staff report is merely for educational purposes.

BILL NO.

ORDINANCE NO.

AN ORDINANCE CREATING A NEW OVERLAY DISTRICT BY ADDING SECTION 400.065, USE, HEIGHT AND AREA REGULATIONS OF THE MONETT CORE CONSERVATION DISTRICT (MCCD), IN ARTICLE III OF CHAPTER 400 – “B” SECOND RESIDENTIAL (MULTIPLE DWELLING) DISTRICT ZONING REGULATIONS OF THE CODE OF THE CITY OF MONETT, MISSOURI

WHEREAS, a historically single-family residential area predominantly zoned “B” Second Residential (Multiple Dwelling) in the core of the City of Monett would benefit from the creation of a Monett Core Conservation District (“MCCD”) by adding a new Section 400.065 to Article III of Chapter 400, Zoning Regulations; and

WHEREAS, the MCCD zoning overlay district, will allow and further encourage the low-density multi-family uses within its boundaries while preserving the existing character of the single-family neighborhoods located near the historic downtown area and the Cleveland Street corridor and includes an area of long-established neighborhoods dating to the City’s founding; and

WHEREAS, the purpose of this Ordinance is to adopt a tiered zoning framework establishing a maximum density for multi-family residential uses which are zoned District "B" – Second Residential District within an area bounded by Sycamore Street and Honeysuckle Lane (North), Eisenhower Street (West), U.S. Highway 60 (South), and 13th Street / Kyler Street (East) while still allowing for opportunities for medium and high density uses where appropriate; and

WHEREAS, to accomplish this, the MCCD is comprised of a tiered multi-family zoning framework with B-1 (Low Density), B-2 (Medium Density) and B-3 (High Density) subdistricts and at the time of adoption, all property within the overlay district shall be zoned B-1 (Low Density) and property owners may request B-2 or B-3 zoning through the zoning map amendment process in Section 400.210, and

WHEREAS, all property within the MCCD zoned B-1 (Low Density) allows only two-family (duplex) dwellings at densities up to 7 dwelling units per acre and will minimize lot consolidations within the MCCD for the purpose of constructing new multi-family structures exceeding this density ratio; and

WHEREAS, there are many existing homes and vacant lots in these areas that do not meet present-day dimensional standards, resulting in hardships when owners seek to rebuild or develop, and that the lot frontage standards set forth in the Legacy Lot Overlay (LLO) set forth in Article III-C Section 400.77 Height and Area Regulations shall apply within the MCCD; and

WHEREAS, the MCCD overlay district provides flexibility for the use, repair, and reconstruction of existing residential lots while maintaining compatibility with surrounding development, stabilization of property values, and preserving the character of the neighborhoods; and

WHEREAS, pursuant to Section 89.020 of the Revised Statutes of Missouri and for the purpose of promoting health, safety, morals or the general welfare of the community, the City Council is empowered to regulate and restrict the height, number of stories, and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, the preservation of features of historical significance, and the location and use of buildings, structures and land for trade, industry, residence or other purpose; and

WHEREAS, pursuant to Section 89.040 of the Missouri Revised Statutes, the City Council is empowered to enact such regulations in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to preserve features of historical significance; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS, pursuant to Section 89.040 of the Missouri Revised Statutes such regulations shall be made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the values of buildings and encouraging the most appropriate use of land throughout such municipality; and

WHEREAS, the Zoning Regulations for the Monett require a Public Hearing before the Planning Commission before consideration of recommendations to the City Council for or against amendments to the Zoning Code; and

WHEREAS, the Zoning Regulations for Monett, require an advertisement for the Public Hearing at least fifteen (15) days before the Zoning and Planning Commission Public Hearing for the approval of amendment to the Zoning Code; and

WHEREAS, the City did advertise for the Public Hearing at least fifteen (15) days before the Zoning and Planning Commission Public Hearing for the approval of amendment to the Zoning Code; and

WHEREAS, the Public Hearing was held before the Monett Zoning and Planning Commission on April 16th, 2026 at 6:00 PM at the Monett City Annex located at 100 South Maple in Monett; and

WHEREAS, after publication of the hearing and the consideration of the discussions in the public hearing and discussions of the Zoning and Planning Commission, the Zoning and Planning Commission determined that this amendment to the Monett City Code is reasonable and necessary; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MONETT, MISSOURI, AS FOLLOWS:

Section 1. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Monett

City Code, and the sections of this ordinance may be renumbered to accomplish such intention.

Section 2. That Section 400.065 – Monett Core Conservation District “MCCD” Overlay be added to Article III of Chapter 400, and is hereby amended to read by adding as follows:

Section 400.065 – Monett Core Conservation District “MCCD”

- A. **Purpose and Intent:** This Ordinance is to adopt a tiered zoning framework through the use of a zoning overlay district to establish a maximum density for multi-family residential uses which are zoned District "B" – Second Residential District within an area bounded by Sycamore Street and Honeysuckle Lane (north), Eisenhower Street (west), U.S. Highway 60 (south), and 13th Street / Kyler Street (east).

The zoning overlay district, to be known as the Monett Core Conservation District (MCCD), will allow and further encourage the low-density multi-family uses within its boundaries while preserving the existing character of the single-family neighborhoods located near the historic downtown area and the Cleveland Street corridor.

The MCCD includes an area of long-established neighborhoods dating to City's founding. Comprised of 929 acres, approximately 407 acres (44%) within the MCCD are zoned “District B – Second Residential District.” The majority of District B parcels in the overlay area are between 40 and 50 feet wide with residential structures placed 15-25 feet (25% of the lot depth) from the property line and with minimum side yard setbacks of 7 to 10 feet.

The low-density multi-family housing within the MCCD supports the transition from commercial uses in the downtown and along the Cleveland Street corridor to residential uses while addressing vehicular and stormwater management infrastructure impacts.

The MCCD overlay district shall only apply to properties zoned District B – Second Residential District within its boundaries. Consistent with this, all property within the MCCD shall be zoned B – Low Density to allow and support two-family (duplex) dwellings at densities up to 7 dwelling units per acre. This will minimize lot consolidations within the MCCD for the purpose of constructing new multi-family structures exceeding this density ratio.

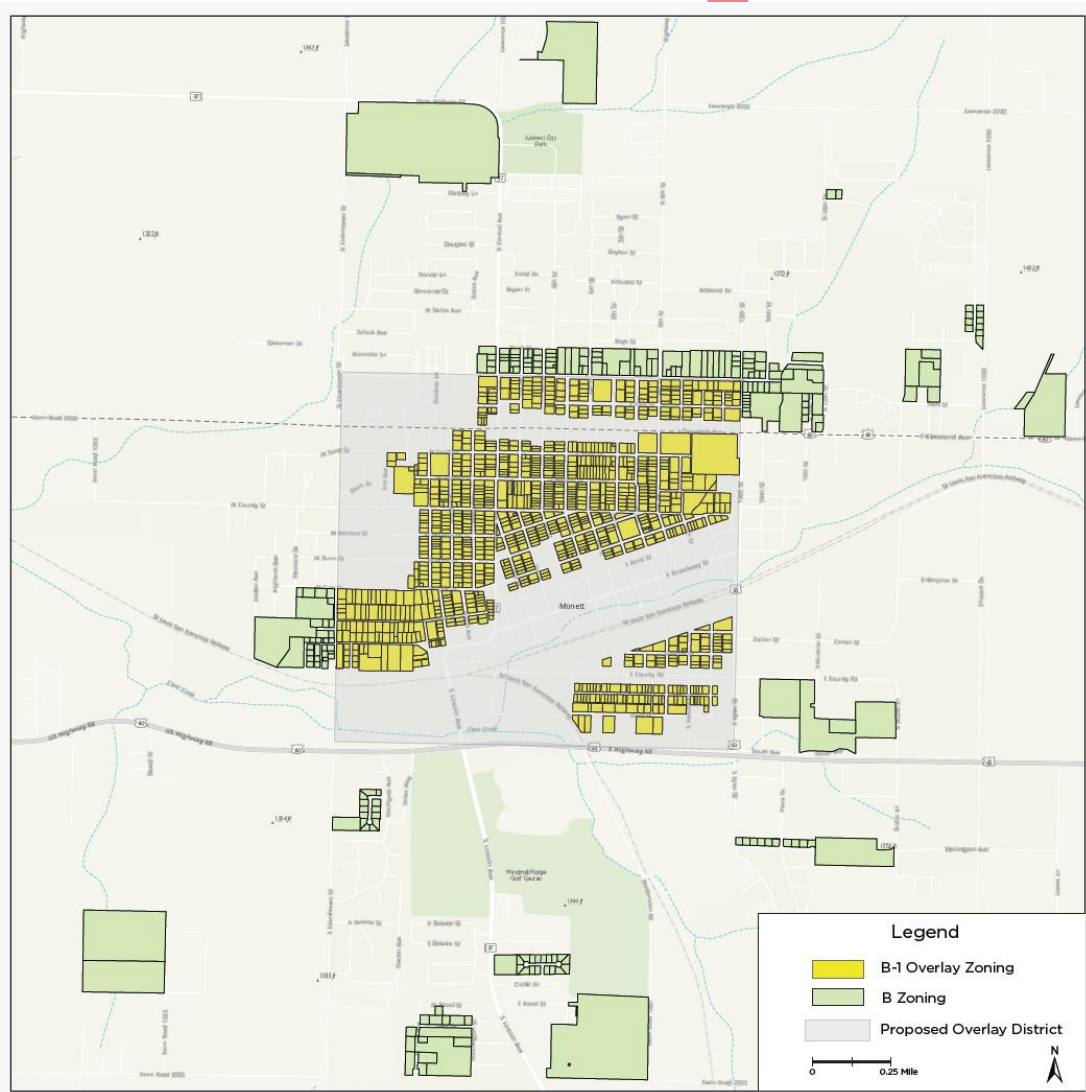
Greater residential densities are supported outside the MCCD in the standard District "B" – Second Residential District. Within the MCCD, higher densities may be allowed by the B-2 (Medium-Density Multiple Dwelling District) and the B-3 (High-Density Multiple Dwelling District) as provided through the zoning map

amendment process in Section 400.210. Amendments, Modifications, Etc., of Chapter or District Boundaries.

B. Historic Monett Urban Conservation District Boundary Description and Map

A. Insert Legal Description of MCCD here

B. The MCCD is within the boundaries of the following streets: Sycamore Street and Honeysuckle Lane (north), Eisenhower Street (west), U.S. Highway 60 (south), and 13th Street / Kyler Street (east).



C. MCCD Multi-Family Zoning Tier Structure

The purpose of the Monett Core Conservation District is to encourage low density multi-family uses within its boundaries while still allowing for opportunities for medium and high density uses where appropriate. To accomplish this, the MCCD is comprised of a tiered multi-family zoning framework with B-1 (Low Density), B-2 (Medium-Density) and B-3 (High-Density) subdistricts. At the time of adoption, all property within the overlay district is zoned B-1. Property owners may request B-2 or B-3 zoning through the zoning map amendment process in Section 400.210. Amendments, Modifications, Etc., of Chapter or District Boundaries.

D. B-1 Low Density Zoning District

- a. Purpose. The B-1 District is intended for low-density multifamily development at a ratio of 7 dwelling units per acre. This district permits housing types such as single-family detached and two-family attached (duplex) structures. It serves as a transition between single-family zones and higher-density residential or commercial areas. This mix of housing options maintains building scale through height and bulk controls and is consistent with what has been the traditional character of the neighborhoods within the MCCD for decades.
- b. Upon the date of adoption of this ordinance, all property within the MCCD shall be classified as “B-1 Low Density.”
- c. Permitted Uses. The following uses are permitted by right in the B-1 District:
 - a. All uses permitted in District A (One-Family Residential) as defined in Section 400.040.
 - b. Two-Family Dwellings (Duplexes). A building containing two dwelling units, arranged in a side-by-side manner consistent with the MCCD maximum height regulations.
- d. Accessory uses and structures. Accessory uses and structures incidental to the principal residential use including but not limited to detached garages, carports, storage sheds, home occupation offices, swimming pools, and recreation facilities for residents as subject to the accessory use regulations of Section 400.
- e. Lot Size and Building Standards. The B-1 District is subject to the following standards and limitations:

a. Setback, Area, and Height Regulations.

Residential Use	Area	Setbacks				Height
	Lot Area per Dwelling Unit	Lot Frontage (Min)	Front From Property Line	Side From Property Line	Rear From Property Line	
Single Family Detached	5,600 square feet	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	20 feet. See Subsection 6 Dimensional Requirements
Two-Family	3,111 square feet per dwelling unit (Equivalent to 7 dwelling units per acre)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	20 feet. See Subsection 6 Dimensional Requirements

b. Maximum number of principal structures per lot: In B-1, not more than one principal building shall be located per parcel or lot of record. Each lot must have frontage on a public street. No private drives or access easements to lots without the required street frontage shall be allowed.

f. Dimensional Requirements. Development in B-1 must comply with the following:

- i. Maximum Building Height: 20 feet. Structures in B-1 are intended to be low-rise and consistent in height with existing conditions within the MCCD. Height is measured from average grade to the peak of the roof (or to the deck line of a mansard or the top of a flat roof parapet).
 - ii. Lot Coverage: Maximum lot coverage by all buildings shall not exceed 40% of the lot area. Any accessory structures with a roof or any portion of the principal structure over which a roof is placed shall be included in the lot coverage calculation. The remaining 60% of the lot must remain landscaped or used for driveways/parking areas.
- g. Off-Street Parking Requirements. Off-street parking in B-1 shall be provided in accordance with Chapter 400.190 (Off-Street Parking) of the Code, and meet the following minimum standards:
- i. Residential Parking: Two (2) parking spaces per dwelling unit for single-family and two-family dwellings. All parking spaces shall be located on the same lot as the dwelling(s) they serve. Parking may be in garages, carports, or on paved driveways or parking pads. On-

street parking shall not count toward meeting this minimum requirement.

- ii. Driveway and Layout: For one- and two-family dwellings, the driveway leading to a garage may count towards the required spaces if it is of adequate length (minimum 20 feet of driveway length from the front property line the building foundation to count as a space).

E. B-2 Medium-Density Zoning District.

1. Purpose. The B-2 District is established to accommodate medium-density multifamily housing. It permits apartments and townhouse developments while establishing standards to ensure such development is compatible within the MCCD. The B-2 zone is generally appropriate for sites near collector or arterial roads, around commercial centers, or as buffers between high-intensity zones and lower-density residential areas.

2. Permitted Uses. The following uses are permitted in B-2 within the MCCD:

- a. All uses permitted in B-1 meeting the requirements of this section.
- b. Apartments, condominiums, townhouses, and similar attached single-family housing developments or other buildings containing multiple dwelling units meeting the requirements of this section.

3. Accessory uses and structures. Accessory uses and structures incidental to the principal residential use including but not limited to detached garages, carports, storage sheds, home occupation offices, swimming pools, and recreation facilities for residents as subject to the accessory use regulations of Section 400.

4. Lot Size and Building Standards. The B-2 District is subject to the following standards and limitations:

5.

a. Setback, Area, and Height Regulations.

Residential Use	Area	Setbacks				Height
		Lot Frontage (Min)	Front From Property Line	Side From Property Line	Rear From Property Line	
Single Family Detached Structures	6,000 square feet	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	35 feet. See Subsection 8 Dimensional Requirements
Two-Family Structures	3,000 square feet per dwelling unit	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	35 feet. See Subsection 8 Dimensional Requirements
3 or more Dwelling Unit Structures	4,356 square feet per dwelling unit (Equivalent to 10 dwelling units per acre)	90 feet for corner lots. 80 feet for mid-block lots. See Subsection 6	See Subsection 7 Dimensional Requirements	See Subsection 7 Dimensional Requirements	See Subsection 7 Dimensional Requirements	See Subsection 7 Dimensional Requirements

b. No private drives or access easements to serve a B-2 zone lot shall be allowed.

c. Within the B-2 district, a ratio of 10 dwelling units per acre shall apply to lots containing or intended to contain 3 or more dwelling units. For these, a minimum of 4,356 square feet of lot area per dwelling unit is required to meet this ratio.

6. Density Standards. The B-2 District is subject to the following density standards:

- i. Density. A maximum of ten (10) dwelling units per acre are allowed in the B-2 zoning district.
- ii. Not more than one principal building shall be located per parcel or a lot of record in the B-2 district.
- iii. Each lot must have frontage on a public street. No private drives or access easements to lots without the required street frontage shall be allowed.
- iv. Minimum Lot Area: 6,000 square feet for any new lot created in B-2 intended for a detached single-family home or a two-family (duplex) structure. For lots intended for multi-family structures containing 3 or more dwelling units, each dwelling unit shall contain a minimum of 4,356 square feet of lot area.

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7. Lot Frontage and Width:
- a. Each lot must have frontage on a public street. No private drives or access easements shall be allowed.
 - b. Minimum lot width of 80 feet at the front building line for any new B-2 lot. Corner lots should have at least 90 feet of frontage along the primary street to allow adequate side yard on the secondary street.
8. Dimensional Requirements. Development in B-2 for structures containing 3 or more dwelling units must comply with the following bulk and setback standards:
- i. Front Yard: Minimum 25-foot front setback from the front property line to any principal structure. For corner lots, the shortest street-adjacent lot dimension shall be designated the "front yard" for setback purposes; the other frontage shall adhere to the side yard requirement below.
 - ii. Side Yards: Minimum 7-foot side yard on each side of the lot for a building with a height of 20 feet or less. For buildings exceeding 20 feet in height, a minimum 10-foot side yard on each side is required. On corner lots, the side yard adjacent to the street shall be a minimum of 15 feet from the property line to provide adequate vision clearance.
 - iii. Rear Yard: Minimum 20-foot rear setback from the rear property line to any principal building. Accessory structures may be located in the rear yard but must be set back at least 5 feet from the rear lot line and not encroach into any easements.
 - iv. Maximum Building Height: Height is measured from average grade to the peak of the roof (or to the deck line of a mansard or the top of a flat roof parapet).
 - v. Lot Coverage: Maximum lot coverage by all buildings shall not exceed 40% of the lot area. At least 60% of the lot must remain as yard/open area, whether landscaped or used for driveways/parking.
9. Off-Street Parking Requirements. Off-street parking in B-2 shall be provided in accordance with Chapter 400.190 (Off-Street Parking) of the Code, and meet the following minimum standards:
- a. Residential Parking: Two (2) parking spaces per dwelling unit. All parking spaces shall be located on the same lot as the dwelling(s) they serve. Parking may be in garages, carports, or on paved driveways or parking pads.
 - b. Driveway and Layout: For units with attached garages and driveways intended to serve only the individual dwelling units, the driveway leading to a garage may count towards the required spaces if it is of adequate length (minimum 20 feet of driveway length from the front property line the building foundation to count as a space).

F. B-3 High Density Zoning District.

1. Purpose. The B-3 District is established to accommodate highly concentrated multiple-family residential development. This district provides for more intense land usage in areas where lower-density development is deemed neither appropriate nor economical. It is further intended for this district to provide apartment type dwellings in mid-rise structures for those persons desiring to live in such an environment. Allowing densities of up to 15 dwelling units per acre, this district may be applied to areas best suited for such intense residential usage, especially near intersections of arterial or collector streets and around commercial centers. It permits apartments and townhouse developments while establishing standards to ensure such development is compatible within the MCCD.

2. Permitted Uses. The following uses are permitted in B-3 within the MCCD:

a. All uses permitted in B-2 meeting the requirements of this section.

3. Accessory uses. Uses incidental to multifamily residential developments, including but not limited to leasing offices, clubhouses or community buildings for residents, laundromats, fitness facilities and swimming pools for residents, garages and carports, swimming pools, and maintenance buildings as subject to the accessory use regulations of Section 400.

4. Lot Size and Building Standards. The B-3 District is subject to the following standards and limitations:

a. Setback, Area, and Height Regulations.

Residential Use	Area	Setbacks				Height
		Lot Frontage (Min)	Front From Property Line	Side From Property Line	Rear From Property Line	
Single Family Detached Structures	6,000 square feet	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	35 feet
Two-Family Structures	3,000 square feet per dwelling unit	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	Same as District A (See section 400.050)	35 feet
3 or more Dwelling Unit Structures	2,904 square feet per dwelling unit (Equivalent to 15 dwelling units per acre)	100 feet. See Subsection 6	See Subsection 8 Dimensional Requirements	See Subsection 8 Dimensional Requirements	See Subsection 8 Dimensional Requirements	45 feet. See Subsection 8 Dimensional Requirements

- b. Within the B-3 district, a ratio of 15 dwelling units per acre shall apply to lots containing or intended to contain 3 or more dwelling units. For these, a minimum of 2,904 square feet of lot area is required to meet this ratio.
- c. To promote a cohesive development appearance and efficient use of parking areas, the B-3 district allows for multiple principal structures on the same lot. Each lot must have frontage and access to a public street.

5. Density Standards. The B-3 District is subject to the following density standards and limitations:

- i. Density. A maximum of fifteen (15) dwelling units per acre are allowed in the B-3 zoning district.
- ii. Minimum Lot Area: 6,000 square feet for any new lot created in B-3 intended for a detached single-family home or a two-family (duplex) structure. For lots intended for multi-family structures containing 3 or more dwelling units, each dwelling unit shall contain a minimum of 2,904 square feet of lot area.

6. Lot Frontage: Minimum lot width of 100 feet at the front building line for any B-3 lot.

7. Number of principal use structures per lot: Lots within B-3 may contain more than one (1) principal structure.

8. Dimensional Requirements. Development in B-3 for structures containing 3 or more dwelling units must comply with the following bulk and setback standards:

1. Front Yard: Minimum 40-foot front setback. If a B-3 development containing 3 or more dwelling units fronts on a state highway or major arterial where a larger right-of-way or future widening is a concern, the City may require a greater ~~deeper~~ front setback as a condition of rezoning to align with thoroughfare plans.
2. Side Yards: Minimum 10-foot side setback on each side for buildings up to two stories in height. For any building or portion of a building that exceeds 35 feet in height, the side setback shall be at least 15 feet on each side. Corner lot street side yards shall be a minimum of 20 feet from the property line along all street frontages.
3. Rear Yard: Minimum 20-foot rear setback. Lots containing or intended to contain 3 or more dwelling units directly abutting a single-family residential district (District A or MD), the adjacent rear yard shall be 25 feet to allow for screening.
4. Maximum Building Height: 45 feet for structures containing 3 or more Dwelling units. 35 feet for single family detached and two-family structures.
5. Maximum Lot Coverage: At least 50% of the lot must remain as any combination of yard, open space, or passive or active recreational space to serve residents comprised of pervious surfaces. On-site stormwater detention shall not count toward the yard, open space, or recreational space requirements. Paved parking, sidewalks, trash enclosure areas and other surfaces impervious to stormwater shall meet stormwater detention requirements but are not included in either building coverage or yard/ open space / recreational space percentages. Areas for landscaping or screening may be included toward yard/ open space / recreational space requirements.

G. Off-Street Parking Requirements.

1. For single family detached and two-family structures, off-street parking in B-3 shall be provided in accordance with Chapter 400.190 (Off-Street Parking). For structures with 3 dwelling units or more, the following shall apply:
 - i. For multi-family units limited to housing for the elderly: Two (2) spaces per dwelling unit;

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- ii. For all other 3+ multifamily structures:
 - 1. Two (2) spaces for a one (1) bedroom unit;
 - 2. One and one-half (1 1/2) spaces per bedroom for two (2) bedroom unit; and
 - 3. One (1) space per bedroom for three (3) or more bedrooms in a multi-family dwelling.
 - 2. **Location and Design:** Off-street parking should be located in either the side or rear yards. No parking shall be allowed in the required front yard setback, except for driveways that provide access. Parking lots with more than 10 spaces shall include interior landscaping per city landscape standards and shall be screened from view of adjacent lower-density residential properties by a fence or vegetative buffer.
 - 3. **Garages:** If individual garages (attached or detached) are provided for units, each garage space counts toward the parking requirement. However, the overall site must meet standards of this subsection.

Section 3. Severability: If any provision of this ordinance is found to be invalid, the remaining provisions shall remain in full force and effect.

Section 4. This Ordinance shall be in full force and effect from and after the 10th day after its passage by the City Council.

Section 4. That should any section, sentence or clause of this Ordinance be declared invalid or unconstitutional, such declaration shall not affect the validity of the remaining sections, sentences or clauses.

Section 6. That the City Clerk is authorized by this Ordinance to correct any scrivener's errors identified with in this Ordinance.

Whereupon a roll call vote was taken:

Ayes: _____

Nayes: _____

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MONETT,
MISSOURI, THIS 14TH DAY OF MAY 2026.

James R. Burke, Mayor

ATTEST:

Kelley McMillan, City Clerk



Randy Burke, Mayor
Ken Gaspar, Commissioner • Darren Indovina, Commissioner
Mickey Ary, City Administrator

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(417) 235-3763

Staff Report

To: City Council
From: Community Development Department
Date: 4/16/2026
Re: Discussion on Updated Opportunity Zones Revision 2.0

GENERAL INFORMATION

SMCOG has announced to the Community Development Department that the Missouri Department of Economic Development (DED) has opened the state intake process for applications for the updated Opportunity Zone 2.0 revision.

In brief, Opportunity Zones are areas that the federal government has designated as economically distressed – based on census tract information – and provides investors with tax incentives for investing in development projects. These incentives can be applied to a variety of projects, such as private real estate development and infrastructure projects. The main goal of these Opportunity zones is to offer investors significant tax incentives while also positively affecting economically distressed communities.

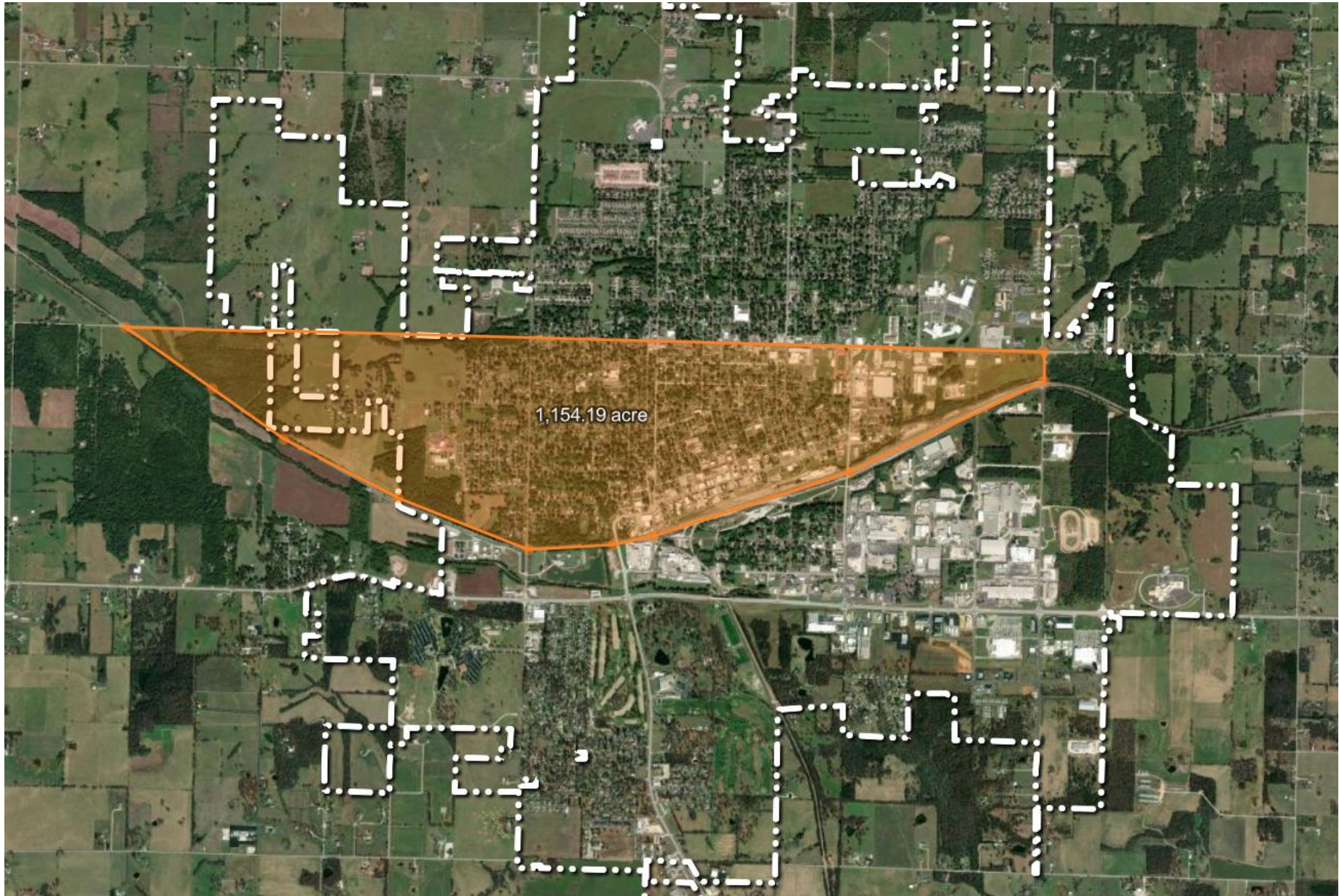
The Community Development Department is actively considering potential Monett-focused projects for inclusion before the May 15th deadline.

ATTACHMENTS

Please see the following attachments:

1. Map(s) indicating areas eligible for Opportunity Zone 2.0.

There are no proposals or recommendations as part of this staff report.



Location of Monett-Specific LIC Tract and Nearby SW-Lawrence County LIC Tract

