



PLANNING AND ZONING COMMISSION MEETING

JULY 16, 2026 @ 6:00 PM
MONETT CITY ANNEX

AGENDA

I. Call to Order

II. Approval of the Agenda

III. Public Comments

- A. General public comments not pertaining to agenda items are to be given 3 minutes per person. Comments pertaining to agenda items are to be discussed during the appropriate section.

IV. Regular Business

V. Old Business

VI. New Business

- A. Rezoning of the 360 Chapell Drive Parcel from Zone "AG" Agricultural to Zone "D" Industrial
- B. Minor Subdivision Plat of the North Methodist Rolling Acres Minor Subdivision
- C. Recommendation for Approval of the Proposed City Comprehensive Plan

VII. Informational Items

- A. Next Planning and Zoning Commission Meeting - Thursday, August 20th, 2026 at 6:00pm at the Monett City Annex

VIII. Adjournment



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: Planning and Zoning Commission
From: Andrew Miller, Development Assistant
Date: July 8th, 2026
Re: 360 Chapell Dr. Rezoning from Zone “AG” Agricultural to Zone “D” Industrial

GENERAL INFORMATION

Petitioner Tim Schowe of Cochran Engineering out of Ozark, MO on behalf of owner Keeling Land & Cattle, is seeking to rezone the parcel upon which 360 Chapell Dr. sits within the eastern industrial area of Monett from Zone “AG” Agricultural to Zone “D” Industrial. This remnant “AG”-zoned land is a holdover from previous times where City land was still generally zoned agriculturally. This particular tract of land was added to the City’s area independently of all surrounding land and at the time, the agricultural zone fit the property correctly.

However, it is now surrounding by industrial land on nearly all sides, and much of the surrounding land is industrially developed. Additionally, this land is slated for industrial zoning as part of the not-yet-adopted City Comprehensive Plan. There is a prospective industrial project that would require the approval of a rezoning of this land.

The developer is likely to attend the Planning and Zoning meeting on July 16th either in person or virtually for questions that may be had by the Planning and Zoning Commissioners.

Of note, either the applicant or the owner may rescind the petition at any time prior to the passage of the potential change in zoning that would occur at the City Council level.

PROPOSAL

Petitioner Cochran Engineering is seeking to rezone the parcel of land upon which 360 Chapell Dr. sits from Zone “AG” Agricultural to Zone “D” Industrial.



RECOMMENDATION

The Community Development Department recommends to the Planning and Zoning Commission that said Commission recommend this rezoning petition to the City Council for consideration on the grounds that this rezoning will open up a useful piece of industrially-surrounded land for industrial development, align with the future City Comprehensive Plan, and support both local and regional industrial capacity.

ATTACHMENTS

Please see the following attachments:

1. Petition for Amendment of Zoning of 360 Chapell Dr.
 2. Proof of Ownership of the Land in Question
 3. City GIS Map indicating general location and zoning
 4. Public Notice for Rezoning of 360 Chapell Dr.
 5. Newspaper Public Notice Affidavit of Publishing
-



MONETT

PRIDE AND PROGRESS

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

Petition for Amendment of Zoning Ordinance

3:00 P.M. Wednesday Rezoning Petition

To the Planning and Zoning Commission of the City of Monett, and the City Council of the City of Monett, Missouri:

Come now petitioners Tim Schowe (Cochran Engineering), and states and shows to the City Planning and Zoning Commission and the City Council as follows:

That said parties are the owners of the following described real estate situated in Barry County, Missouri within the city limits of the City of Monett, Missouri to-wit:
(see attached legal description of the property)

The above-described real estate is also known as: 360 Chapel Dr. Monett, MO 65708

That according to the provisions of the zoning ordinances of the City of Monett, said real estate is currently zoned as district Agriculture.

An amendment is being requested to change the classification of the real property and its permitted uses from district AG to district D.

Wherefore, petitioners request that the Council refer this petition to the Planning and Zoning Commission for report and recommendation and thereafter public notice to hold a public hearing and thereafter by ordinance shall provide classification of the above-described real property and thereby grant the requested amendment to zoning.

Dated this _____ day of _____, 20____.

*This is a conditional request that if granted shall take effect on the date of closing on the sale of the subject property to Purposeenergy LLC, or its assign.

Signature of Petitioner: _____



Application & Procedures for Rezoning

Owner Name: Keeling Land + Cattle Comm LLC
Owner Mailing Address: PO Box 326 Monett, MO 65708
Owner Phone Number: _____ Email: _____
Applicant Name (if different): Tim Schowe (Cochran Engineering)
Applicant Mailing Address: 2804 N Biagio Street Ozark, MO 65721
Applicant Phone Number: 417-595-4108 Email: tschowe@cochraneng.com

Acknowledgement:

There currently is no direct fee taken by the City for rezoning property. However, as part of the rezoning process, and according to the City's ordinances, the petitioner must pay the publishing costs the City incurs in providing the legally required public notice period to the public. All publishing costs incurred by the City will be reimbursed by the petitioner prior to the Planning and Zoning meeting during which it shall be discussed. If this is not paid prior to the meeting, the petition will not be discussed during the meeting.

Likewise, the petitioner must provide the following items as part of the rezoning petition:

- ☒ Proof of ownership of the property (property deed)
- ☒ Legal Description of the property (usually found on the deed)

If you have any questions, please contact Andrew Miller, Development Assistant of the City of Monett at amiller@monettmo.gov or by calling 417-235-5306 ext. 2755.

By signing below, I acknowledge that I read and understand the above acknowledgement, acknowledge that I am required to pay publishing costs prior to the Planning and Zoning commission meeting during which this shall be held, and that I cannot be added to the meeting agenda until all items have been provided to the Community Development Department at the City of Monett.

Signature of Petitioner:  Kevin Keeling Manager Date: 6/24/2026

Signature of Applicant:  Date: 06-22-26



Acknowledgement

State of Missouri)
) ss.
County of LAWRENCE)

On this 24th day of June, 2026, before me, a notary public,
personally appeared Kevin Keeling
to me known to be the person(s) described in and who executed the same as
their free act and deed.

In Testimony, Whereof, I have set my hand and affixed by seal at my office in
Monett, Missouri on the day and year first above written.

Notary Public

My commission expires: October 31, 2027





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

Petition for Amendment of Zoning Ordinance

3:00 P.M. Wednesday Rezoning Petition

To the Planning and Zoning Commission of the City of Monett, and the City Council of the City of Monett, Missouri:

Come now petitioners Tim Schowe (Cochran Engineering), and states and shows to the City Planning and Zoning Commission and the City Council as follows:

That said parties are the owners of the following described real estate situated in

Barry County, Missouri within the city limits of the City of Monett, Missouri to-wit:

(see attached legal description of the property)

The above-described real estate is also known as: 360 Chapel Dr. Monett, MO 65708

That according to the provisions of the zoning ordinances of the City of Monett, said real estate is currently zoned as district Agriculture.

An amendment is being requested to change the classification of the real property and its permitted uses from district AG to district D.

Wherefore, petitioners request that the Council refer this petition to the Planning and Zoning Commission for report and recommendation and thereafter public notice to hold a public hearing and thereafter by ordinance shall provide classification of the above-described real property and thereby grant the requested amendment to zoning.

Dated this _____ day of _____, 20____.

Signature of Petitioner:_____



Application & Procedures for Rezoning

Owner Name: Keeling Land + Cattle Comm LLC

Owner Mailing Address: PO Box 326 Monett, MO 65708

Owner Phone Number: _____ Email: _____

Applicant Name (if different): Tim Schowe (Cochran Engineering)

Applicant Mailing Address: 2804 N Biagio Street Ozark, MO 65721

Applicant Phone Number: 417-595-4108 Email: tschowe@cochraneng.com

Acknowledgement:

There currently is no direct fee taken by the City for rezoning property. However, as part of the rezoning process, and according to the City's ordinances, the petitioner must pay the publishing costs the City incurs in providing the legally required public notice period to the public. All publishing costs incurred by the City will be reimbursed by the petitioner prior to the Planning and Zoning meeting during which it shall be discussed. If this is not paid prior to the meeting, the petition will not be discussed during the meeting.

Likewise, the petitioner must provide the following items as part of the rezoning petition:

- ☒ Proof of ownership of the property (property deed)
- ☒ Legal Description of the property (usually found on the deed)

If you have any questions, please contact Andrew Miller, Development Assistant of the City of Monett at amiller@monettmo.gov or by calling 417-235-5306 ext. 2755.

By signing below, I acknowledge that I read and understand the above acknowledgement, acknowledge that I am required to pay publishing costs prior to the Planning and Zoning commission meeting during which this shall be held, and that I cannot be added to the meeting agenda until all items have been provided to the Community Development Department at the City of Monett.

Signature of Petitioner: _____ Date: _____

Signature of Applicant: Tim Schowe Date: 06-22-26



Acknowledgement

State of Missouri)
) ss.
County of _____)

On this _____ day of _____, 20____, before me, a notary public,
personally appeared _____

to me known to be the person(s) described in and who executed the same as
their free act and deed.

In Testimony, Whereof, I have set my hand and affixed by seal at my office in
_____, Missouri on the day and year first above written.

Notary Public

My commission expires: _____

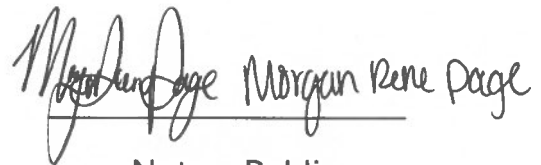


Acknowledgement

State of Missouri)
County of Christian) ss.

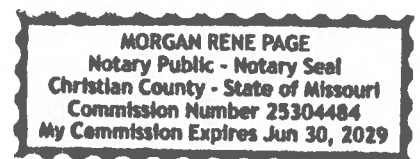
On this 22 day of JUNE, 2026, before me, a notary public,
personally appeared TIM SCHOWE (COCHRAN ENGINEERING)
to me known to be the person(s) described in and who executed the same as
their free act and deed.

In Testimony, Whereof, I have set my hand and affixed by seal at my office in
Orark, Missouri on the day and year first above written.


Morgan Rene Page

Notary Public

My commission expires: 06/30/2029



Recording Date/Time: 11/08/2023 at 08:21:29 AM

Book: 23 Page: 5552

Instr #: 202305673

Pages: 3
Fee: \$30.00 S



Electronically Recorded
RANDALL, MASRI & RANDALL REAL ESTATE Danielle Still
Recorder of Deeds

MISSOURI WARRANTY DEED

THIS INDENTURE, made on the 3 day of NOVEMBER, 2023, by and between JAMES EDWARD CALLAN and GLENDA CALLAN, husband and wife and JOHN C. CALLAN, a single person, Grantor, (whether singular or plural in number.) and KEELING LAND & CATTLE COMM, LLC, Grantee, (whether singular or plural in number.) (Mailing address of said first named Grantee is: PO Box 326, Monett, MO 65708.)

WITNESSETH: THAT THE SAID PARTY OF THE FIRST PART, in consideration of the sum of One Dollar and other Good and Valuable Consideration to said first party paid by said party of the second part (receipt of which is hereby acknowledged), do by these presents, Grant, Bargain and Sell, Convey and Confirm unto the said party of the second part, second party's heirs and assigns, the following described lots, tracts or parcels of land lying, being and situate in the County of Barry, and State of Missouri, to-wit:

SEE ATTACHED EXHIBIT "A" FOR LEGAL DESCRIPTION

TO HAVE AND TO HOLD the premises aforesaid with all and singular, the rights, privileges, appurtenances and immunities thereto belonging or in any wise appertaining unto the said party of the second part and unto said second party's heirs and assigns forever; the said Grantor (the term "Grantor" to include all Grantors, whether singular or plural.) covenanting that Grantor is lawfully seized of an indefeasible estate in fee of the premises herein conveyed; that Grantor has good right to convey the same; that the said premises are free and clear from any incumbrance done or suffered by Grantor or those under whom Grantor claims; and that Grantor will warrant and defend the title to the said premises unto the said party of the second part and unto second party's heir and assigns forever, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, the said party of the first part has hereunto set first party's hand(s) and seal(s) the day and year above written.


JAMES EDWARD CALLAN


GLENDA CALLAN


JOHN C. CALLAN

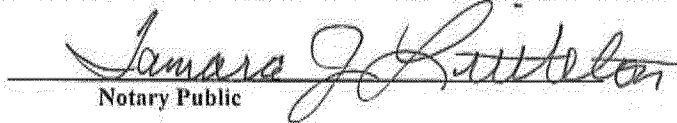
S

STATE OF MISSOURI,
COUNTY OF BARRY,

11-3-23

On this day of 11-3-23, before me, a Notary Public, personally appeared, JAMES EDWARD CALLAN and GLENDA CALLAN, husband and wife and JOHN C. CALLAN, a single person, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at my office in Monett, Missouri, the day and year last above written.


Notary Public

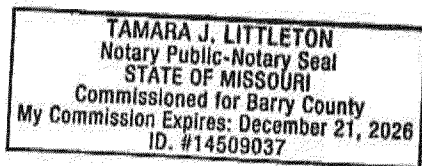
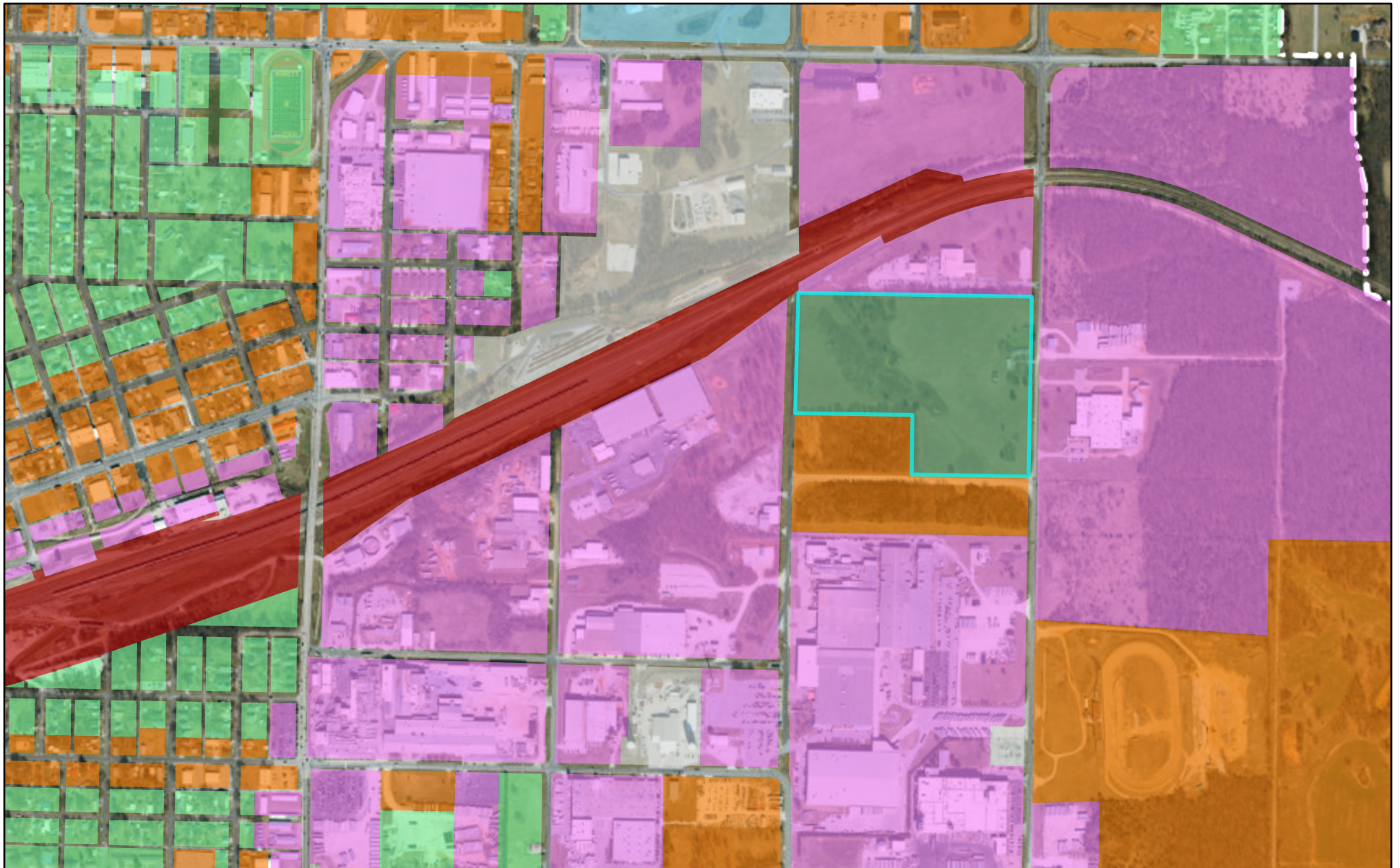


EXHIBIT "A" LEGAL DESCRIPTION

ALL OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST OF SECTION 32, TOWNSHIP 26, RANGE 27, CONTAINING 20 ACRES MORE OR LESS;

AND ALSO ABOUT 5 ACRES OF LAND DESCRIBED AS FOLLOWS: BEGINNING 15 FEET WEST AND 654 FEET SOUTH OF THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, OF SECTION 32, TOWNSHIP 26, RANGE 27, THENCE WEST 660 FEET, THENCE SOUTH 327 FEET, THENCE EAST 660 FEET, THENCE NORTH 327 FEET TO THE PLACE OF BEGINNING.

ArcGIS Web Map



6/23/2026, 10:35:35 AM

Zoning

- Zone A - Class 1 Single Family Residential
- Zone AG - Agricultural
- Zone B - Class 2 Multiple Residence
- Zone C - Local Business

City Property

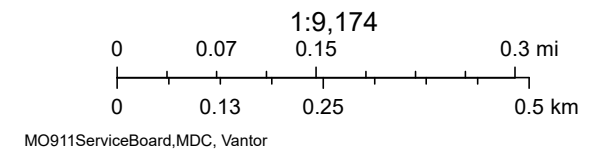
- Zone D - Industrial
- Zone LC - Light Commercial
- Zone LD - Light Industrial
- Zone MD - Medium Density Residential

- Zone MH - Manufactured Home
- Zone O - Office
- Zone RR - Railroad
- World Imagery
- High Resolution 60cm Imagery

High Resolution 30cm Imagery

Citations

2.4m Resolution Metadata



NOTICE OF PLANNING AND ZONING COMMISSION HEARING

Notice is hereby given to all interested parties that a meeting of the Planning and Zoning Commission has been scheduled for **July 16th @ 6:00pm**. The following is a tentative agenda for that meeting:

Consideration and Review of the following:

Petition for Amendment of Zoning Ordinance – Rezoning 360 Chapell Dr. from Zone “AG” Agricultural to Zone “D” Industrial

Barry County

All of the North Half of the Southeast Quarter of the Northeast Quarter of Section 32, Township 26 North, Range 27 West, Containing 20 acres more or less; and also about 5 acres of Land described as follows: Beginning 15 Feet West and 654 Feet South of the Northeast Corner of the Southeast Quarter of the Northeast Quarter, of Section 32, Township 26 North, Range 27 West, thence West 660 Feet, thence South 327 Feet, thence East 660 Feet, thence North 327 Feet to the Place of Beginning.

Less and except any part taken, deeded, or used for road or right-of-way purposes. Subject to any and all easements, restrictions, and covenants of record.

Notice is further given that said Commission of the City of Monett, Missouri at the hour of **6:00 p.m. on the 16th day of July 2026** will consider said agenda. The meeting of the Planning and Zoning Commission will be held in the Main Boardroom of the Monett City Annex, located at 100 S. Maple Street. The meeting is open to the public and all interested parties may attend and be heard.

/s/ Mike Wallace

Chairman-Planning and Zoning Commission

AFFIDAVIT OF PUBLICATION

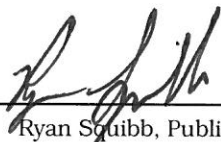
Date: 07-01-2026

STATE OF MISSOURI)
COUNTY OF LAWRENCE)

ss.

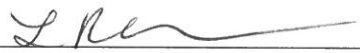
I, Ryan Squibb, being duly sworn according to law, state that I am the Publisher of the *Lawrence County Record*, a weekly newspaper of general circulation in the Counties of Lawrence and Barry, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Mt. Vernon, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of more than three years and has a list of bona fide subscribers, voluntarily engaged as such who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2000, and Section 59.310, Revised Statutes of Missouri 2000. The affixed notice appeared in said newspaper in the following issues:

1st
Insertion: Vol. 151 No. 20, 1st day of July, 2026
2nd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
3rd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
4th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
5th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
6th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
7th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
8th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
9th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
10th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
11th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026



Ryan Squibb, Publisher

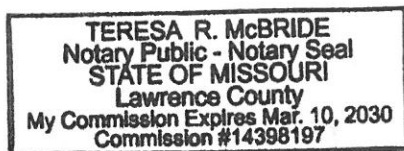
Subscribed and sworn to before me on this 1st day of July, 2026.



Teresa R. McBride, Notary Public

My commission expires March 10, 2030

Publication fee \$ 107.91 #16409



NOTICE OF PLANNING AND ZONING COMMISSION HEARING

Notice is hereby given to all interested parties that a meeting of the Planning and Zoning Commission has been scheduled for **July 16th @ 6:00pm**. The following is a tentative agenda for that meeting:

Consideration and Review of the following:

Petition for Amendment of Zoning Ordinance - Rezoning 360 Chapell Dr. from Zone "AG" Agricultural to Zone "D" Industrial

Barry County

All of the North Half of the Southeast Quarter of the Northeast Quarter of Section 32, Township 26 North, Range 27 West, Containing 20 acres more or less; and also about 5 acres of Land described as follows: Beginning 15 Feet West and 654 Feet South of the Northeast Corner of the Southeast Quarter of Section 32, Township 26 North, Range 27 West, thence West 660 Feet, thence South 327 Feet, thence East 660 Feet, thence North 327 Feet to the Place of Beginning.

Less and except any part taken, deeded, or used for road or right-of-way purposes. Subject to any and all easements, restrictions, and covenants of record.

Notice is further given that said Commission of the City of Monett, Missouri at the hour of **6:00 p.m. on the 16th day of July 2026** will consider said agenda. The meeting of the Planning and Zoning Commission will be held in the Main Boardroom of the Monett City Annex, located at 100 S. Maple Street. The meeting is open to the public and all interested parties may attend and be heard.

/s/ Mike Wallace
Chairman-Planning and Zoning Commission
#R-16409-7-1-1tc



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: Planning and Zoning Commission
From: Andrew Miller, Development Assistant
Date: June 24, 2026, Updated July 8, 2026
Re: North Methodist Rolling Acres Minor Subdivision

GENERAL INFORMATION

The Community Development Department would like to preface this staff report and agenda item that two members of the Planning and Zoning Commission are closely involved with this petition.

Petitioners Gale Huffmaster and Kevin Cloud, trustees and representing the First United Methodist Church located at 1600 N. Central Ave. on the northwest corner of the City, are proposing a Minor Subdivision for their owned land. I will collectively refer to the petitioners and institution as “the Church”.

The Church owns almost 70 acres of undeveloped land on the northwest side of town, near where Highway 37 turns towards Pierce City. This area is relatively low and flat, and thus a central, channeled portion of this land sits within the floodplain and is generally undevelopable (nuance aside). However, there is developable land along the outskirts of this parcel, and the Church would like to split apart its land into four tracts that roughly correspond to 3 buildable areas plus the remaining tract upon which the Church currently sits. Please see the attached map for details.

Of note: the Lawrence County GIS believes that a particular tract along the “curve” of Highway 37 is owned by the Church. However, after months of research by the Church, a complete survey being completed, property deeds being provided and cursory title searches completed, the City believes this ownership is incorrect. Rather, the position of this department is that the small corner tract along the “curve” of Highway 37 is owned by either Stone County Oil Company (of Rapid Roberts fueling stations) or the Missouri Highways and Transportation Commission. Thus, the Church has provided enough evidence to support moving forward with the Minor Subdivision.

The Church has been told that while this evidence is sufficient to propose a City-approved minor subdivision, that they will likely need to go through a similar process of proving non-ownership with Lawrence County.

Based on the proposed plat, all guidelines within the Minor Subdivision Procedure are followed by this minor subdivision plat.



GENERAL INFORMATION, CONT.

Due to the scale of this minor subdivision's size, architectural-sized plans were required for this plat. Therefore, the City is still actively working with OWN Engineering to secure a digital copy of this minor subdivision. In the meantime, a version of the proposed North Methodist Rolling Acres Minor Subdivision will be available for viewing only, by appointment at the City of Monett's Community Development Department.

If a digital copy is available prior to the meeting, it will be posted online with the rest of the agenda item's materials as part of the July 16th, 2026 Planning and Zoning Commission Meeting. The physical minor subdivision plats will be available for viewing immediately prior to the meeting at the City Annex for all members of the public.

PROPOSAL

Petitioners Kevin Cloud and Gale Huffmaster are proposing a new minor subdivision – the North Methodist Rolling Acres Minor Subdivision – to the Planning and Zoning Commission.

RECOMMENDATION

The Community Development Department recommends the North Methodist Rolling Acres Minor Subdivision as proposed to the Planning and Zoning Commission for recommendation to City Council. Further, the Community Development Department believes that all aspects of the Minor Subdivision Procedure and associated guidelines are fulfilled by the minor subdivision as proposed.

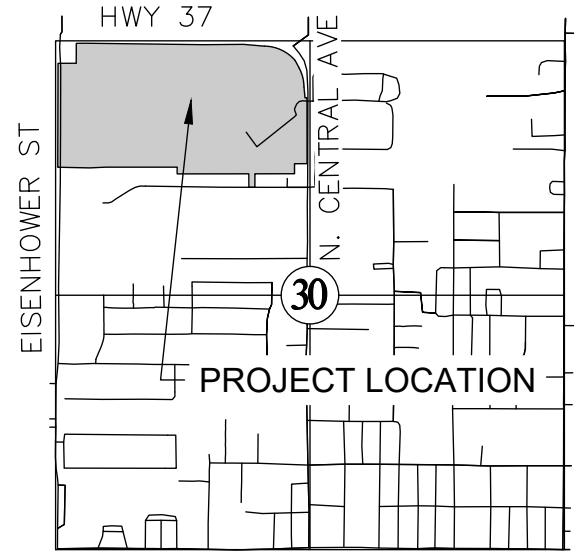
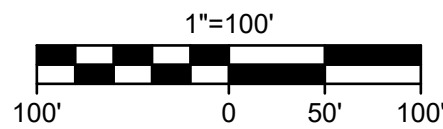
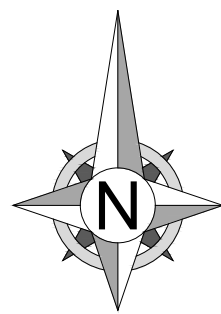
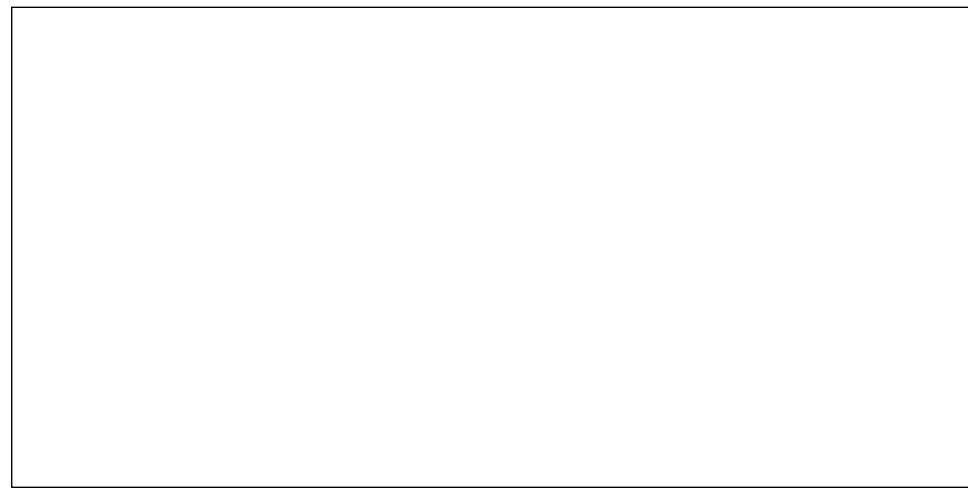
It has been recommended to the applicants who are members of the Planning and Zoning Commission that they should recuse themselves of any vote regarding their petition except in matters of fulfilling required quorum.

ATTACHMENTS

Please see the following attachments:

1. Email petition from Kevin Cloud requesting proposal of minor subdivision
 2. Public Notice
 3. Newspaper Public Posting Affidavit
 4. March 19th Letter to FUMC regarding ownership questions
 5. Provided Deeds of Ownership of Property in Question
 6. Proposed North Methodist Rolling Acres Minor Subdivision (available physically only)
-

CERTIFICATE OF RECORDING



LOCATION MAP
SECTION 30, TOWNSHIP 26 NORTH, RANGE 27 WEST
LAWRENCE COUNTY, MISSOURI
SCALE=NTS

LEGEND

- FOUND MONUMENT AS-NOTED
- SET 5/8" REBAR WITH CAP LABELED OWN INC., LC 62
- ▲ FOUND RIGHT-OF-WAY MARKER
- △ SECTION CORNER MONUMENT
- ⬮ GUY WIRE ANCHOR
- ⊕ POWER POLE
- ⊞ ELECTRICAL TRANSFORMER
- ⦿ FIRE HYDRANT
- ⦿ WATER VALVE
- ⦿ WATER METER
- ⦿ SANITARY MANHOLE
- ⦿ TELEPHONE PEDESTAL

- X — X — X — SURVEY BOUNDARY
- F — F — F — FENCE
- L — L — L — LOT LINE
- P — P — P — UNDERGROUND POWER LINE
- W — W — W — UNDERGROUND WATER LINE
- OHP — OHP — OHP — OVERHEAD POWER LINE
- SECTION LINE
- EASEMENT LINE
- SAN — SAN — SAN — SANITARY LINE

OWNER'S CERTIFICATE AND DEDICATION

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 I FREELY ADOPT THIS PLAT OF SUBDIVISION.

OWNER _____

DATE _____

ACKNOWLEDGMENT

STATE OF MISSOURI }
COUNTY OF _____ } SS

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 20____, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME _____, MEMBER OF FIRST UNITED METHODIST CHURCH, MONETT, A MISSOURI CORPORATION, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENTS IN WRITING AND DULY ACKNOWLEDGED THE EXECUTION OF SAME, IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARY SEAL THE DAY AND THE YEAR ABOVE WRITTEN.

NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____

(SEAL)

FLOOD NOTE
BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X, ZONE X SHADED AND ZONE AE OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 2800500033C, WHICH BEARS AN EFFECTIVE DATE OF AUGUST 16, 2006 AND PART IS IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE.

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD.
THE 1% ANNUAL CHANCE FLOOD (100-YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED ON ANY GIVEN YEAR. THE SPECIAL FLOOD HAZARD AREA IS THE AREA SUBJECT TO FLOODING BY 1% ANNUAL CHANCE FLOOD. AREAS OF SPECIAL FLOOD HAZARD INCLUDES ZONES A, AE, AH, AO, AR, A99, V, AND VE. THE BASE FLOOD ELEVATION IS THE WATER-SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD.

ZONE A: NO BASE FLOOD ELEVATIONS DETERMINED.
ZONE AE: BASE FLOOD ELEVATIONS DETERMINED.

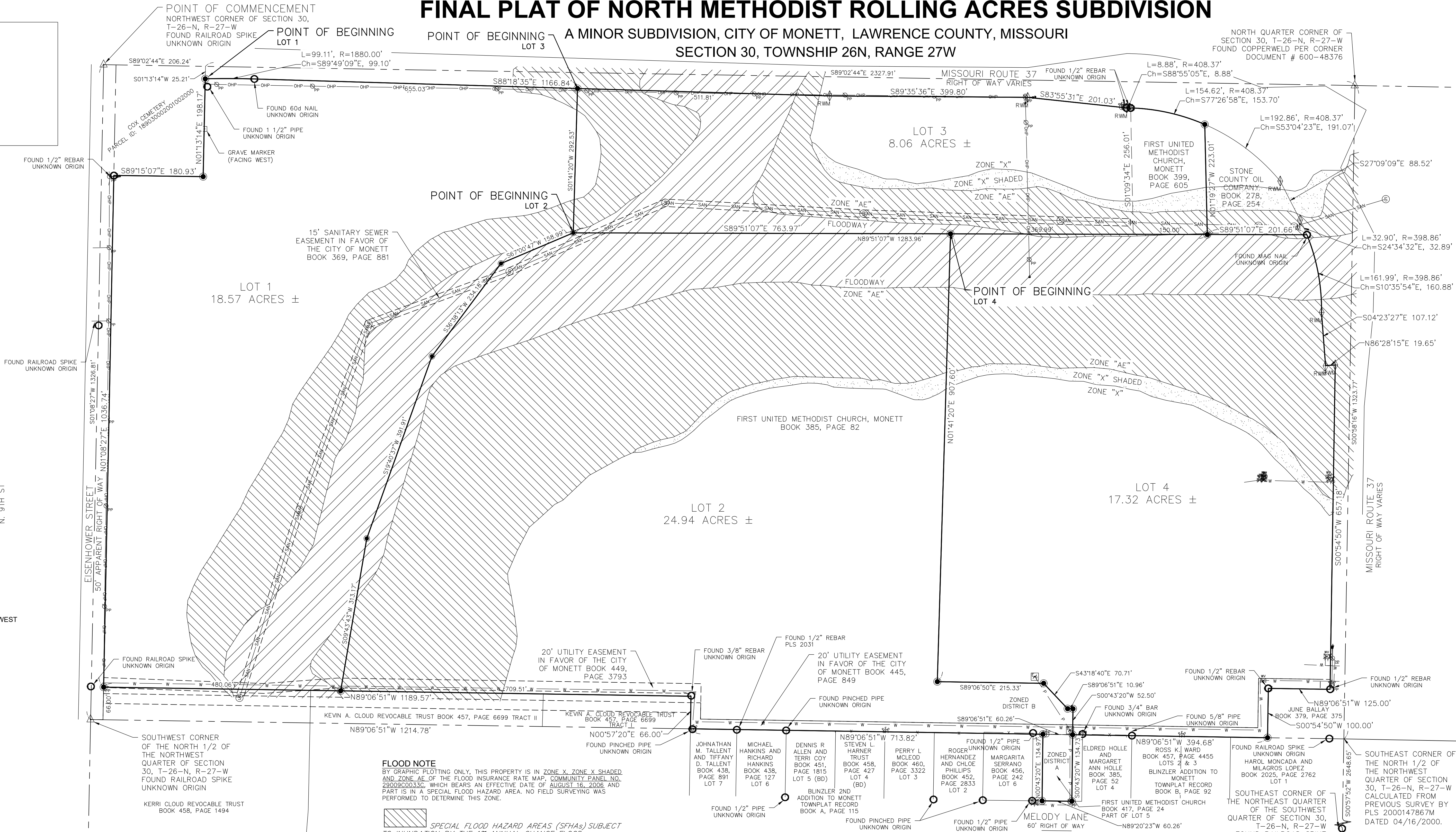
FLOODWAY AREAS IN ZONE AE
THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHT.

OTHER FLOOD AREAS
ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECT BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

OTHER AREAS
ZONE X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

FINAL PLAT OF NORTH METHODIST ROLLING ACRES SUBDIVISION

A MINOR SUBDIVISION, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI
SECTION 30, TOWNSHIP 26N, RANGE 27W



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 STREET, 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 LAWRENCE COUNTY REGISTRY WITHIN SIXTY (60) DAYS OF THE DATE BELOW.

DATE _____ MONETT PLANNING AND ZONING COMMISSION

NOTES

- BEARINGS BASED ON GRID NORTH OF THE MISSOURI COORDINATE SYSTEM OF 1983, WEST ZONE.
- WITH THIS SURVEY WE DO NOT GUARANTEE THAT OWNERSHIP IS TO THE SURVEY LINES DEPICTED HEREON. THIS SURVEY IS A GRAPHIC REPRESENTATION OF THE OPINION OF THE SURVEYOR AS TO THE LOCATION OF THE RECORD DESCRIPTION. NO OPINION AS TO THE VALIDITY OF TITLE IS GIVEN OR IMPLIED.
- REFERENCE SURVEY USED:
A. BOUNDARY SURVEY BY PLS 2000147867, DATED 04/16/2000.
- ZONING NOTE: ONLY THAT PART OF LOT 5 IN BLINZER ADDITION IS ZONED DISTRICT "A". THE REMAINING PROPERTY IS ZONED DISTRICT "B".

OWNER

FIRST UNITED METHODIST CHURCH, MONETT
400 4TH STREET, MONETT, MISSOURI 65708
LAND SURVEYOR
OWN, INC., 811 E. 3RD STREET
JOPLIN, MISSOURI 64801
RONALD W. WALLACE, P.L.S.

SOURCE OF DEED
FIRST UNITED METHODIST CHURCH, MONETT
BOOK 385, PAGE 82
BOOK 399, PAGE 605
BOOK 417, PAGE 24

SUBDIVISION INFORMATION

TOTAL ACRES: 68.89±
STREET DEDICATION ACRES: 0.00±
SMALLEST LOT: 351,164± SQ. FT. (LOT 3)
LARGEST LOT: 1,086,599± SQ. FT. (LOT 2)
TOTAL NO OF LOTS: 4
CURRENT ZONING: DISTRICT "B" SECOND RESIDENTIAL

ZONING DATA

SUBJECT PROPERTY IS ZONED DISTRICT A - FIRST RESIDENTIAL (SINGLE FAMILY) DISTRICT AND B - SECOND RESIDENTIAL (MULTIPLE DWELLING) DISTRICT

DISTRICT A SETBACKS:
BUILDING SETBACK LINES:
FRONT: 25'
SIDE: 7'
REAR: 20'

DISTRICT B SETBACKS:
BUILDING SETBACK LINES:
FRONT: 25'
SIDE: 7'
REAR: 20'

SURVEYORS CERTIFICATE

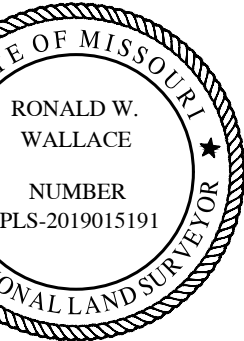
KNOW ALL MEN BY THESE PRESENTS: THAT I, RONALD W. WALLACE, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREON DESCRIBED AND IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR URBAN PROPERTY SURVEYS, PREPARED BY OWN, INC., AND THAT THE CORNER MONUMENTS AND LOT CORNER PINS WERE PLACED OR WILL BE PLACED WITHIN 60 DAYS AFTER RECORDING PLAT.

LAST REVISION DATE JUNE 1, 2026
OWN, INC. L.C. 62
by _____

RONALD W. WALLACE
MO P.L.S. NO. 2019015191

DRAWING INFORMATION

JOB NO: 25J020071
FIELD: TW
DRAWN BY: TSR
CHECK BY: RWW
FIELD BOOK: J-132
ISSUED DATE: 6/01/2026

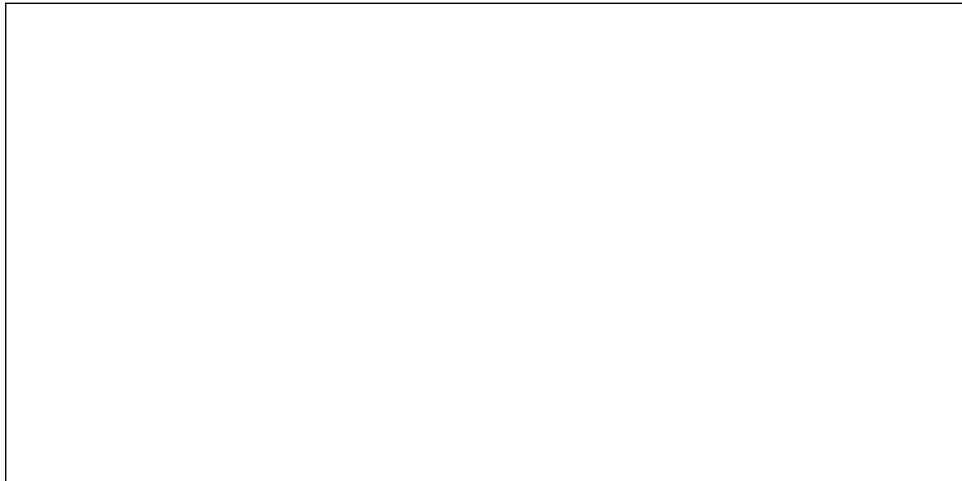


6-01-26
DATE



JOP-100-7906
SHT. 1 OF 2 REV. _____

811 E. Third Street
Joplin, MO 64801
417.782.7399
COA# 00062



FINAL PLAT OF NORTH METHODIST ROLLING ACRES SUBDIVISION

A MINOR SUBDIVISION, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI
SECTION 30, TOWNSHIP 26N, RANGE 27W

PROPERTY DESCRIPTION:

LOT 1:
PART OF THE GRANTOR'S TRACT OF LAND DESCRIBED IN BOOK 385, PAGE 82 IN THE RECORDER OF DEEDS OFFICE IN LAWRENCE COUNTY, MISSOURI, BEING A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 27 WEST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND RAILROAD SPIKE AT THE NORTHWEST CORNER OF SAID SECTION 30; THENCE SOUTH 89°02'44" EAST, 206.24 FEET ALONG THE NORTH LINE OF SAID NORTH HALF OF THE NORTHWEST QUARTER; THENCE LEAVING SAID NORTH LINE, SOUTH 01°13'14" WEST, 25.21 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF MISSOURI ROUTE 37; SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY THE FOLLOWING 2 CALLS: 99.11 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1880.00 FEET, HAVING A CHORD DIRECTION OF SOUTH 89°49'09" EAST, A CHORD DISTANCE OF 99.10 FEET TO A FOUND 60d NAIL; THENCE SOUTH 88°18'35" EAST, 655.03 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE LEAVING SAID SOUTH RIGHT OF WAY, SOUTH 01°41'20" WEST, 292.53 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 67°00'47" WEST, 158.99 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 36°38'13" WEST, 234.18 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 19°40'37" WEST, 391.91 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 09°43'43" WEST, 313.17 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 89°06'51" WEST, 480.06 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62 ON THE EAST RIGHT OF WAY OF EISENHOWER STREET; THENCE ALONG SAID EAST RIGHT OF WAY NORTH 01°08'27" EAST, 1036.74 FEET TO A FOUND 1/2" REBAR; THENCE LEAVING SAID EAST RIGHT OF WAY, SOUTH 89°15'07" EAST, 180.93 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 01°13'14" EAST, 198.17 FEET TO THE POINT OF BEGINNING, CONTAINING 18.57 ACRES, MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR OF FACT. BEARINGS BASED ON GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM OF 1983, WEST ZONE.

LOT 2:
PART OF THE GRANTOR'S TRACT OF LAND DESCRIBED IN BOOK 385, PAGE 82 IN THE RECORDER OF DEEDS OFFICE IN LAWRENCE COUNTY, MISSOURI, BEING A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 27 WEST OF THE 5TH PRINCIPAL MERIDIAN, AND PART OF LOT B, BLINZLER ADDITION TO MONETT, A SUBDIVISION ACCORDING TO THE RECORDED PLAT IN TOWNPLAT BOOK B, PAGE 92, ALL IN THE CITY OF MONETT, LAWRENCE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND RAILROAD SPIKE AT THE NORTHWEST CORNER OF SAID SECTION 30; THENCE SOUTH 89°02'44" EAST, 206.24 FEET ALONG THE NORTH LINE OF SAID NORTH HALF OF THE NORTHWEST QUARTER; THENCE LEAVING SAID NORTH LINE, SOUTH 01°13'14" WEST, 25.21 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF MISSOURI ROUTE 37; THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY THE FOLLOWING 2 CALLS: 99.11 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1880.00 FEET, HAVING A CHORD DIRECTION OF SOUTH 89°49'09" EAST, A CHORD DISTANCE OF 99.10 FEET TO A FOUND 60d NAIL; THENCE SOUTH 88°18'35" EAST, 655.03 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE LEAVING SAID SOUTH RIGHT OF WAY, SOUTH 01°41'20" WEST, 292.53 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; BEING THE POINT OF BEGINNING; THENCE SOUTH 89°51'07" EAST, 763.97 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 01°41'20" WEST, 907.60 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 89°06'50" EAST, 215.33 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 43°18'40" EAST, 70.71 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 89°06'51" EAST, 10.96 FEET; THENCE SOUTH 00°43'20" WEST, 52.50 FEET TO THE NORTHEAST CORNER OF AFORESAID TRACT DESCRIBED IN BOOK 417, PAGE 24; THENCE SOUTH 00°43'20" WEST, 134.73 FEET TO A POINT ON THE SOUTH LINE OF SAID TRACT, ALSO BEING ON THE NORTH RIGHT OF WAY OF MELODY LANE; THENCE ALONG SAID NORTH RIGHT OF WAY, NORTH 89°20'23" WEST, 60.26 FEET TO THE SOUTHWEST CORNER OF SAID TRACT; THENCE LEAVING SAID NORTH RIGHT OF WAY AND ALONG THE WEST LINE OF SAID TRACT, NORTH 00°43'20" EAST, 134.97 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE LEAVING SAID WEST LINE AND ALONG THE NORTH LINE OF BLINZLER 2ND ADDITION TO MONETT, A SUBDIVISION, ACCORDING TO THE RECORDED PLAT IN TOWN PLAT RECORD BOOK A, PAGE 115, LAWRENCE COUNTY, MISSOURI, NORTH 89°06'51" WEST, 713.82 FEET TO THE NORTHWEST CORNER OF SAID SUBDIVISION; THENCE LEAVING SAID NORTH LINE, NORTH 00°57'20" EAST, 66.00 FEET TO A FOUND 3/8" REBAR; THENCE NORTH 89°06'51" WEST, 709.51 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 09°43'43" EAST, 313.17 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 19°40'37" EAST, 391.91 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 36°38'13" EAST, 234.18 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 67°00'47" EAST, 158.99 FEET TO THE POINT OF BEGINNING, CONTAINING 24.94 ACRES, MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR OF FACT. BEARINGS BASED ON GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM OF 1983, WEST ZONE.

LOT 3:
PART OF THE GRANTOR'S TRACT OF LAND DESCRIBED IN BOOK 385, PAGE 82 AND ALL OF BOOK 399, PAGE 605 IN THE RECORDER OF DEEDS OFFICE IN LAWRENCE COUNTY, MISSOURI, BEING A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 27 WEST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND RAILROAD SPIKE AT THE NORTHWEST CORNER OF SAID SECTION 30; THENCE SOUTH 89°02'44" EAST, 206.24 FEET ALONG THE NORTH LINE OF SAID NORTH HALF OF THE NORTHWEST QUARTER; THENCE LEAVING SAID NORTH LINE, SOUTH 01°13'14" WEST, 25.21 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF MISSOURI ROUTE 37; THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY THE FOLLOWING 7 CALLS: 99.11 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1880.00 FEET, HAVING A CHORD DIRECTION OF SOUTH 89°49'09" EAST, A CHORD DISTANCE OF 99.10 FEET TO A FOUND 60d NAIL; THENCE SOUTH 88°18'35" EAST, 655.03 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62, BEING THE POINT OF BEGINNING; THENCE SOUTH 88°18'35" EAST, 511.81 FEET TO A FOUND RIGHT OF WAY MARKER; THENCE SOUTH 89°35'36" EAST, 399.80 FEET TO A FOUND RIGHT OF WAY MARKER; THENCE SOUTH 83°55'31" EAST, 201.03 FEET TO A FOUND 1/2" REBAR; THENCE 8.88 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 408.37, HAVING A CHORD DIRECTION OF SOUTH 88°55'08" EAST, A CHORD DISTANCE OF 8.88 FEET TO A FOUND 1/2" REBAR, SAID POINT BEING THE NORTHWEST CORNER OF AFORESAID TRACT DESCRIBED IN BOOK 399, PAGE 306; THENCE ALONG THE NORTH LINE OF SAID TRACT, 154.62 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 408.37 FEET, HAVING A CHORD DIRECTION OF SOUTH 77°28'58" EAST, 153.70 FEET TO THE NORTHEAST CORNER OF SAID TRACT; THENCE LEAVING SAID SOUTH RIGHT OF WAY AND NORTH LINE, AND ALONG THE EAST LINE OF SAID TRACT SOUTH 01°19'27" EAST, 223.01 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62 AT THE SOUTHEAST CORNER OF SAID TRACT; THENCE LEAVING SAID EAST LINE, NORTH 89°51'07" WEST, 1283.96 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 01°41'20" EAST, 292.53 FEET TO THE POINT OF BEGINNING, CONTAINING 6.06 ACRES, MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR OF FACT. BEARINGS BASED ON GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM OF 1983, WEST ZONE.

LOT 4:
PART OF THE GRANTOR'S TRACT OF LAND DESCRIBED IN BOOK 385, PAGE 82 IN THE RECORDER OF DEEDS OFFICE IN LAWRENCE COUNTY, MISSOURI, BEING A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 27 WEST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND RAILROAD SPIKE AT THE NORTHWEST CORNER OF SAID SECTION 30; THENCE SOUTH 89°02'44" EAST, 206.24 FEET ALONG THE NORTH LINE OF SAID NORTH HALF OF THE NORTHWEST QUARTER; THENCE LEAVING SAID NORTH LINE, SOUTH 01°13'14" WEST, 25.21 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF MISSOURI ROUTE 37; THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY THE FOLLOWING 2 CALLS: 99.11 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1880.00 FEET, HAVING A CHORD DIRECTION OF SOUTH 89°49'09" EAST, A CHORD DISTANCE OF 99.10 FEET TO A FOUND 60d NAIL; THENCE SOUTH 88°18'35" EAST, 655.03 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE LEAVING SAID SOUTH RIGHT OF WAY, SOUTH 01°41'20" WEST, 292.53 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE SOUTH 89°51'07" EAST, 763.97 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62, BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89°51'07" EAST, 721.65 FEET TO A FOUND MAG NAIL ON THE WEST RIGHT OF WAY OF MISSOURI ROUTE 37; THENCE ALONG SAID WEST RIGHT OF WAY THE FOLLOWING 4 CALLS: 161.99 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 398.86 FEET, HAVING A CHORD DIRECTION OF SOUTH 10°35'54" EAST, A CHORD DISTANCE OF 160.88 FEET TO A FOUND RIGHT OF WAY MARKER; THENCE SOUTH 04°23'27" EAST, 107.12 FEET TO A FOUND RIGHT OF WAY MARKER; THENCE NORTH 86°28'15" EAST, 19.65 FEET TO A FOUND RIGHT OF WAY MARKER; THENCE SOUTH 00°54'50" WEST, 657.18 FEET TO A FOUND 1/2" REBAR, SAID POINT BEING THE NORTHEAST CORNER OF A TRACT DESCRIBED IN BOOK 379, PAGE 375; THENCE LEAVING SAID WEST RIGHT OF WAY AND ALONG THE NORTH LINE OF SAID TRACT NORTH 89°06'51" WEST, 125.0 FEET TO A FOUND 1/2" REBAR AT THE NORTHWEST CORNER OF SAID TRACT; THENCE LEAVING SAID NORTH LINE AND ALONG THE WEST LINE OF SAID TRACT, SOUTH 00°54'50" WEST, 100.00 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62, SAID POINT BEING THE NORTH LINE OF BLINZLER ADDITION TO MONETT, A SUBDIVISION ACCORDING TO THE RECORDED PLAT IN TOWNPLAT RECORD BOOK B, PAGE 92, CITY OF MONETT, LAWRENCE COUNTY, MISSOURI; THENCE ALONG SAID NORTH LINE NORTH 89°06'51" WEST, 394.68 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE LEAVING SAID NORTH LINE NORTH 00°43'20" EAST, 52.50 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 89°06'51" WEST, 10.96 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 43°18'40" WEST, 70.71 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 89°06'50" WEST, 215.33 FEET TO A SET 5/8" REBAR WITH CAP STAMPED OWN INC LC 62; THENCE NORTH 01°41'20" EAST, 907.60 FEET TO THE POINT OF BEGINNING, CONTAINING 17.32 ACRES, MORE OR LESS. SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR OF FACT. BEARINGS BASED ON GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM OF 1983, WEST ZONE.

SURVEYORS CERTIFICATE
KNOW ALL MEN BY THESE PRESENTS:
THAT I, RONALD W. WALLACE, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREON DESCRIBED AND IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR URBAN PROPERTY SURVEYS, PREPARED BY OWN, INC., AND THAT THE CORNER MONUMENTS AND LOT CORNER PINS WERE PLACED OR WILL BE PLACED WITHIN 60 DAYS AFTER RECORDING PLAT.

LAST REVISION DATE: JUNE 1, 2026
OWN, INC. L.C. 62
by



RONALD W. WALLACE
MO P.L.S. NO. 2019015191

6-01-26
DATE

DRAWING INFORMATION		 OWN Engineering beyond. JOP-100-7906 SHT. <u>2</u> OF <u>2</u> REV. <u> </u>
JOB NO:	25J020071	
FIELD:	TW	
DRAWN BY:	TSR	
CHECK BY:	RWW	811 E. Third Street Joplin, MO 64801 Joplin 783.7399 COA# 00062
FIELD BOOK:	J-132	
ISSUED DATE:	6/01/2026	



Re: Meeting with Kevin Cloud RE: North Methodist Rolling Acres

From Kevin Cloud <clouds4@sbcglobal.net>
Date Mon 6/22/2026 8:44 PM
To Andrew Miller <amiller@monettmo.gov>

Caution: This message originated outside the organization. Please pay close attention to Cybersecurity threats.

Andrew,

I would like the North Methodist rolling acres minor subdivision plat to be presented at the next available P & Z meeting for consideration .

Thanks,
Kevin A. Cloud
Trustee of First United Methodist Church
Monett, Mo.

On Friday, June 19, 2026 at 09:44:40 AM CDT, Andrew Miller <amiller@monettmo.gov> wrote:

To discuss and finalize North Methodist Rolling Acres Minor Subdivision.

NOTICE OF PLANNING AND ZONING COMMISSION HEARING

Notice is hereby given to all interested parties that a meeting of the Planning and Zoning Commission has been scheduled for **July 16th @ 6:00pm**. The following is a tentative agenda for that meeting:

Consideration and Review of the following:

A Plat of the North Methodist Rolling Acres Minor Subdivision

Lawrence County

All of a tract of land described in Book 385, Page 82 and all of Book 399, Page 605 in the Recorder of Deeds Office in Lawrence County, Missouri, being a part of the North Half of the Northwest Quarter of Section 30, Township 26 North, Range 27 West of the 5th Principal Meridian, and also a Part of Lot 5, Blinzer Addition to Monett, a Subdivision according to the Recorded Plat in Townplat Book B, Page 92, said Part as described in Book 417, Page 24, all in the City of Monett, Lawrence County, Missouri. Containing 68.89 Acres, more or less. Subject to all right-of-way, easements and restrictions of record.

Notice is further given that said Commission of the City of Monett, Missouri at the hour of 6:00 p.m. on the 16th day of July 2026 will consider said agenda. The meeting of the Planning and Zoning Commission will be held in the Main Boardroom of the Monett City Annex, located at 100 S. Maple Street. The meeting is open to the public and all interested parties may attend and be heard.

/s/ Mike Wallace

Chairman-Planning and Zoning Commission

AFFIDAVIT OF PUBLICATION

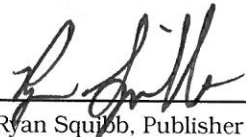
Date: 07-01-2026

STATE OF MISSOURI)
COUNTY OF LAWRENCE)

ss.

I, Ryan Squibb, being duly sworn according to law, state that I am the Publisher of the *Lawrence County Record*, a weekly newspaper of general circulation in the Counties of Lawrence and Barry, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Mt. Vernon, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of more than three years and has a list of bona fide subscribers, voluntarily engaged as such who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2000, and Section 59.310, Revised Statutes of Missouri 2000. The affixed notice appeared in said newspaper in the following issues:

1st
Insertion: Vol. 151 No. 20, 1st day of July, 2026
2nd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
3rd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
4th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
5th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
6th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
7th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
8th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
9th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
10th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
11th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026



Ryan Squibb, Publisher

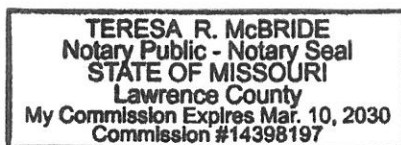
Subscribed and sworn to before me on this 1st day of July, 2026.



Teresa R. McBride, Notary Public

My commission expires March 10, 2030

Publication fee \$ 99.77 #16407



NOTICE OF PLANNING AND ZONING COMMISSION HEARING

Notice is hereby given to all interested parties that a meeting of the Planning and Zoning Commission has been scheduled for **July 16th @ 6:00pm**. The following is a tentative agenda for that meeting:

Consideration and Review of the following:

A Plat of the North Methodist Rolling Acres Minor Subdivision Lawrence County

All of a tract of land described in Book 385, Page 82 and all of Book 399, Page 605 in the Recorder of Deeds Office in Lawrence County, Missouri, being a part of the North Half of the Northwest Quarter of Section 30, Township 26 North, Range 27 West of the 5th Principal Meridian, and also a Part of Lot 5, Blinzer Addition to Monett, a Subdivision according to the Recorded Plat in Townplat Book B, Page 92, said Part as described in Book 417, Page 24, all in the City of Monett, Lawrence County, Missouri. Containing 68.89 Acres, more or less. Subject to all right-of-way, easements and restrictions of record.

Notice is further given that said Commission of the City of Monett, Missouri at the hour of **6:00 p.m. on the 16th day of July 2026** will consider said agenda. The meeting of the Planning and Zoning Commission will be held in the Main Boardroom of the Monett City Annex, located at 100 S. Maple Street. The meeting is open to the public and all interested parties may attend and be heard.

/s/ Mike Wallace

Chairman-Planning and Zoning Commission

#R-16407-7-1-1tc



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

March 19th, 2026

First United Methodist Church
1600 N. Central Ave.
Monett, MO 65708

Dear Gale and Kevin,

Thank you for bringing your plat map to our department for initial review. I have attached the Minor Subdivision Procedure ordinance for your reference. You can find all the City's Code on the City's website, for free, by following the appropriate links.

I do want to highlight my concerns with the discrepancy regarding the Hwy 37 corner lot. I understand that you believe that the Stone County Oil Company owns a smaller lot on that corner, and that there is discrepancy with who the City/County believes owns that land, and with who you believe owns the land. I would highly recommend that this issue is handled prior to attempting to subdivide this land. I am not 100% sure what discoveries you've uncovered in the past, but I would hope a title search would help uncover the discrepancy and illuminate a way forward with a real estate lawyer. I also reiterate that we are not real estate lawyers and cannot adjudicate on discrepancies between landowners. We acknowledge that this dispute actually results in you having *less* land, but we equally do not want to create more issues in the future.

We do require proof of ownership of the property in question, and I believe this will help clear up any questions as to the ownership of said corner lot. We ask that you provide a photocopy of the deed(s) of the property, including the legal description(s). The photocopies can be the recorded copies from the county or photocopies of the documents you received on your own as part of the sale. We understand that this property is likely owned by a corporation or board, and are flexible with the relationship between the Church and yourselves.

An acceptable middle ground that would allow us to move forward would be to include this corner lot on the plat as a separate lot, if your surveying company, OWN, is willing to create a separate lot given this discrepancy. We would recommend subdividing this lot as part of the minor subdivision, essentially "Lot 5". We believe this is appropriate to match the legal description of this lot with the legal description of the lot in discrepancy, as this should alleviate creating any more issues in the future in regards to this minor subdivision.

The reason I bring this up is that both the City and County believe this to be a single large owned property (Parcel 189030002001063000) and thus we cannot subdivide only part of a parcel. I highly recommend you work with the County to rectify this issue as early as you are able as the City does not handle property ownership disputes - this is handled at the County level.



Given the main issue with the questionable ownership of the corner lot, again we stress that we highly recommend the ownership issue be figured out prior to approaching any subdividing. Our staff will likely recommend not to give approval to this minor subdivision if there is an ongoing land dispute, but the ultimate decision lies with the Planning and Zoning Commission and the City Council.

Once this significant discrepancy has been alleviated, I will share a few minor formatting changes that need to be corrected on the plat itself.

Sincerely,

Andrew Miller
Development Assistant
Community Development Department
City of Monett

#1

Document # 2819 Recorded in book 385 Page 82 Pam Robertson
Filed for record May 1 2000 9:25 AM Fred G. Minor RECORDER

MISSOURI WARRANTY DEED

This Indenture, made on the 26th day of April, A.D., Two Thousand by and between TOMMIE D. CARLSON and GLORIA ANN CARLSON, husband and wife of the County of Jerome, State of Idaho, parties of the first part, and FIRST UNITED METHODIST CHURCH, MONETT, a Missouri Corporation of the State of Missouri, party of the second part, (Mailing address of said first named grantee is (400 4th Street, Monett, Missouri 65708).

WITNESSETH: THAT THE SAID PARTIES OF THE FIRST PART, in consideration of the sum of ONE DOLLAR AND OTHER GOOD AND VALUABLE CONSIDERATION to them paid by said party of the second part (the receipt of which is hereby acknowledged), do by these presents, Grant, Bargain and Sell, Convey and Confirm unto the said party of the second part it's heirs and assigns, the following described lots, tracts or parcels of land lying, being and situate in the County of Lawrence and State of Missouri, to-wit:

All of a tract lying in Section 30, Township 26 North, Range 27 West in Lawrence County, Missouri, and being more particularly described as follows:

The North Half of the Northwest Quarter of Section 30, Township 26, Range 27, Lawrence County, Missouri, (except Missouri Route 37, right-of-way as the same is now located,) and (also except, one acre in the Northwest corner thereof for Cox Cemetary,) and (also except the South 66 feet of the Northwest Quarter of the Northwest Quarter of Section 30,) and (also except beginning at the Northeast corner of the Northeast Quarter of the Northwest Quarter, thence South 82° West 309 feet to a concrete right-of-way marker which is the true point of beginning, thence South 2° West 274 feet to an iron pin, thence South 88° East 264.2 feet to the West right-of-way line of Missouri Route 37, thence Northwesterly on a curve to the left along said right-of-way line to the true point of beginning,) and (also except beginning at the Northeast corner of said Northeast Quarter of the Northwest Quarter, thence South 82° West 309 feet to a concrete right-of-way marker which is the true point of beginning, thence South 2° West 274 feet to an iron pin, thence West 150 feet, thence North 274 feet, more or less, to the South right-of-way line of Missouri Route 37, thence East along said right-of-way line to the true point of beginning;) And (also except beginning at the point of intersection of the South line of the Northeast Quarter of the Northwest Quarter and the West line of Missouri Route 37, thence North 100 feet, thence West 125 feet, thence South 100 feet, thence East 125 feet to the point of beginning;) and (also except for road right-of-way across the West end of the North Half of the Northwest Quarter.) Containing 68.77 acres more or less. Subject to all right-of-way, easements and restrictions of record.

TO HAVE AND TO HOLD the premises aforesaid with all and singular, the rights, privileges, appurtenances and immunities thereto belonging or in any wise appertaining unto the said party of the second part and unto it's heirs and assigns forever; the said TOMMIE D. CARLSON and GLORIA ANN CARLSON, husband and wife, hereby covenanting that they are lawfully seized of an indefeasible estate in fee of the premises herein conveyed; that they have good right to

convey the same; that the said premises are free and clear from any incumbrance done or suffered by them or those under whom they claim; that they will warrant and defend the title to the said premises unto the said party of the second part and unto it's heirs and assigns forever, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands and seals the day and year above written.

Tommie D. Carlson (SEAL)
TOMMIE D. CARLSON

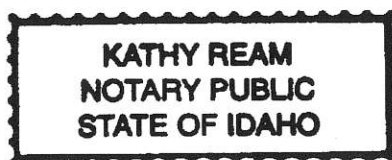
Gloria Ann Carlson (SEAL)
GLORIA ANN CARLSON

ACKNOWLEDGMENT - MAN AND WIFE

STATE OF IDAHO)
) ss.
COUNTY OF Jerome)

On this 26th day day of April, 2000, before me, KATHY REAM, a Notary Public, personally appeared **TOMMIE D. CARLSON** and **GLORIA ANN CARLSON**, his wife, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at my office in Jerome, DL Evans Bank the day and year last above written.



Kathy Ream
Notary Public in and for said
County and State

My term expires

2-1-06

STATE OF MISSOURI

)

) ss.

COUNTY OF LAWRENCE

)

IN THE RECORDER'S OFFICE

I, Pam Robertson, Recorder of said County, do hereby certify that the within instrument of writing was, at 9 o'clock and 25 minutes A.M., on the 1st day of May, A.D., 2000, duly filed for record in my office, and it is recorded in the records of this office, in Book 385, at Page 82.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at

Mt Vernon, Mo.
this 1st day of May, A.D., 2000.

Pam Robertson Recorder.

Fred G. Mieswinkel

11.00 G.R.
13.00 U.F.
24.00 TOTAL

Burke & Sweeney
PO Box 423
Monett 65708

Indexed

#2

7977

9.75
16.25
26.00 pd.

Chris Weber
PO Box 187
Monett

STATE OF MISSOURI } SS
County of Lawrence

The within instrument of writing was duly filed for record in the Recorder's Office on the 27 day of Sept. 2002 at 10 o'clock 48 minutes A.M. and has been duly recorded in Book 399 at pages 605. Witness my hand and the seal of said office on the day and year aforesaid.

Ram Robertson Recorder

By Shire Cox Deputy

Indexed

GENERAL WARRANTY DEED

THIS DEED, made and entered into on September 4, 2002, by and between **Stone County Oil Company, a Missouri Corporation, (Grantor), and First United Methodist Church, Monett (Grantee)**. The mailing address of the first named grantee is 400 Fourth Street, Monett, Missouri 65708.

WITNESSETH, that the Grantor, for and in consideration of the sum of One Dollar and other valuable consideration, the receipt of which is acknowledged, does or do by these presents **GRANT, BARGAIN AND SELL, CONVEY AND CONFIRM** unto the Grantee, the following described real estate, situated in **Lawrence County, Missouri**, to-wit:

A tract of Land located in the Northeast Quarter (NE ¼) of the Northwest Quarter (NW ¼), Section Thirty (30), Township Twenty-six (26), Range Twenty-seven (27), described as: For a beginning point measure from the Northeast corner of said NE ¼ NW ¼ Section 30 South 82°West Three Hundred Nine (309) feet to a concrete right of way marker in the South right of way line of State Highway Number Thirty-seven (37), running thence South Two degrees (2°) West Two Hundred Seventy-four (274) feet to an iron pin, thence West One Hundred Fifty (150) feet, thence North Two Hundred Seventy-four (274) feet more or less to the South right of way line of State Highway 37, thence East along said right of way line 150 feet to the point of beginning.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the Grantee, and to the heirs and assigns of Grantee forever.

The Grantor covenanting that Grantor and the heirs, executors, administrators and assigns of Grantor, shall and will **WARRANT AND DEFEND** the title to the premises unto the Grantee, and to

the heirs and assigns of Grantee forever, against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 2002 and thereafter, and special taxes becoming a lien after the date of this deed and all liens, easements, reservations, and encumbrances of record.

IN WITNESS WHEREOF, the Grantor has caused these presents to be signed by its Vice-President, who is duly authorized by the Corporation to sign these presents and attested by its Secretary, and the corporate seal to be hereto attached, the day and year first above written.

STONE COUNTY OIL COMPANY

(SEAL)

By Tim Wilson
Tim Wilson, Vice President/Secretary

(Seal)

MISSOURI CORPORATION ACKNOWLEDGEMENT

STATE OF MISSOURI)
) ss.
COUNTY OF BARRY)

On September 4, 2002, before me appeared Tim Wilson, to me personally known, who being by me duly sworn, did say that he is the ^{Vice} President of Stone County Oil Company, a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of the corporation and that this instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and he acknowledged this instrument to be the free act and deed of the corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year last above written.

My commission expires:

01/28/2003



Notary Public

Coleen K. Ferdis

#3

STATE OF MISSOURI # 4044
County of Lawrence

9.75
17.25
27.00 pd
Chris Weber
encl

The within instrument of writing was duly filed for record in the Recorder's office on the 31st day of May 2005 at 10 o'clock 05 minutes 4 M. and has been recorded in book 417 page 24. Witness my hand and seal at said office on the day and year aforesaid.

PAM ROBERTSON Recorder
By Fred B. Mieswinkel Deputy

GENERAL WARRANTY DEED

THIS DEED, made and entered into on May 25, 2005, by and between **Eldred Holle and Margaret Ann Holle**, husband and wife, (Grantor), and **First United Methodist Church, Monett** (Grantee). The mailing address of the first named grantee is 400 4th Street, Monett, Missouri 65708.

WITNESSETH, that the Grantor, for and in consideration of the sum of One Dollar and other valuable consideration, the receipt of which is acknowledged, does or do by these presents GRANT, BARGAIN AND SELL, CONVEY AND CONFIRM unto the Grantee, the following described real estate, situated in **Lawrence County, Missouri**, to-wit:

Lot 5, Blinzler Addition to the City of Monett, Lawrence County, Missouri, **less and except** the East 20 feet of said Lot 5 and **less and except** the West 20 feet of said Lot 5

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the Grantee, and to the heirs and assigns of Grantee forever.

The Grantor covenanting that Grantor and the heirs, executors and administrators of Grantor, shall and will **WARRANT AND DEFEND** the title to the premises unto the Grantee, and to the heirs and assigns of Grantee forever, against the lawful claims of all persons whomsoever, excepting, however, the general taxes for the calendar year 2005 and thereafter, and special taxes becoming a lien after the date of this deed and all liens, easements, reservations, and encumbrances of record.

IN WITNESS WHEREOF, the Grantor has hereunto set their hands the day and year first above written.

Eldred Holle
Eldred Holle

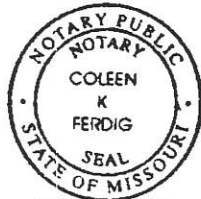
Margaret Ann Holle
Margaret Ann Holle

STATE OF MISSOURI)
 : ss.
County of Barry)

On May 25, 2005, before me personally appeared Eldred Holle and Margaret Ann Holle, husband and wife, to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

My term expires:
01/30/2007



COLEEN K FERDIG
NOTARY PUBLIC - STATE OF MISSOURI
BARRY COUNTY
MY COMMISSION EXP. JAN. 30, 2007

Notary Public

A handwritten signature in cursive script, reading "Coleen K. Ferdig", written over a horizontal line.

CNE Cor. of
* CMC Month property *

254

Book 278, Page 254

WARRANTY DEED
Corporation Form

KNOW ALL MEN BY THESE PRESENTS:

THAT CHAMPLIN PETROLEUM COMPANY a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, whose principal place of business is in Tarrant County, State of Texas, party of the first part, in consideration of the sum of TEN AND NO/100-----DOLLARS (\$10.00) and other valuable considerations, in hand paid, the receipt of which is hereby acknowledged, does hereby Grant, Bargain, sell and Convey unto **STONE COUNTY OIL COMPANY** of Stone County, State of Missouri, part of the second part, the following described real property and premises situate in Bennett, Lawrence County, State of Missouri, to-wit:

A tract of land in the northeast quarter of the northeast quarter of the northeast quarter of Section 30, Township 26, Range 27, in Lawrence County, Missouri, bounded by a line beginning at the northeast corner of said quarter-quarter-section, thence south 82 degrees West 309 feet to a concrete right-of-way marker which is the true point of beginning, thence South 2 degrees West 274 feet to an iron pin, thence South 88 degrees East 264.2 feet to the west right-of-way line of Highway 37, thence northwesterly on a curve to the left along said right-of-way line to the point of beginning, containing 1.179 acres, more or less, including all rights of reversion or re-entry in and to public highways adjacent to such tract;

together with all the improvements thereon and appurtenances thereunto belonging and having the title

#4



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: Planning and Zoning Commission
From: Community Development Department
Date: July 8th, 2026
Re: Comprehensive Plan Final Draft

GENERAL INFORMATION

The final draft of the proposed Monett Comprehensive Plan has been finalized as of the beginning of July. A final Steering Committee meeting was held on July 1st, 2026 to discuss any emergency changes and received final tacit approval. No changes were suggested at this final meeting.

The final proposed draft will be presented for First Reading, discussion, and public comment at the City Council Meeting on Thursday, July 9th. There will then be consideration at the Planning and Zoning Commission meeting on Thursday, July 16th. Lastly, there will be a second reading, public comment period, and final consideration for a vote of adoption of the Comprehensive Plan at the City Council Meeting on Thursday, August 13th. Approximately 10 days following said meeting, the Comprehensive Plan (if adopted) would go into effect.

Due to the size of the document and lack of changes, a physical copy has not been included in the packets. A digital version of the final draft is available online for viewing at the “Agendas and Minutes” portion of the City’s website.

PROPOSAL

There is a proposal from various departments, organizations, and committees of adopting a new City Comprehensive Plan. Planning and Zoning Commissioners are advised to complete any last reading of the proposed plan and arrive with any questions at the P&Z meeting on July 16th.

RECOMMENDATION

The Community Development Department recommends that the Planning and Zoning Commission vote to recommend the proposed Comprehensive Plan to City Council for adoption.

NOTICE OF PUBLIC HEARING

NOTICE is given that public hearings will be held in the City Council Boardroom at the Monett City Annex at 100 S. Maple St., Monett, Missouri, by the Monett Planning and Zoning Commission at 6:00pm, or as soon as it may be called, on Thursday, July 16th, 2026, for consideration and review of the following:

A Resolution by the City of Monett, Missouri's Planning and Zoning Commission Adopting a New Comprehensive Plan

The City has engaged in extensive public input to consider revisions to the current Comprehensive Plan. The proposed Plan will serve as a framework to guide the City's decision-making for land use, housing, transportation, infrastructure, and more.

The meeting is open to the public and all interested parties may attend and be heard.

If the Planning and Zoning Commission votes to recommend approval to the City Council or the City proceeds with the request to the City Council, then there will be a second public hearing held in the City Council Boardroom at the Monett City Annex at 100 S. Maple St., Monett, Missouri, by the Monett City Council at 6:00pm, or as soon as it may be called, on Thursday, August 13th, 2026.

A copy of the proposed resolution for recommendation of adopting the proposed text of the City's Comprehensive Plan is available for review at City Hall in the Community Development Department. Any interested party present at the hearing will be given an opportunity to be heard.

/s/ Mike Wallace

Chairman-Planning and Zoning Commission

AFFIDAVIT OF PUBLICATION

Date: 07-01-2026

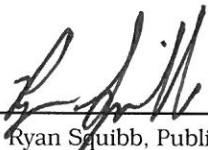
STATE OF MISSOURI)

COUNTY OF LAWRENCE)

ss.

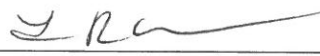
I, Ryan Squibb, being duly sworn according to law, state that I am the Publisher of the *Lawrence County Record*, a weekly newspaper of general circulation in the Counties of Lawrence and Barry, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Mt. Vernon, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of more than three years and has a list of bona fide subscribers, voluntarily engaged as such who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2000, and Section 59.310, Revised Statutes of Missouri 2000. The affixed notice appeared in said newspaper in the following issues:

1st
Insertion: Vol. 151 No. 20, 1st day of July, 2026
2nd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
3rd
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
4th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
5th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
6th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
7th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
8th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
9th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
10th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026
11th
Insertion: Vol. ____ No. ____, ____ day of ____, 2026



Ryan Squibb, Publisher

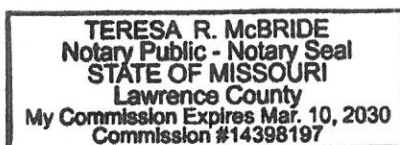
Subscribed and sworn to before me on this 1st day of July, 2026.



Teresa R. McBride, Notary Public

My commission expires March 10, 2030

Publication fee \$ 94.89 #16410



NOTICE OF PUBLIC HEARING

NOTICE is given that public hearings will be held in the City Council Boardroom at the Monett City Annex at 100 S. Maple St., Monett, Missouri, by the Monett Planning and Zoning Commission at 6:00pm, or as soon as it may be called, on Thursday, July 16th, 2026, for consideration and review of the following:

A Resolution by the City of Monett, Missouri's Planning and Zoning Commission Adopting a New Comprehensive Plan

The City has engaged in extensive public input to consider revisions to the current Comprehensive Plan. The proposed Plan will serve as a framework to guide the City's decision-making for land use, housing, transportation, infrastructure, and more.

The meeting is open to the public and all interested parties may attend and be heard.

If the Planning and Zoning Commission votes to recommend approval to the City Council or the City proceeds with the request to the City Council, then there will be a second public hearing held in the City Council Boardroom at the Monett City Annex at 100 S. Maple St., Monett, Missouri, by the Monett City Council at 6:00pm, or as soon as it may be called, on Thursday, August 13th, 2026.

A copy of the proposed resolution for recommendation of adopting the proposed text of the City's Comprehensive Plan is available for review at City Hall in the Community Development Department. Any interested party present at the hearing will be given an opportunity to be heard.

/s/ Mike Wallace
Chairman-Planning and
Zoning Commission
#R-16410-7-1-1tc

MONETT

COMPREHENSIVE PLAN

2026



ADOPTED:
##/##/####

.....

This Page intentionally Left Blank

VISION STATEMENT

To be a safe, progressive, vibrant, and thriving destination community for all generations and backgrounds. A place to put down roots.

MISSION STATEMENT

Professionally provide superior city services and economic development, while enhancing quality of life.



F1. Welcome to Monett Banner (Hughes, 2025)

CORE VALUES FOR THE CITY OF MONETT

01 INTEGRITY

The City acts with honesty, transparency, and accountability, and maintains the highest standards in public service.

02 COMMUNITY PARTNERSHIP

The City works together with respect to strengthen Monett and the region.

03 PROGRESS

The City promotes growth and improvements for the future of the city and the region.

04 PROFESSIONALISM

The City delivers dependable, high-quality services with excellence.

05 SAFETY

The City protects people, property, and public resources.



.....

Hold for Adoption Resolution

Hold for Letter from the Mayor



ACKNOWLEDGEMENTS

CITY OF MONETT OFFICIALS AND STAFF

Mickey Ary, City Administrator
Randy Burke, Mayor
Mike Eseman, Building and Zoning Inspector
Mike Gervais, Communications Specialist
Doug Potts, Community Development Director
Kelly McMillan, City Clerk
Kevin Sprenkle, City Engineer
Andrew Miller, Community Development
Skip Schaller, Utility Department

COMPREHENSIVE PLANNING COMMITTEE

Evelyn Estrada
Jack Williams
Brad Ridenour
Dr. Mark Drake
Keith McCracken
Jasmine Burks
Mark Noriega
Dr. Jeff Carr
Gayle Huffmaster
Mike Wallace
Brian Hunter
Renee Swearingen

STAKEHOLDERS

Alyssa Vaughn
Frank Washburn
Steve Garner
Kristi Chapman
Rhonda Schilly
Clell Maples
Rene Frazier
Beth Schaller
Tammy Graham
Dave Saunders
Dianne Mason
Jacob Vaughn
Justin Green
Ronda Burnett

SMCOG PROJECT TEAM

Jason Ray, AICP, Executive Director
Aishwarya Shrestha, AICP, Senior Planner
Thomas Hughes, Senior Planner
Thomas Cunningham, Associate Planner
Preston Jones, Planning Assistant
Nancy Evans, Planning Assistant
Zeb Bloodworth, GIS Assistant
Mallory Vorel, Graphic Design Assistant
Hailey Crall, Graphic Design Assistant

CONTENTS

- 01 INTRODUCTION P10**
- 02 COMMUNITY PROFILE P18**
- 03 LAND USE P41**
- 04 HOUSING P60**
- 05 TRANSPORTATION P73**
- 06 COMMUNITY FACILITIES AND SERVICES P94**
- 07 ECONOMIC DEVELOPMENT P113**
- 08 IMPLEMENTATION P130**
- 09 FUNDING P141**
- 10 REFERENCES P146**
- 11 APPENDIX P156**

01 INTRODUCTION

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.



F2. Monett Historical Building (Hughes, 2025)

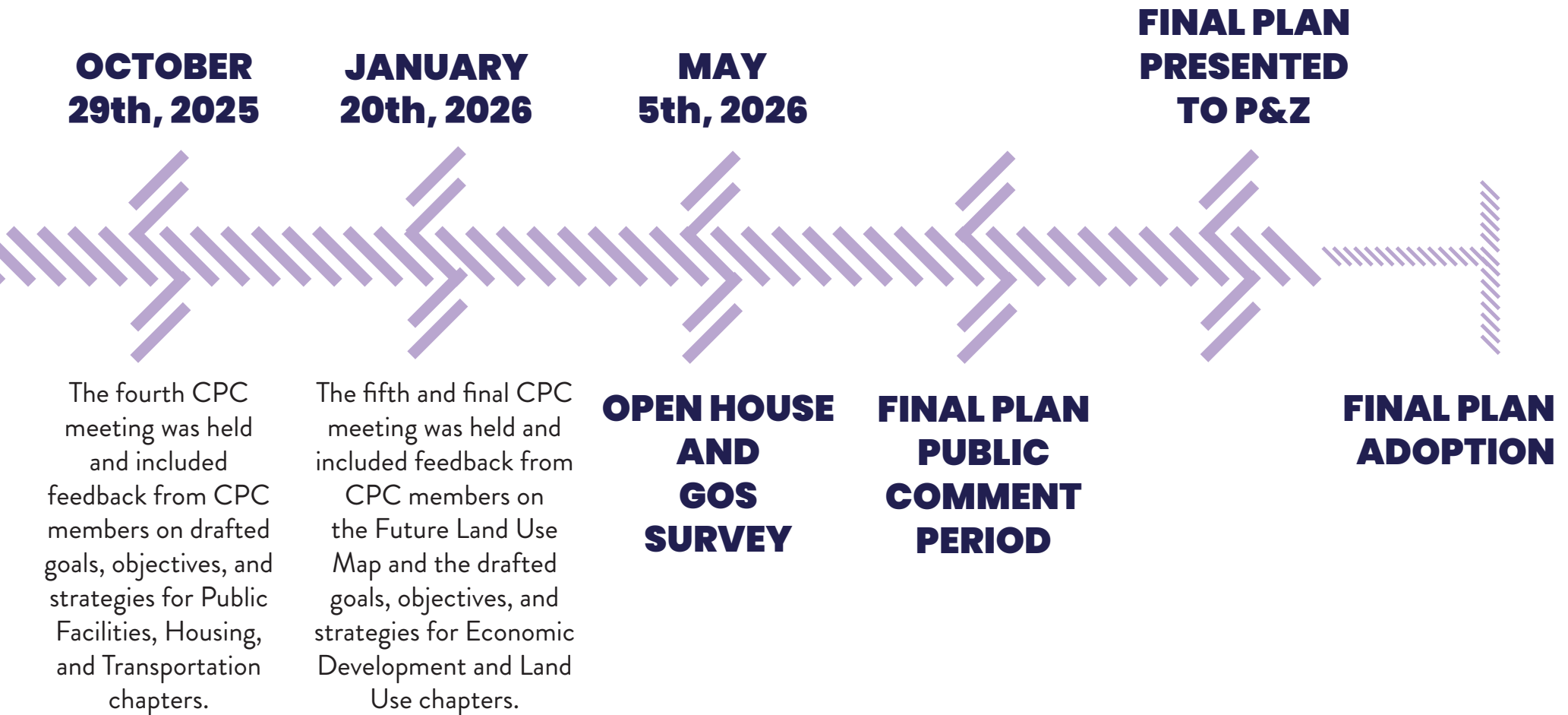


F3. SMCOG Planning Process

Timeline



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, Likert 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 Middle School 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 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. Focus groups were comprised of community stakeholders with authority in the subject matter of their focus group, including city staff, state government staff, public school administrators, business owners, non-profit staff, and other engaged citizens. Focus groups were asked a series of questions geared toward understanding the subject matter and developing goals and objectives for the plan.



F4. Focus Group (Hughes, 2025)

Goals and Objectives

Using data gathered from the community survey, focus groups, and CPC meetings, SMCOG developed goals, objectives, and strategies for each of the plan's main chapters. These goals, objectives, and strategies were reviewed by the CPC and revised by SMCOG until they were approved by the CPC.

A goals and objectives prioritization survey was then developed to allow community members to prioritize the goals and objectives on a scale of low, medium, and high importance. This survey was available from May 1, 2026 to June 19, 2026, and was distributed through City communication channels and at the public open house. 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, from 5:00 P.M. to 7:00 P.M.

The open house was designed as a come-and-go event where members of the public could review copies of the full draft plan, goals & objectives boards, and the future land use map. During this meeting, online and paper copies of the goals & objectives prioritization survey were distributed to participants. Input gathered from the open house was considered while drafting the final plan.



F5. Monett Casino Building (City of Monett, n.d.)

PAST PLANS AND STUDIES

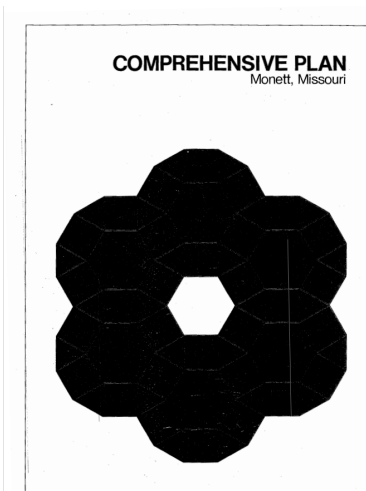
The Monett Comprehensive Plan, 1970

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.



F6. Comprehensive Growth Management Plan, 1996 (City of Monett, n.d.)

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 multi-modal 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."



F7. City of Monett Sidewalk Inventory (Southwest Missouri Council of Governments, 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 preventive 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.



F8. Pavement Maintenance (Shamberger, 2025)

A large, faint, stylized star graphic is centered in the background of the slide. It has a modern, geometric design with sharp points and a central void.

02 COMMUNITY PROFILE

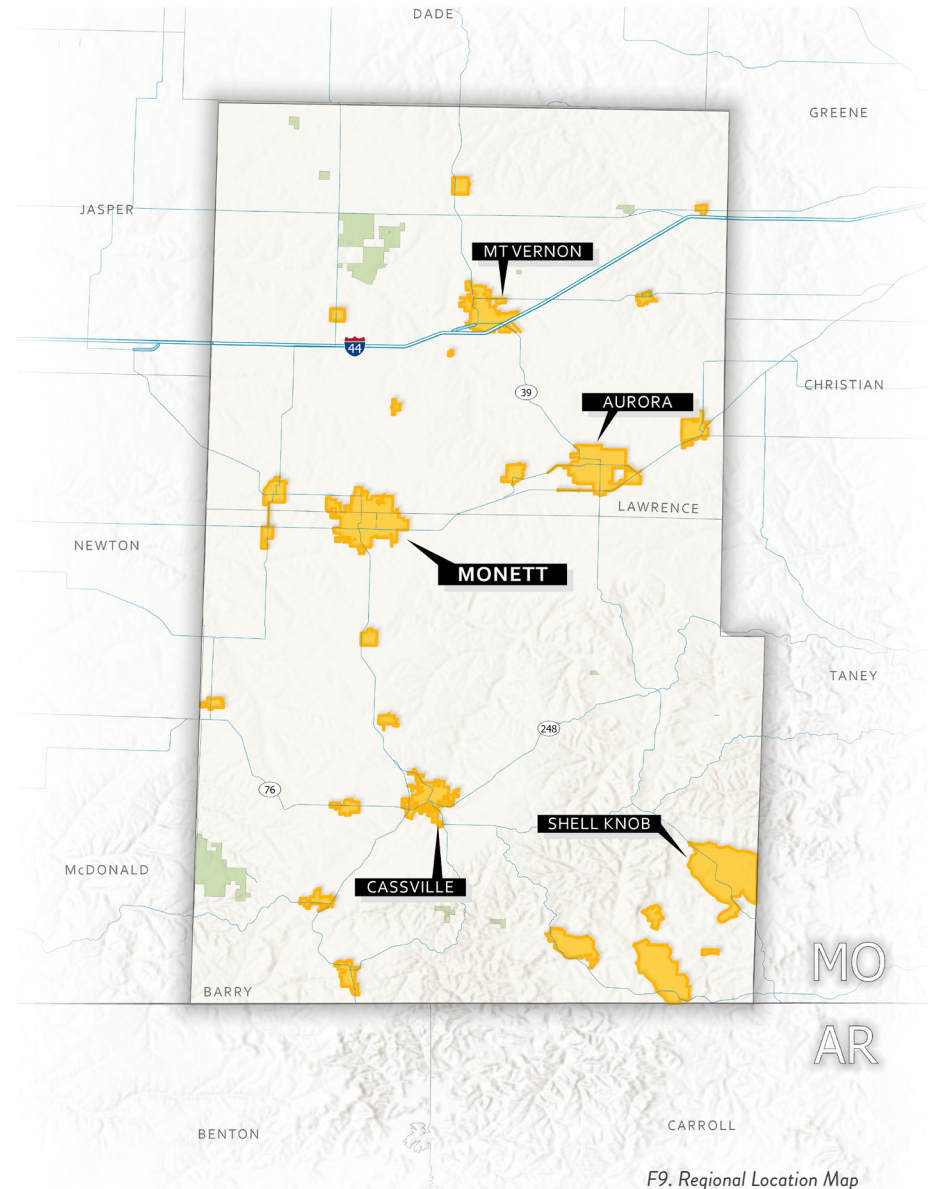
REGIONAL LOCATION

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, Missouri, 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.



COMMUNITY PROFILE

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.

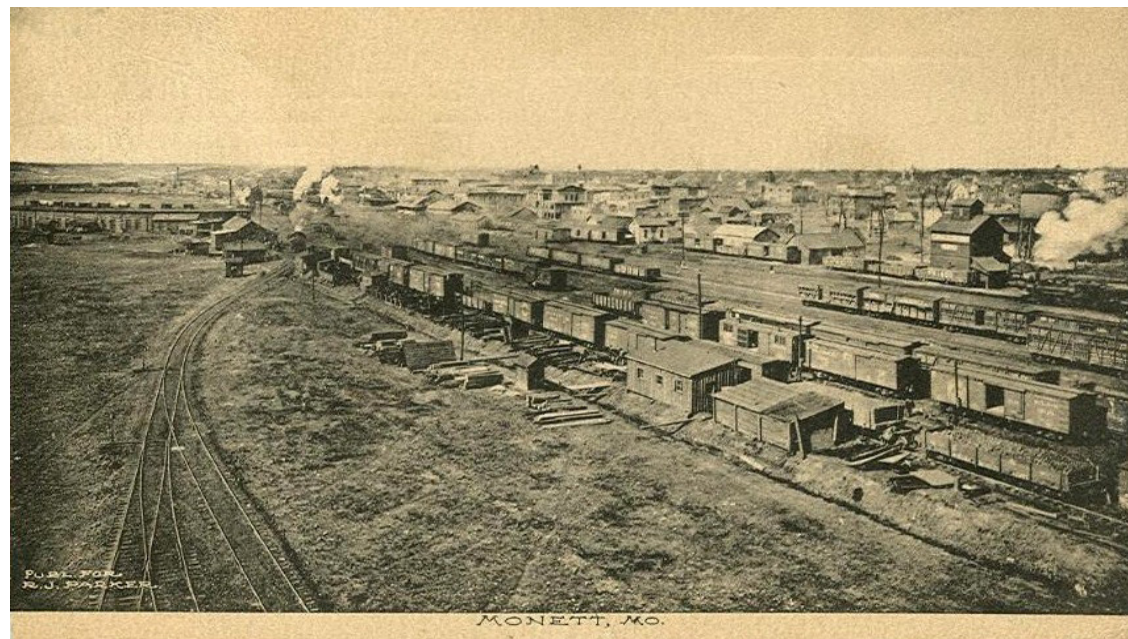
Monett's economy continued to diversify and develop throughout the 20th century, with postwar industrialization efforts by the Monett Industrial Development Corporation bringing light industry into the town. These diversification efforts nearly doubled the population during the century, to 7,396 by 2000.



F10. Colorized photo of the Frisco passenger yards in Monett, Missouri circa 1897 (Frisco.org, 2002)



F11. Loading Strawberries on the Frisco Railroad in 1920 (Barry County Museum, n.d.)



F12. Frisco Yards, Monett MO (R. J. Parker Company, c. 1914)

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.



F13. Downtown Monett, MO facing westward (Wikimedia Commons, 2018)

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

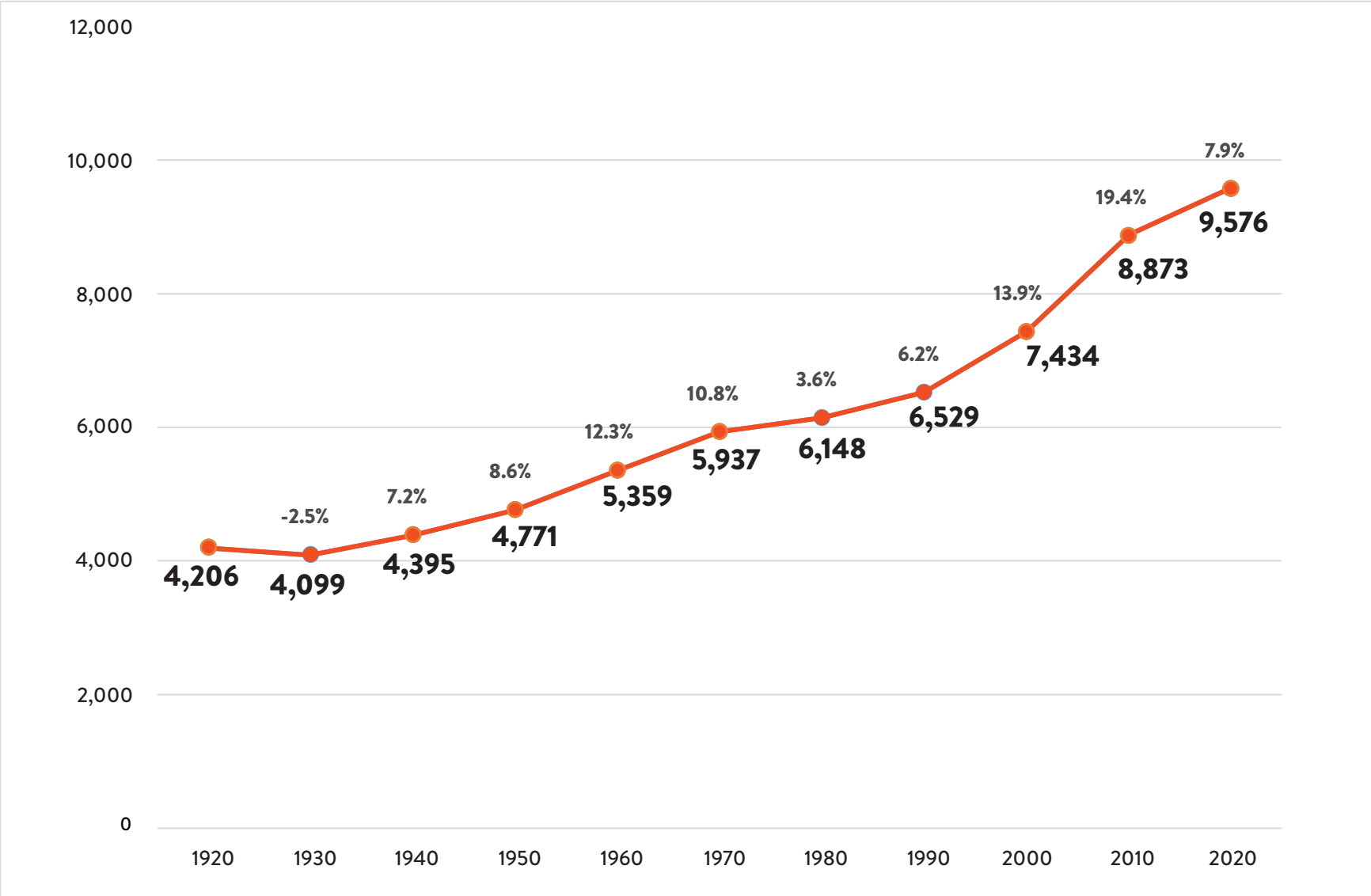
Monett’s population is currently 9,734 people (ACS, 2023). Over the past 100 years, the city has grown, but not at a steady pace. Some decades saw rapid growth, while others had little growth or even a slight decline.

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.

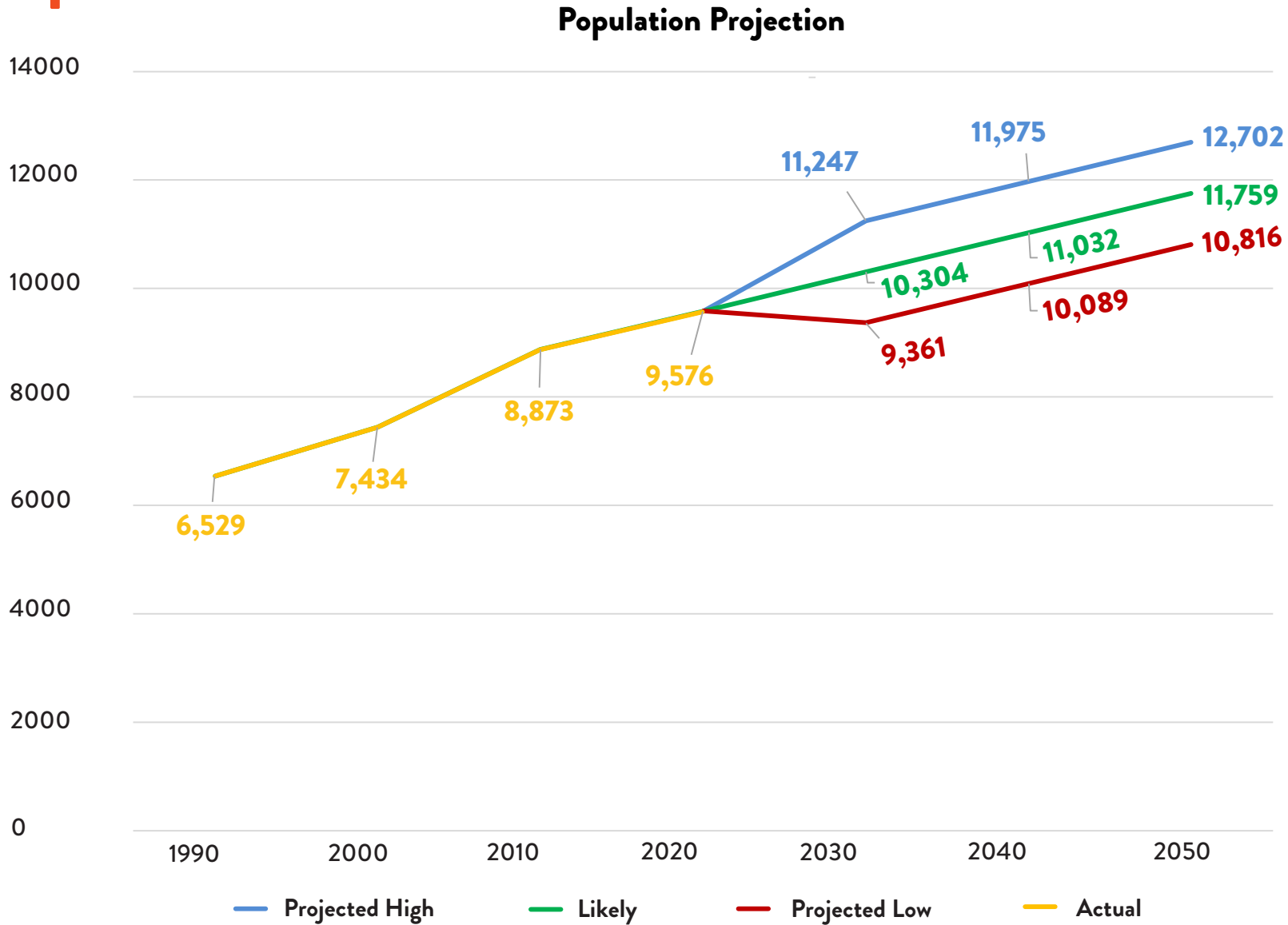
During the 2010s, growth was steady but slow, with an average growth rate of about 0.14% per year. In the early 2020s (2020–2023), growth picked up significantly, averaging about 2.5% per year. That is about 12 times faster than the state of Missouri’s rate (about 0.2% per year) and five times faster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

Population Trends



F14. Population Trends, ACS

Population Trends



F15. Population Projection, ACS

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 (ACS, 2023).

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.”**

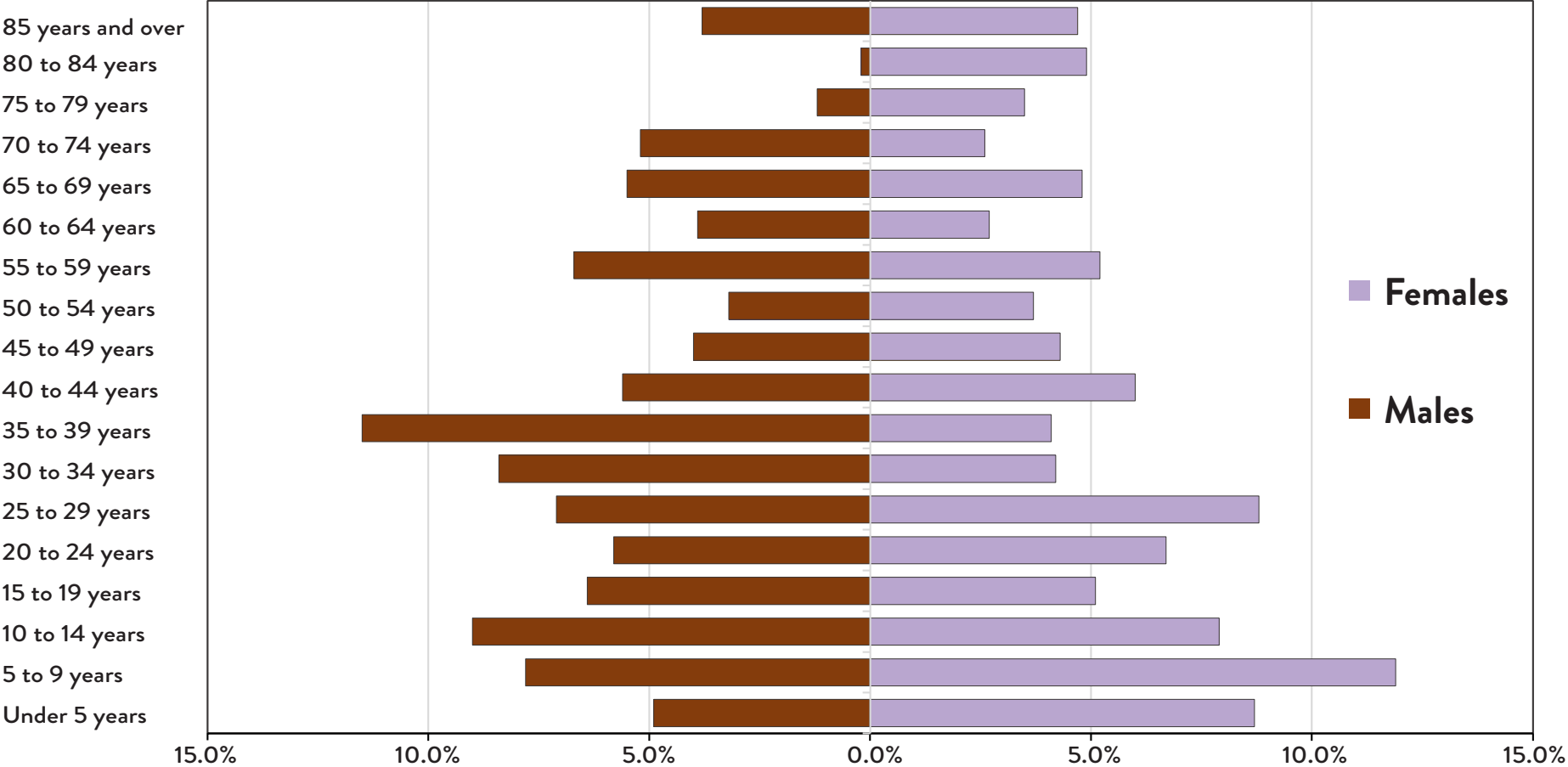
11% of residents identify as **“some other race”** alone.

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



F16. Population Pyramid, ACS 2023 5-Year Estimates, S0101 Age and Sex

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 earn 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)

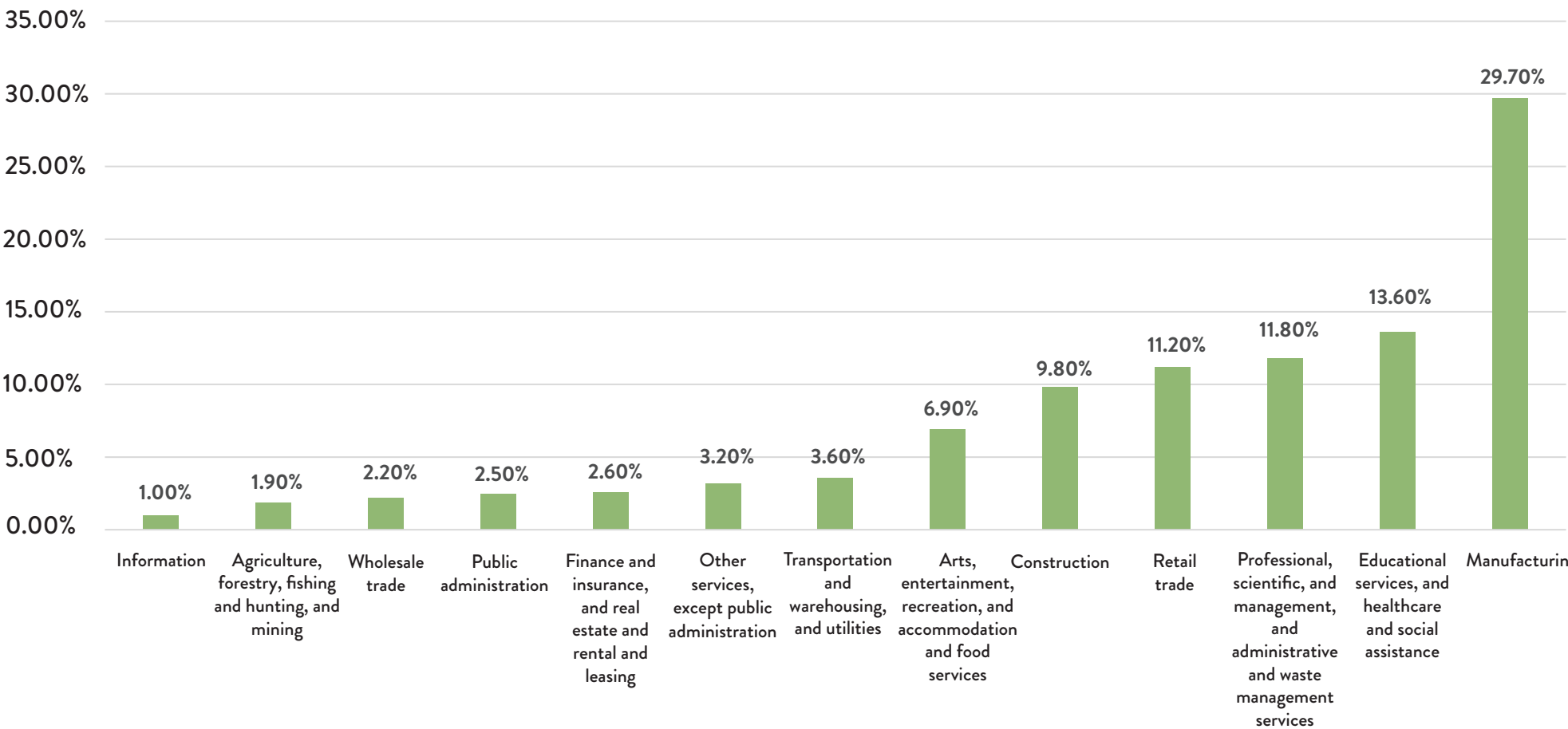
RETAIL TRADE: 11.2% (511 workers)

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



F17. Workforce Industry, ACS 2023 5-Year Estimates, DP03

Education

Educational attainment levels provide valuable insights about a community. They are often directly related 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.

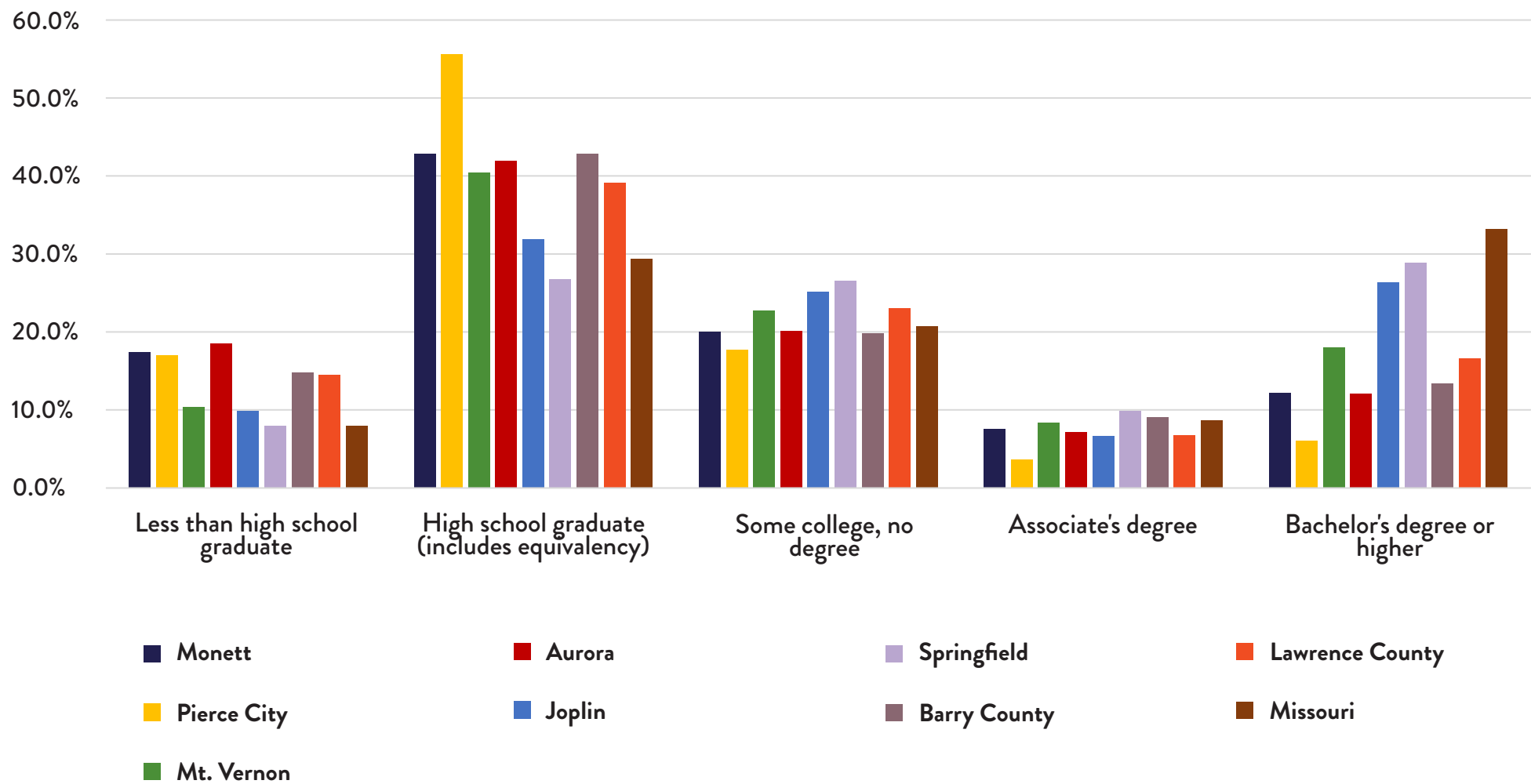
Monett places a strong emphasis on education. The city is served by the Monett R-1 School District, which includes Monett Early Childhood Center, Monett Elementary, Monett Intermediate School, Monett Middle School, and Monett High School. Together, these schools serve about 2,349 students and employ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

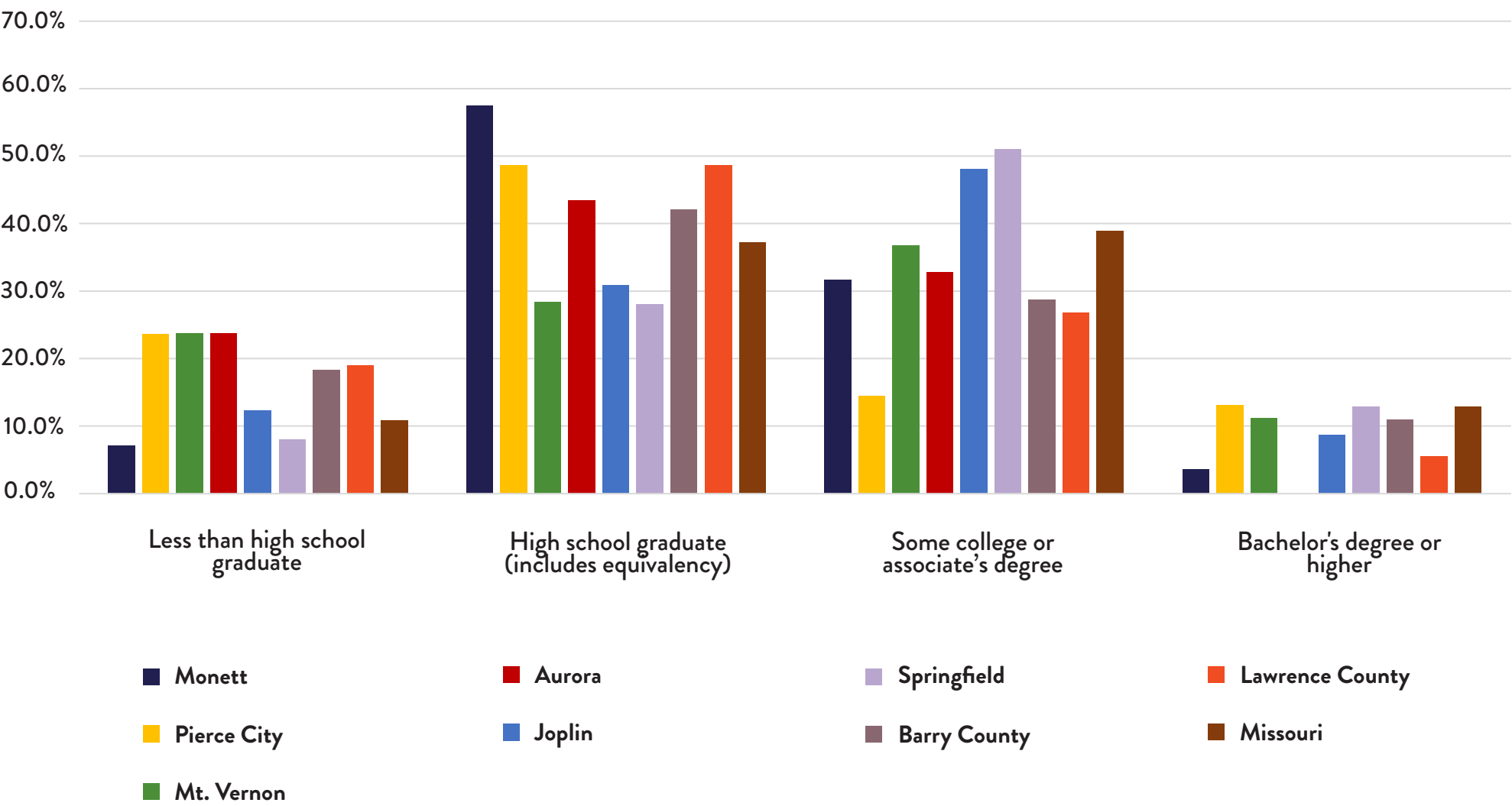
Overall, Monett has strong local schools and good access to career and technical training. As the economy changes, education trends will continue to play an important role in shaping the city's workforce and future growth.

Educational Attainment, Population 25 Years and Above



F18. Educational Attainment for Population 25 years and above, 2023 ACS 5 Year

Population 18 to 24 Years



F19. Educational Attainment for Population 18 to 24 years, 2023 ACS 5 Year

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.

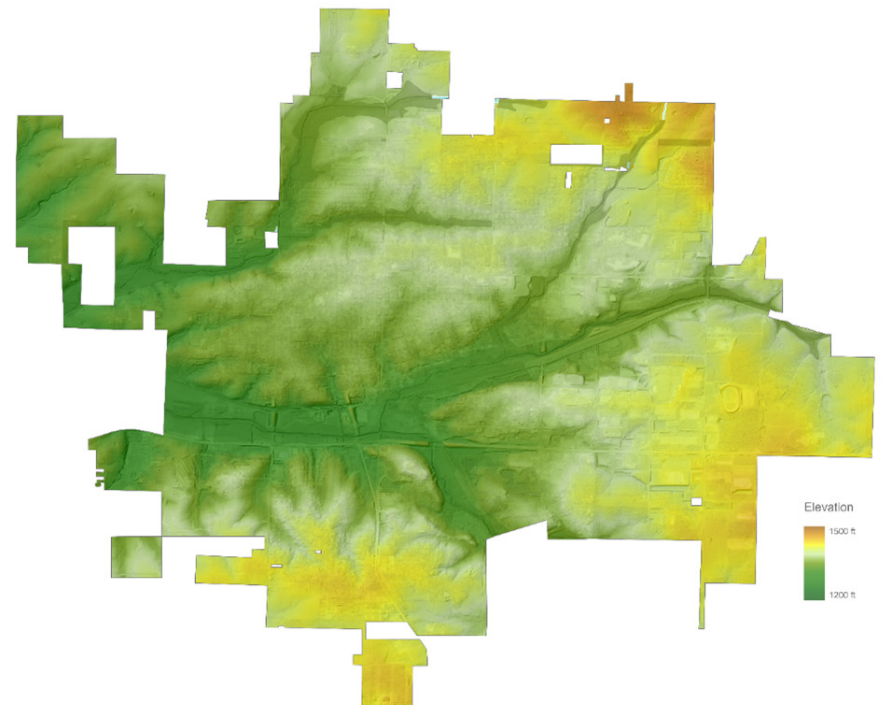
At the same time, natural features like hills, floodplains, and unstable soils can make development more difficult or expensive. Natural disasters such as floods, severe storms, or extreme heat can also affect where and how a city develops. As weather patterns change, these events are becoming more frequent 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.



F20. Topography and Climate Terrain Map

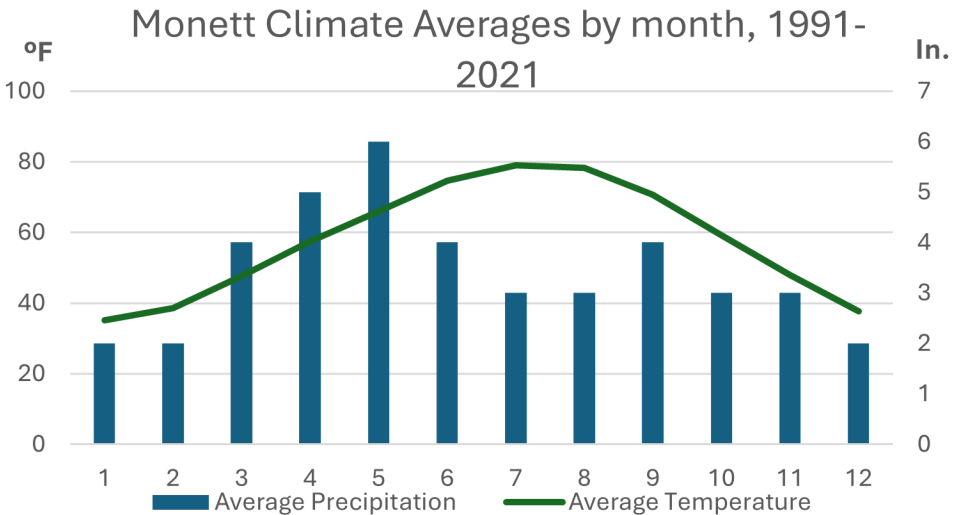
Monett is mostly flat, with some hills around the edges of the city. The terrain becomes hillier in the east, with low vertical relief from north to south. To the west, toward Pierce City, the land becomes flatter and gradually drops in elevation. Being within the Ozark Plateau, Monett sits higher than 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.



F21. Monett Climate Averages by month, 1991-2021 (Climate-Data.org, n.d.)

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.



F22. Close-up of hands holding nutrient-rich compost (Juanmt, 2025)



F23. Pond (Hughes, 2025)

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.

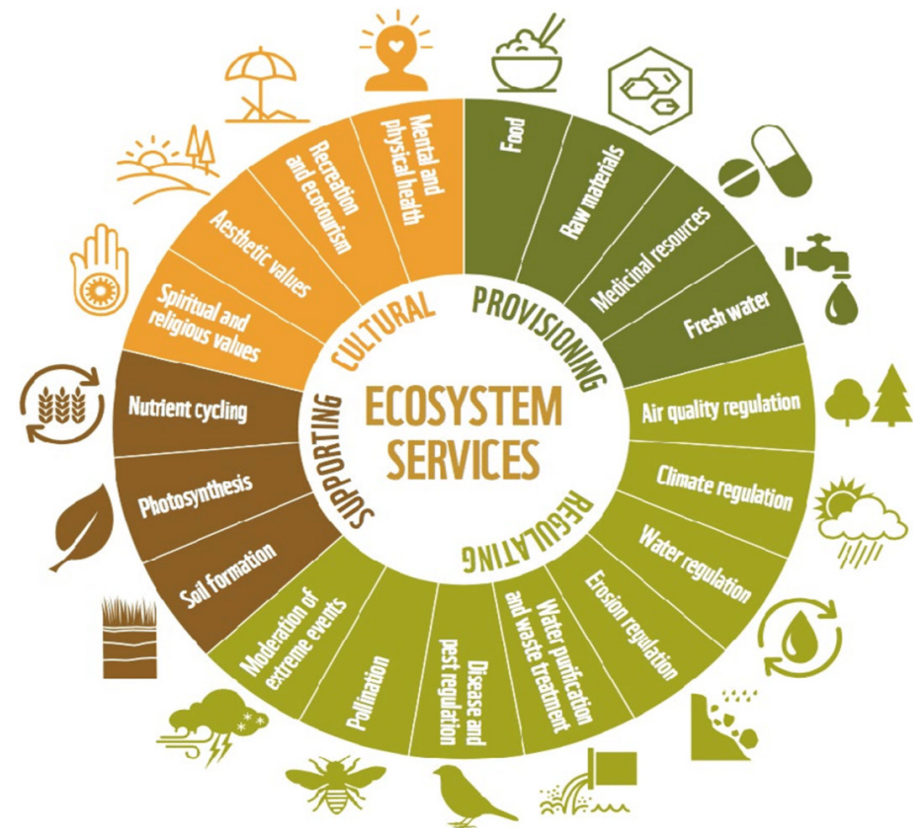
Kelly Creek and Clear Creek are Monett's main waterways. They help recharge groundwater that supports the public water system, provide habitat for wildlife, and offer recreation opportunities for residents.

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.



F24. The Four Types of Ecosystems Services and Examples (Cordova et al., 2019)

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.



F25. Serene forest stream flowing over moss-covered rocks, surrounded by lush greenery (Tsumuri, 2025)

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.



F26. Missouri Native Plant (Native Gardeners, n.d.)

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

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.

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.



F27. Flood Management Map (SMCOG, 2025)

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.



03 LAND USE

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.

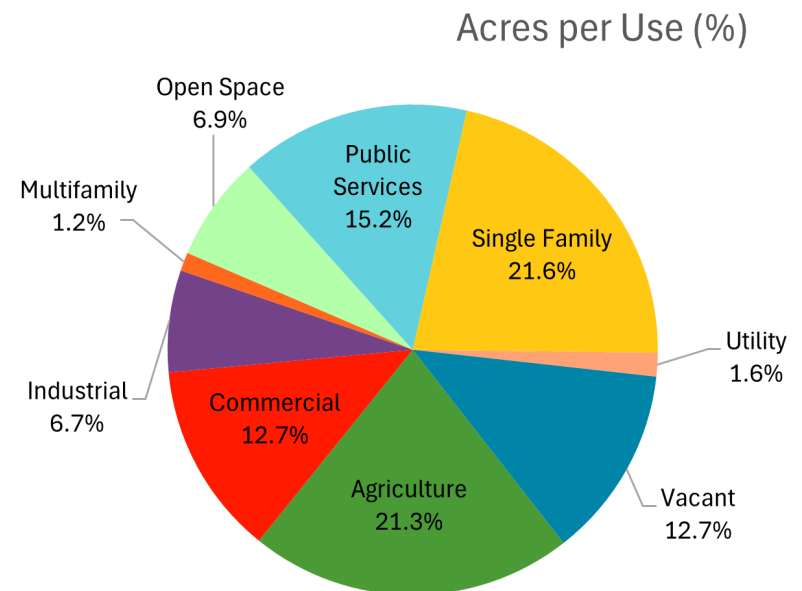
Future Land Use is the culmination of all the chapters, goals, and objectives identified throughout the Comprehensive Plan. It represents the anticipated growth and development of the city, using the assessment of its needs. The development of Future Land Use is a collaborative process that draws from 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.



F28. Existing Land Use Categories Pie Chart (SMCOG, 2025)

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.

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.

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.

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.

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.

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

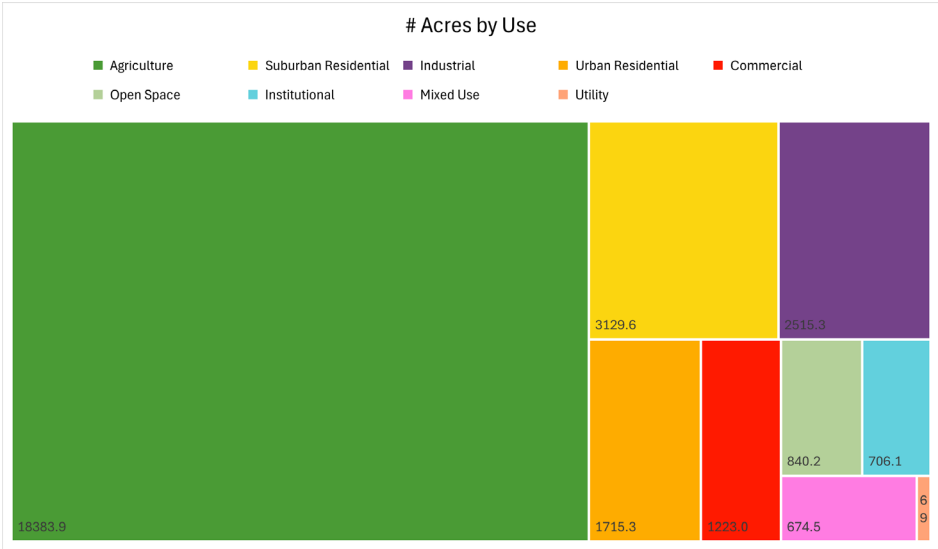
Utility parcels are designated for properties with public or private utility infrastructure, including water supply systems, waste management systems, power distribution networks, and telecommunications infrastructure. Utility and infrastructure land uses in Monett have a total area of 90 acres across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

Parks and Open Space

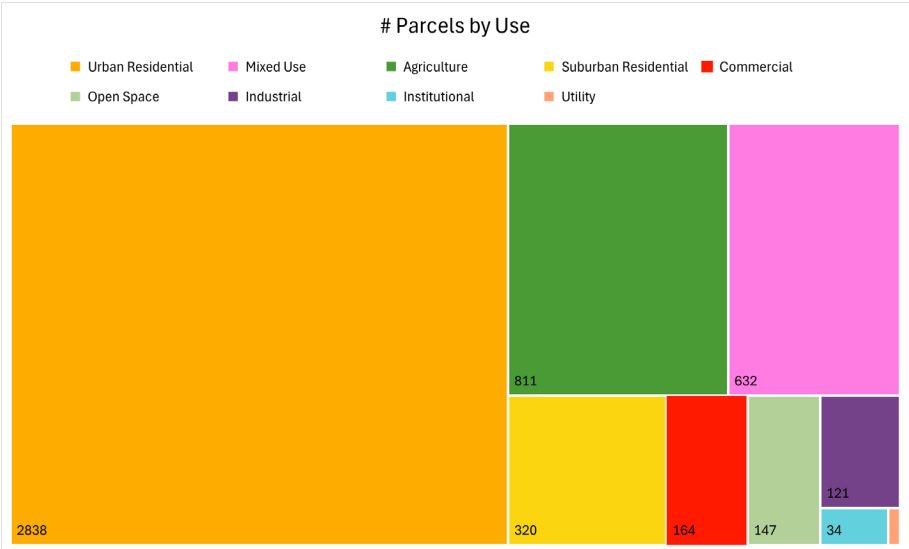
Parks and open space land uses are areas with low-intensity development and green space. The primary purposes of these lots are recreation, conservation, and property owned by the City of Monett that is currently vacant. Parks and open space have a total area of 389 acres between 16 parcels, comprising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



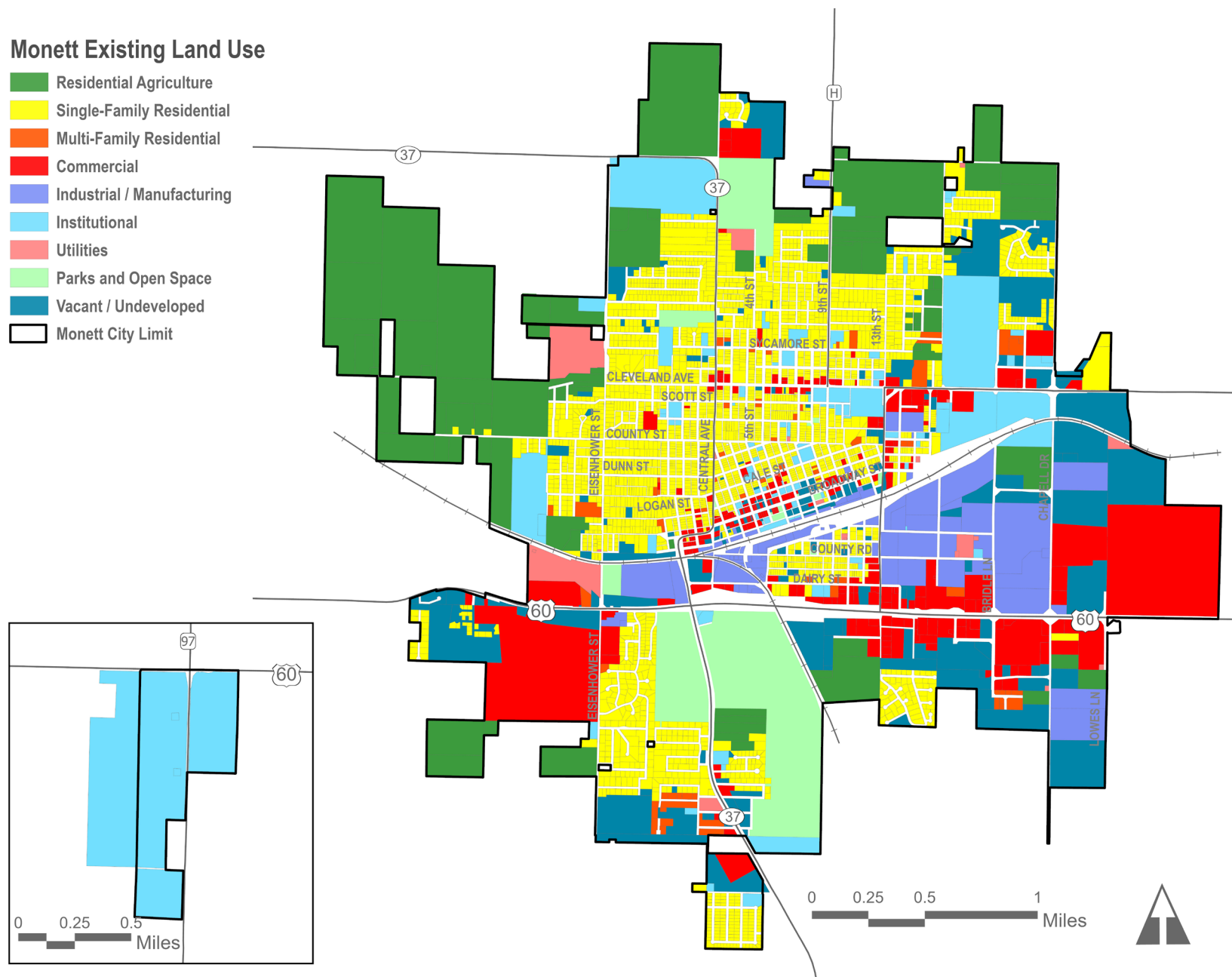
F29. ELU, Acres by Use Map (SMCOG, 2025)



F30. ELU, Parcels by Use Map (SMCOG, 2025)

Monett Existing Land Use

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



F31. Monett Existing Land Use Map (SMCOG, 2025)

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.

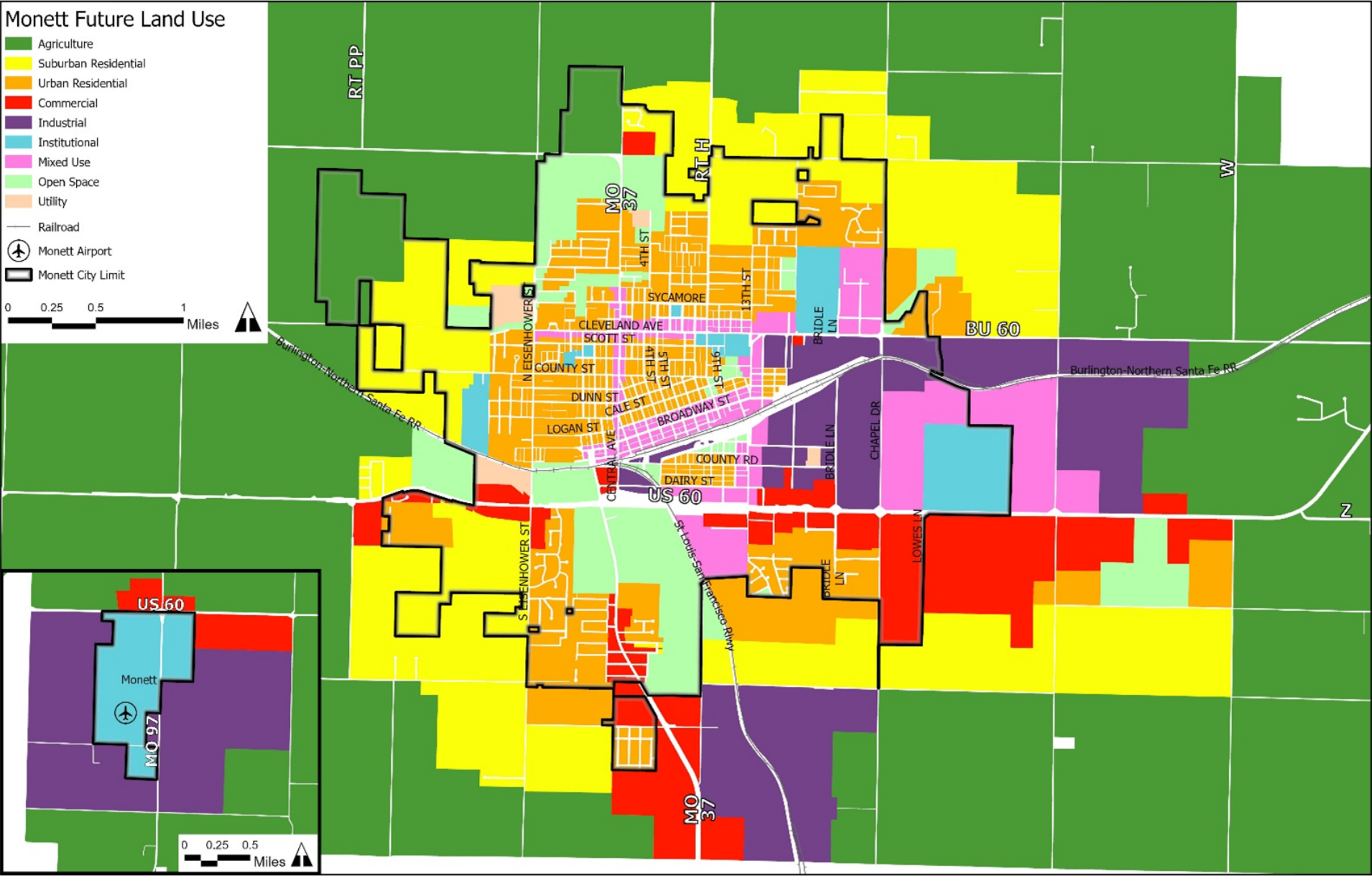
Institutional

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



F32. Monett Future Land Use Map (SMCOG, 2025)

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 3

Revise zoning requirements for businesses to remove barriers to development.

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 4

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

LAND USE

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.

LAND USE

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.

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.

Strategy 2

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

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.

LAND USE

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.

LAND USE

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**



F33. Serene view of tall grass (Volk, 2020)



F34. Vibrant cardinal flowers (Chris F, 2022)



F35. Tall pine trees (Damir K, 2023)



F36. Nature scene (Maslov, 2021)

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, flooding needs 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.



F37. A tractor operates on a rural farm (Dumala, 2024)



F38. Monett Playground (Hughes, 2025)



F39. Picnic Area (Hughes, 2025)



04 HOUSING

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%**

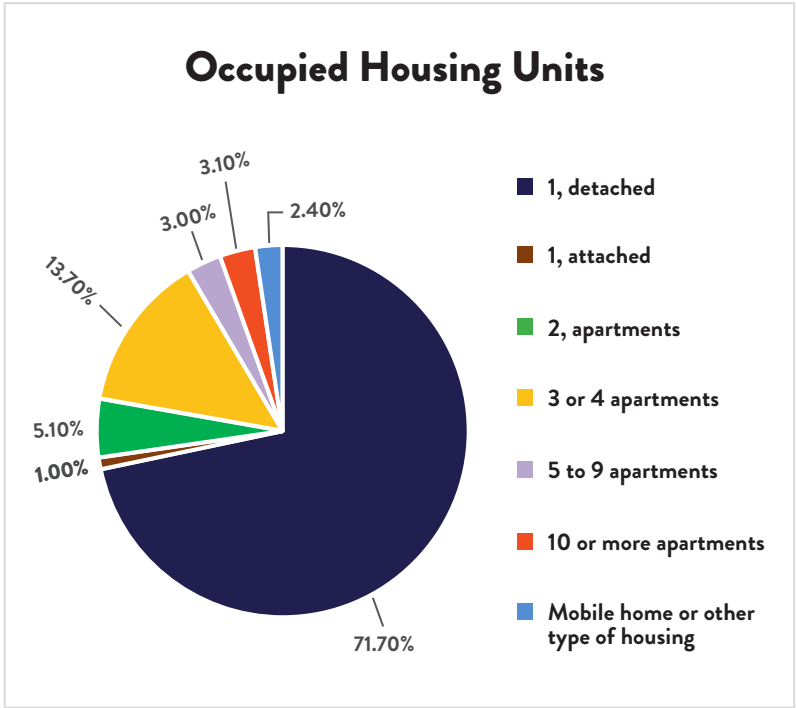
RENTER OCCUPIED UNITS: **47%**

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

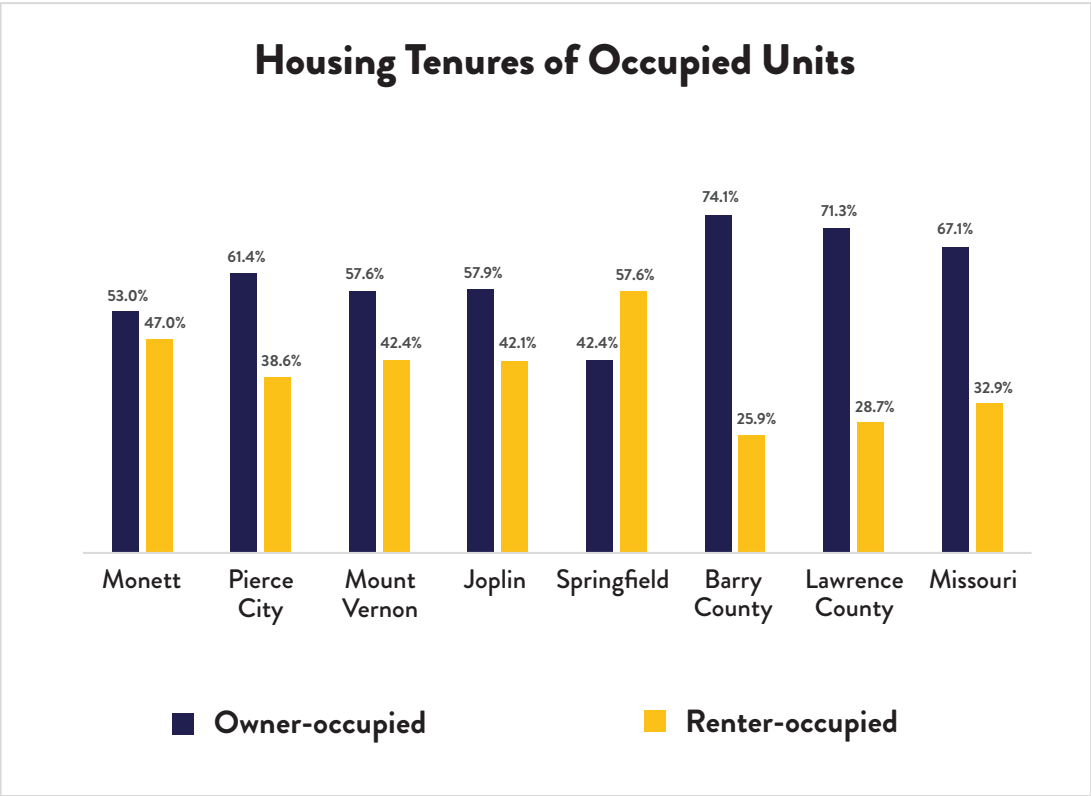
○ MEDIAN MONTHLY RENT
COSTS: **\$862**

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.



F40. Occupied Housing Units, ACS 2023 5-Year Estimates, S2504



F41. Households and Families: Comparative Housing Tenure, ACS 2023 5-Year Estimate, S1101

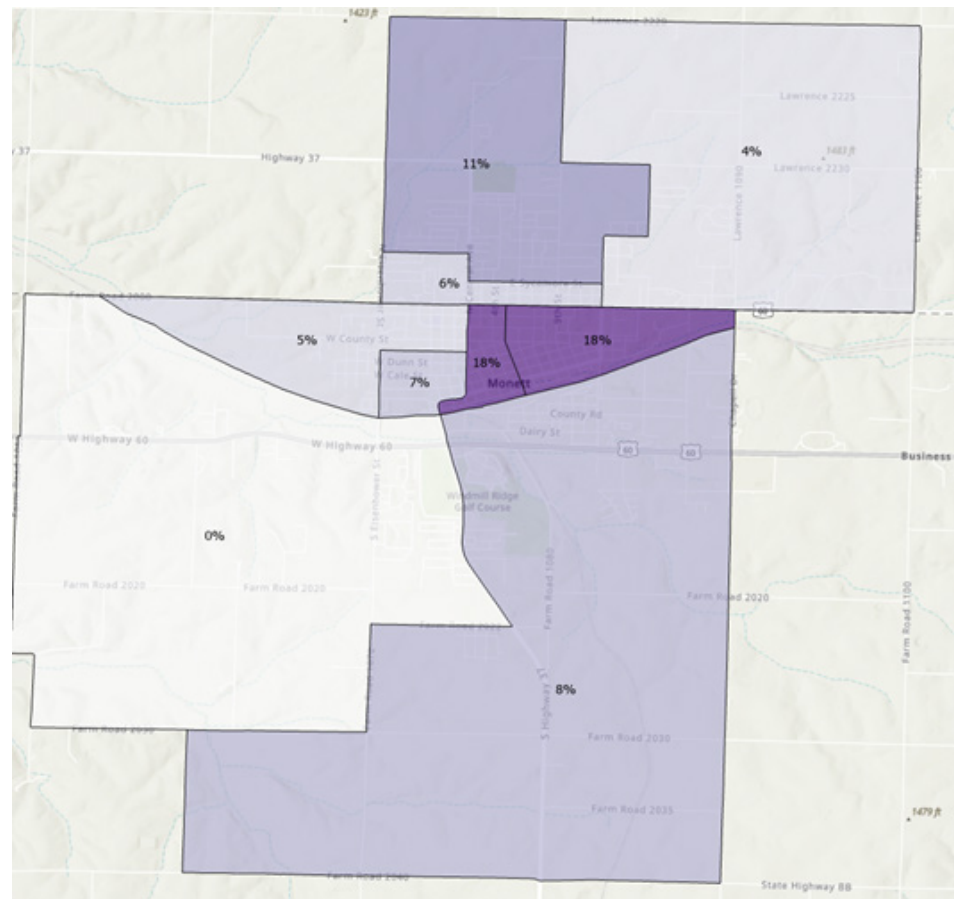
When developing housing, it is necessary to understand housing trends for both tenure and units per structure to create a diverse housing stock that is affordable, desirable, and meets the diverse needs of Monett residents.

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.



F42. Housing Vacancy Map

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 SPEND

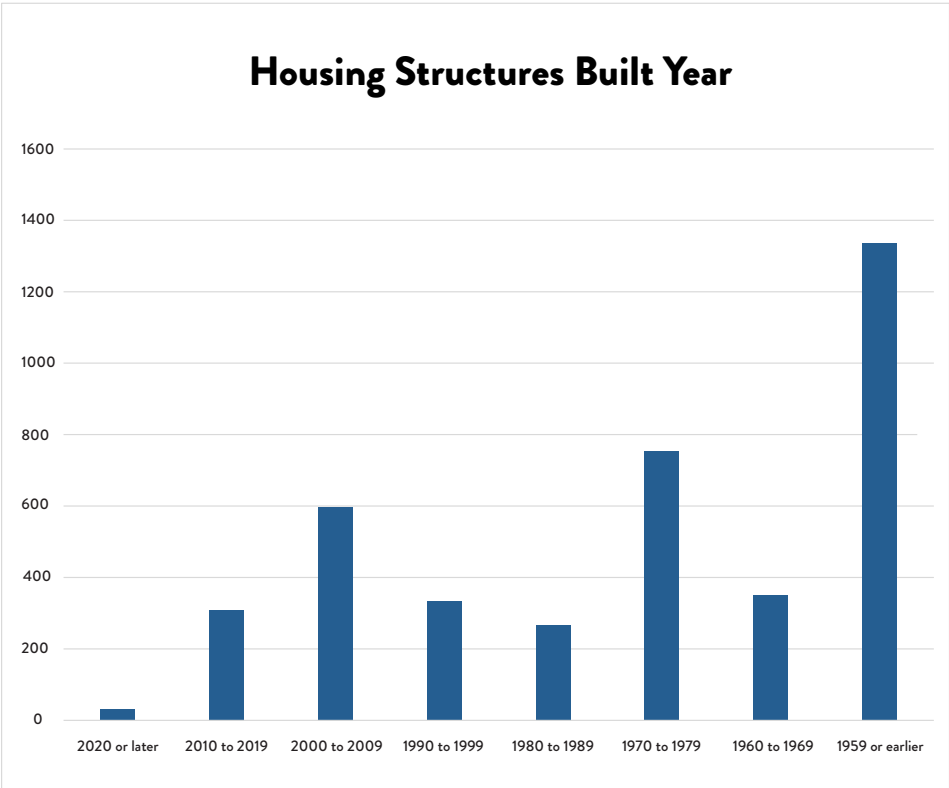
30%

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.



F43. Selected Housing Characteristics: Structure Built Year, ACS 2023 5-Year Estimates, DP04

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.

HOUSING

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, or 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 developments 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, and 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.



05 TRANSPORTATION

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.



F44. Highway 60 Monett-MO Aerial View (LoopNet, 2023)

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

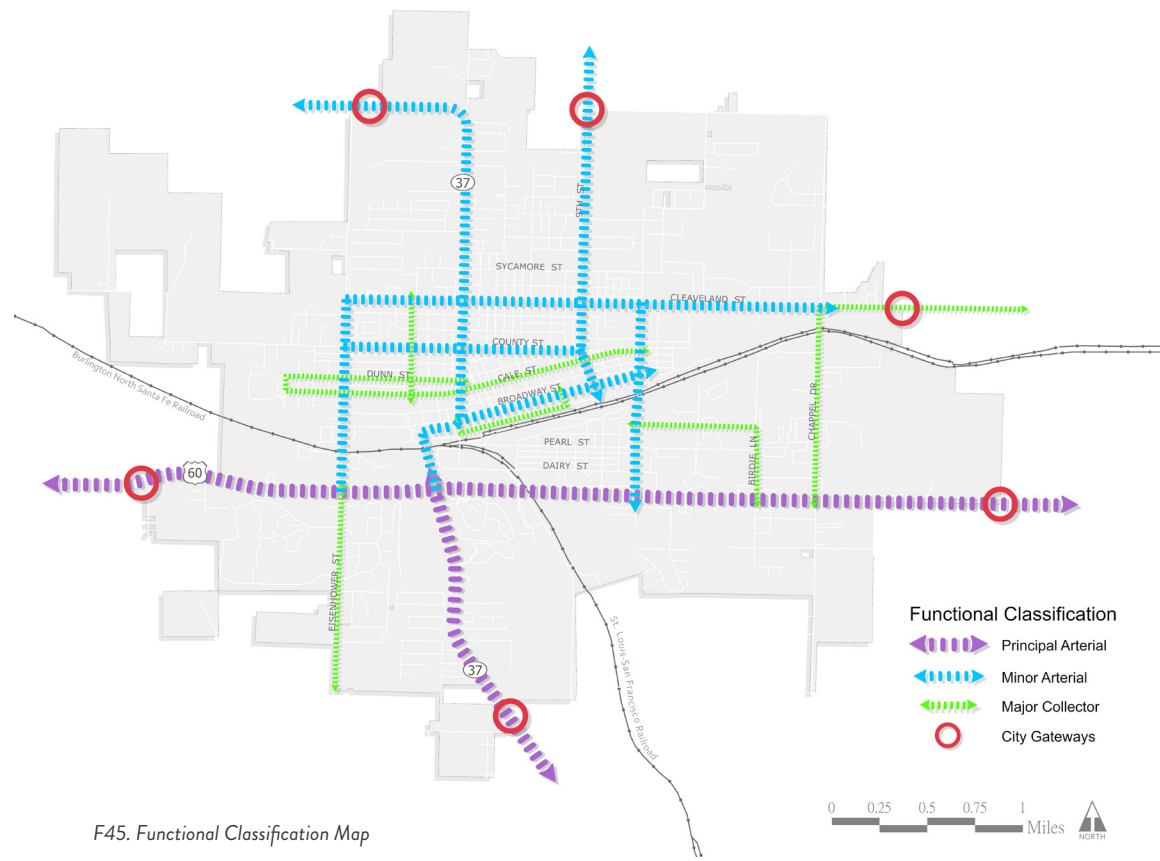
Local roads account for the largest percentage of all roadways in terms of mileage. The primary purpose of these roads is to provide access between neighborhoods, schools, parks, and roads of higher functional classification; they are intended for low-speed, short-distance travel. Local roads are often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

Gateways

Gateways are identified as key points on a highly trafficked road that grant 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.

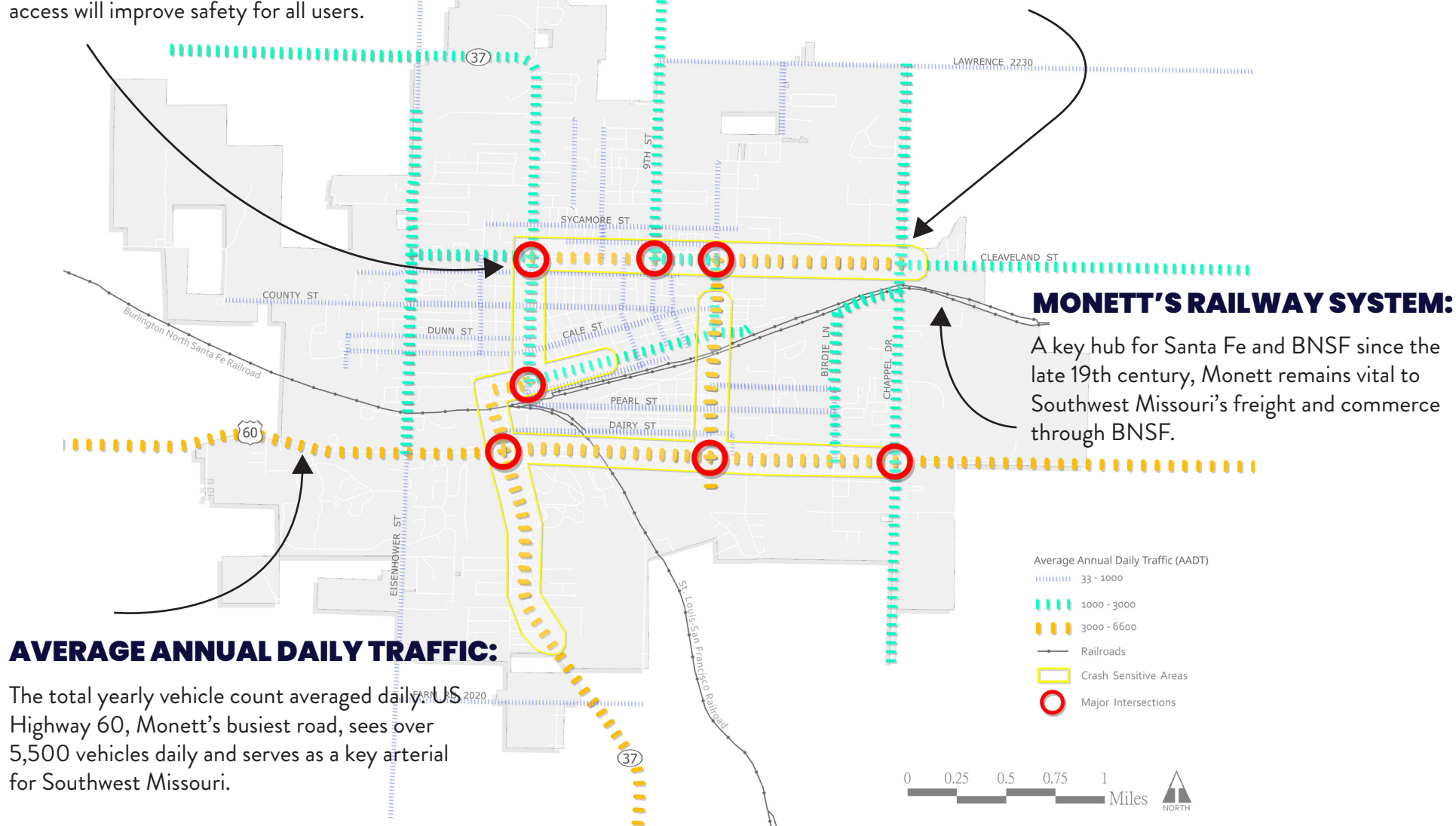


INTERSECTION IMPROVEMENT:

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.



F46. Connectivity and Safety Map

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 SMCOG 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 multi-modal 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.

TRANSPORTATION

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



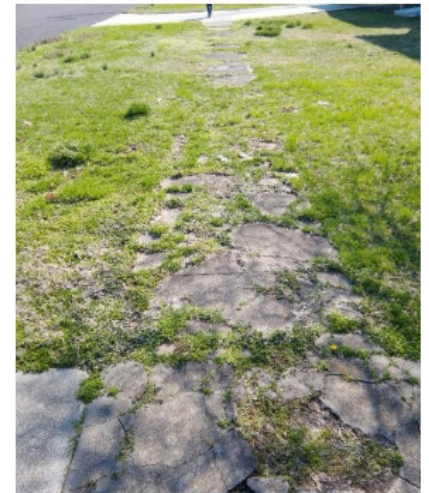
F47. A "good" sidewalk located along Eisenhower St. (Southwest Missouri Council of Governments, 2019)

FAIR



F48. A "fair" sidewalk on east Bond St. (Southwest Missouri Council of Governments, 2019)

POOR



F49. A "poor" sidewalk located near the intersection of Park and Fifth St. (Southwest Missouri Council of Governments, 2019)



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

F50. The League of American Bicyclists Logo (Youth Cycling Coalition, n.d.)



peopleforbikes

F52. People for Bike Logo (PeopleForBikes, n.d.)



F53. Ozark Greenways Logo (Ozark Greenways, n.d.)



COALITION
FOR
CYCLIST SAFETY

F51. Coalition for Cyclist Safety Logo (Coalition for Cyclist Safety, n.d.)

TRANSPORTATION

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**



F54. Bike Trail

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 multi-modal transportation system.

Strategy 1

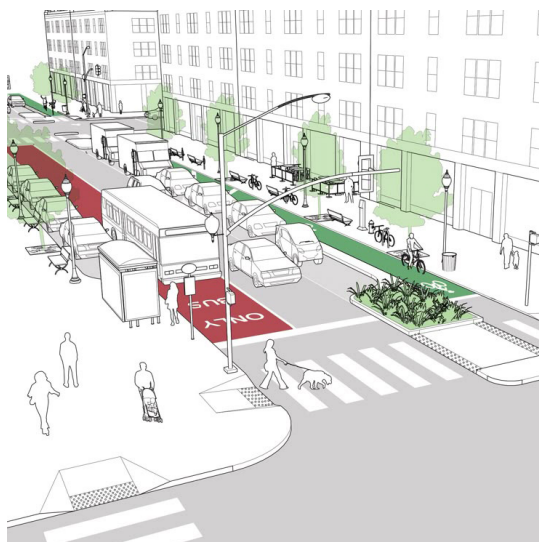
Require all street design and transportation improvement projects to accommodate users of all abilities and transportation modes.

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.



F55. Design Guide to Rethink Streets (National Association of City Transportation Officials, 2026)

THE 2018 COMPLETE STREETS POLICY AIMS TO MAKE MONETT 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.

TRANSPORTATION

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.

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.

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.



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.

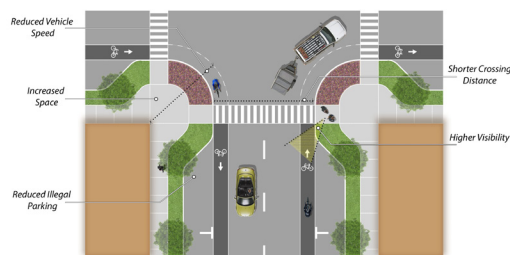
Strategy 1

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



F56. Curb Extensions Example (City of Eugene, n.d.)

• SPEED BUMPS



F57. Cyclist Encountering Speed Bump (Federal Highway Administration, n.d.)

• RAISED CROSSWALKS



F58. Raised Crosswalk (Federal Highway Administration, n.d.)



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.

Strategy 2

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

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.



F59. Monett Elementary School (Hughes, 2025)

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 multi-modal 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, Chapell Drive) to allow for more efficient access to U.S. Route 60 and further optimize freight traffic flow in and around Monett.

TRANSPORTATION

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 multi-modal 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 Chapell 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 Chapell Drive should also be considered, which would help to reduce both private and commercial traffic throughout Monett's road network.



F60. Public Projects and Public Infrastructure and Investments (BNSF Railway, n.d.)



F61. Go Rail Missouri (GoRail, n.d.)



F62. Monett Pride and Progress Billboard (Hughes, 2025)



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.

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.

Strategy 2

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



F63. Monett Regional Airport Logo (City of Monett, n.d.)



F64. Inside Monett's Regional Airport (City of Monett, n.d.)

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"

F65. SMCOG Slogan

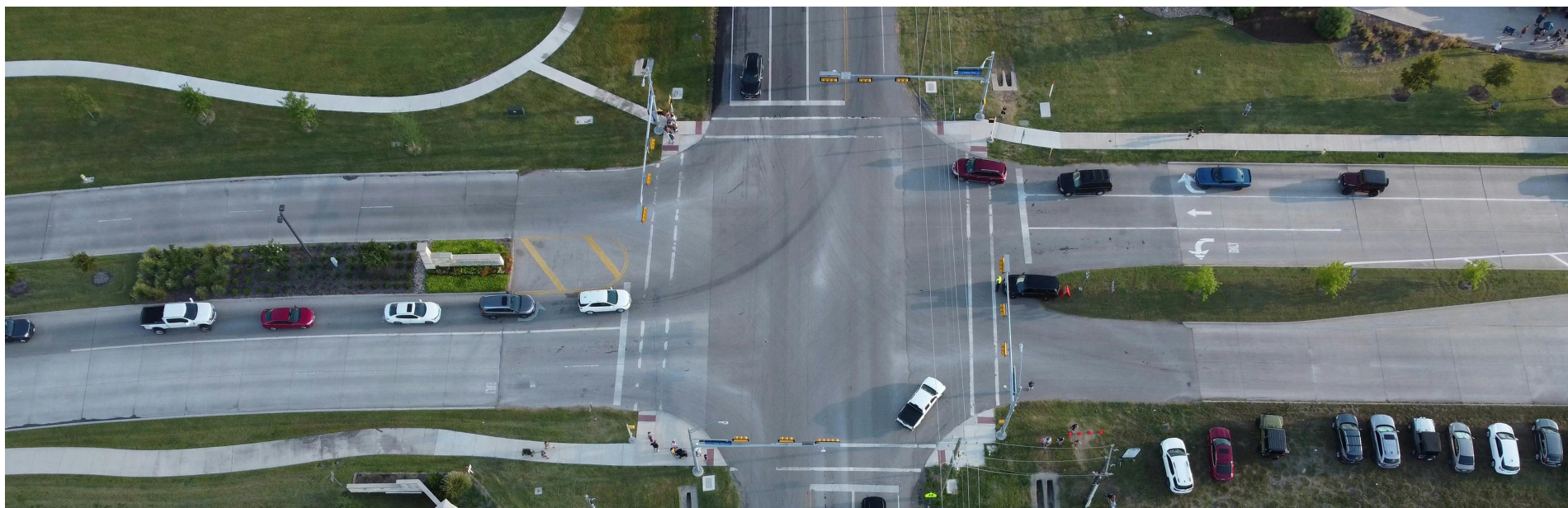


Objective 2: Expand partnerships with public and private entities to fund and implement key projects.

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.



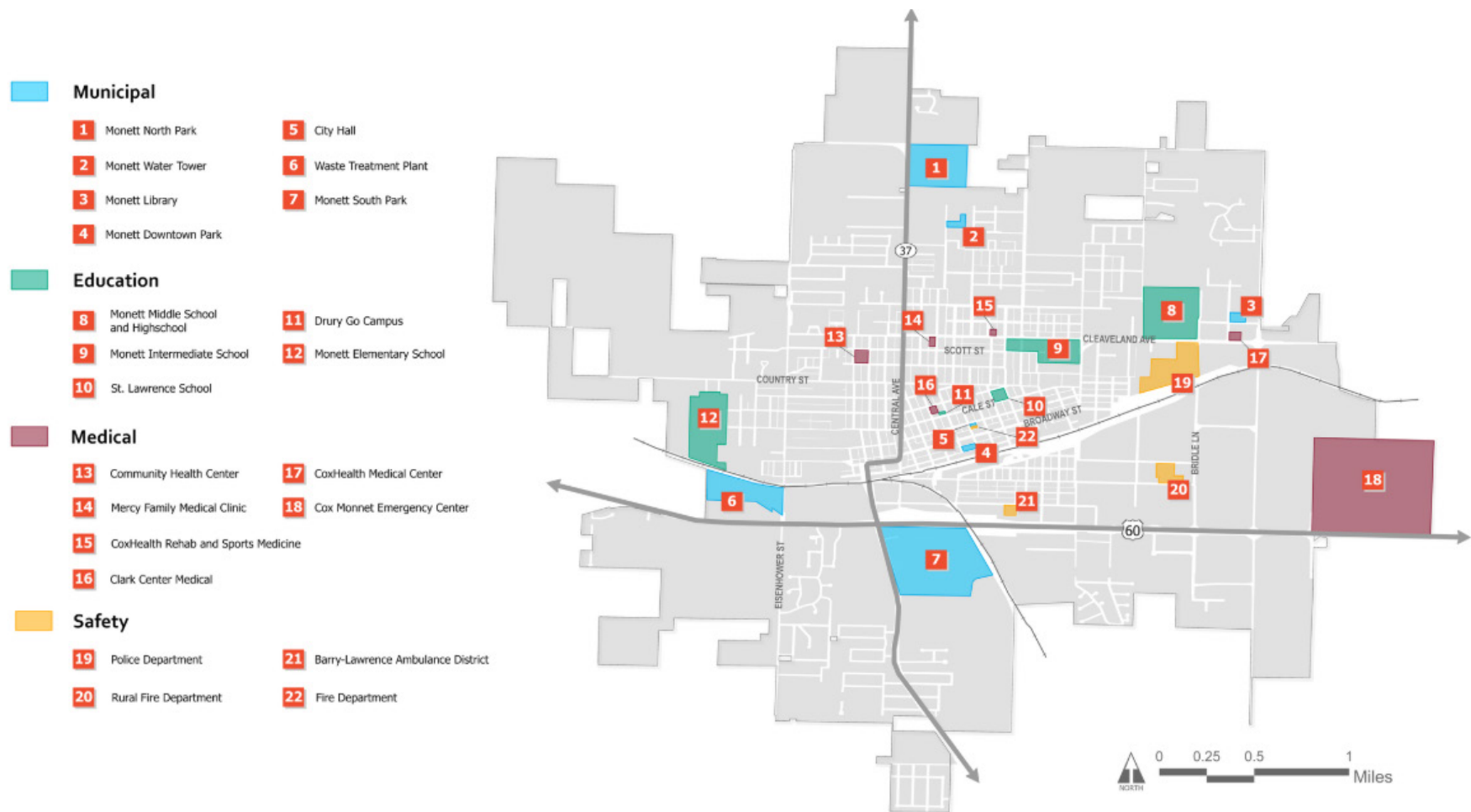
F66. Aerial shot of a busy intersection (Viktoria B, 2021)



06 COMMUNITY FACILITIES AND SERVICES

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.



F67. Community Facilities and Services Overview Map

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 6,000-foot by 100-foot concrete surface runway with a 5,000-foot by 75-foot parallel taxiway, a 2,400 square foot terminal building, and nearly 64,500 square foot 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.

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.

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.

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.

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.

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.



F68. Stormwater Infrastructure (Pexels, 2025)



F69. Wetland landscape (Lach, 2021)



F70. Green Roof (Florinel Condruz, 2022)



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 northern 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 Monett's 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



F71. Aerial View of Monett North Park (City of Monett, n.d.)

2. SOUTH PARK



F72. Monett South Park (Waymarking.com, n.d.)

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.



F73. Monett water tower (Hughes, 2025)

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.



F74. Monett Cubs Logo (Monett R-1 School District, 2021)

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.

COMMUNITY FACILITIES AND SERVICES

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. 76). 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.



F75. Clean Streets Initiative (Clean Green Springfield, 2026)



F76. Fall Landscape

§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.



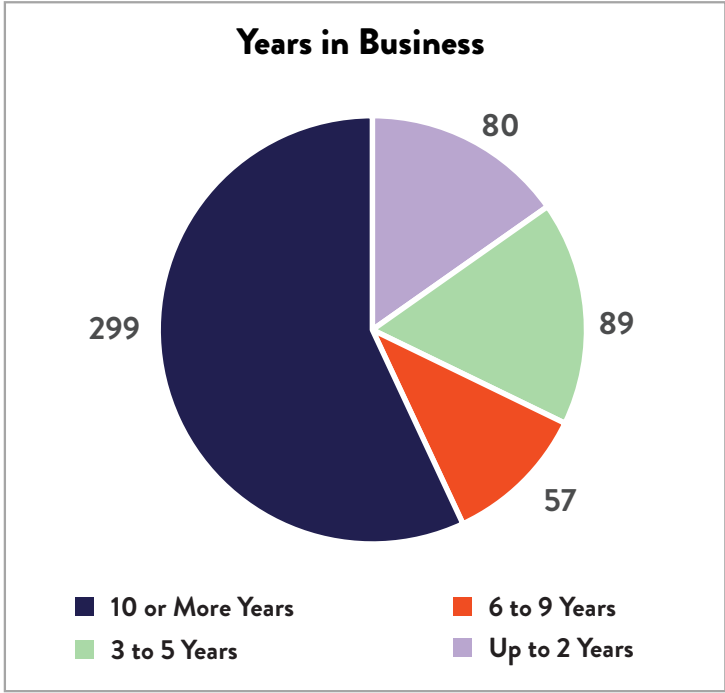
F77. U.S Air Force Plane at South Park U.S Air Force Plane at South Park (Hughes, 2025)



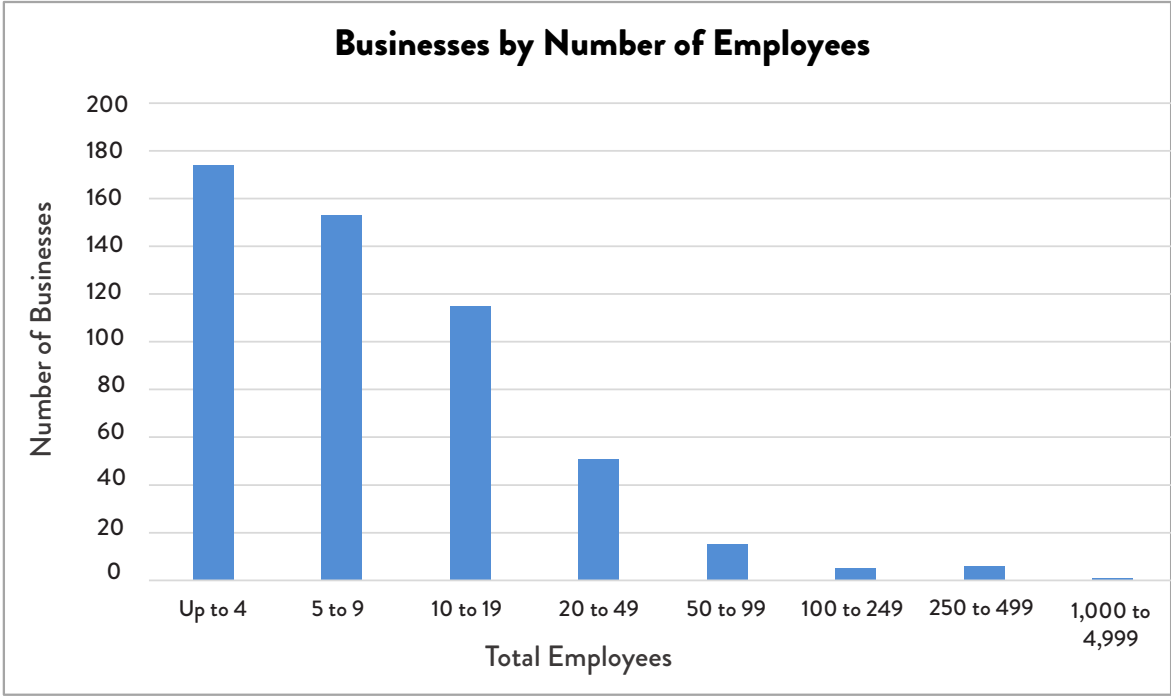
07 ECONOMIC DEVELOPMENT

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.



F78. Years In Business Pie Chart, Lightcast



F79. Businesses by Number of Employees Graph, Lightcast

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 RESELLERS: \$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.

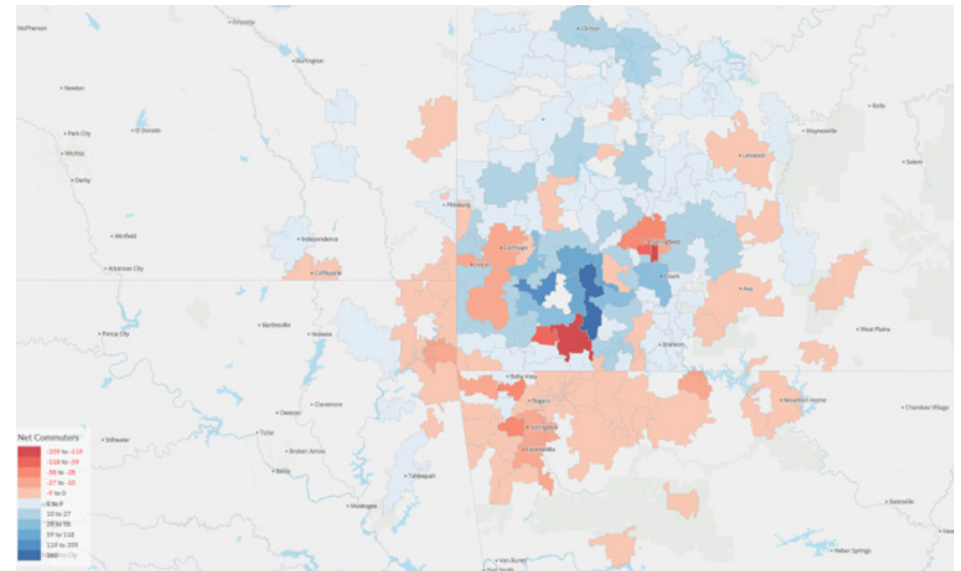
EMPLOYMENT AND WORKFORCE CHARACTERISTICS

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.



F80. Net Commuters Map (Lightcast, 2025)

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.

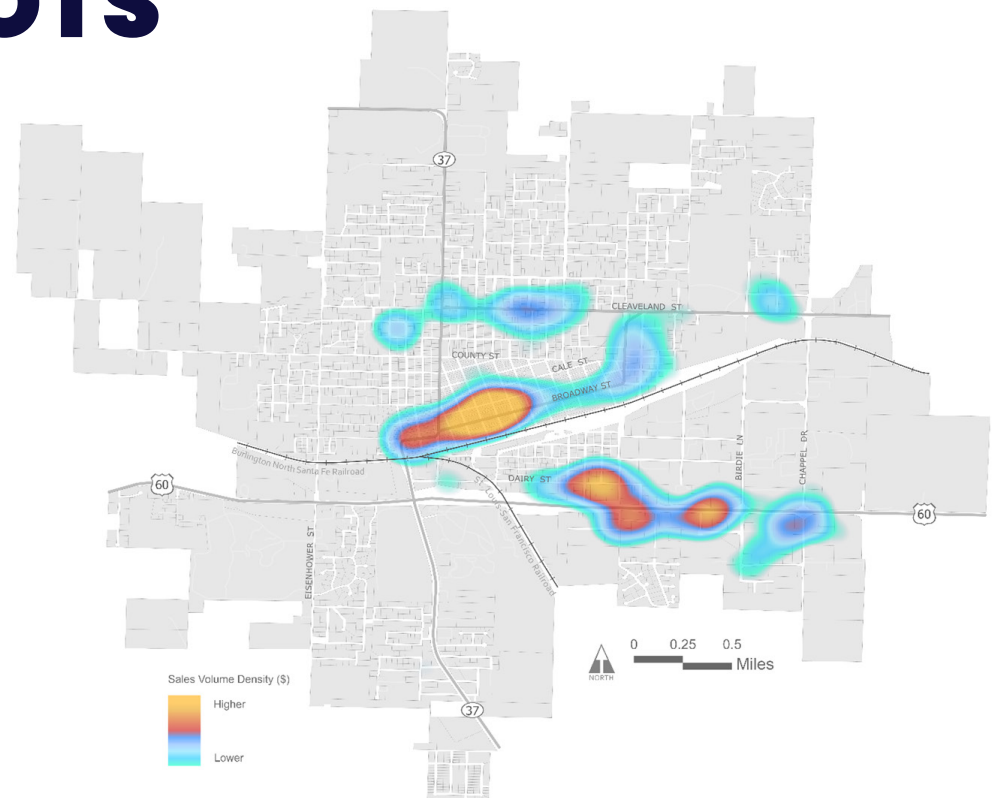
The lowest numbers of net commuters are in the broader region, with around -283 net commuters in the Springfield area. This is due to the more diverse economic opportunities of the city, especially outside of the manufacturing sector. However, Cassville, a city in the local region, also has low net commuters 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.



F81. Sales Volume Density in Monett (Lightcast, 2025)

ECONOMIC DEVELOPMENT

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.

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.



F82. Monett Area Chamber of Commerce Logo (City of Monett, n.d.)



F83. SWI Industrial Solutions, Monett Facility (SWI Industrial Solutions, n.d.)

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.



F84. Monett Pride and Progress Logo (City of Monett, n.d.)

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 multi-modal freight assets.

Strategy 3

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

ECONOMIC DEVELOPMENT

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 multi-modal 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 SMCOCG 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 SMOG 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. SMOG and other agencies can offer grant writing assistance, if needed.



COMMUNITY FOUNDATION *of the* OZARKS

F85. Community Foundation of the Ozarks Logo (Community Foundation of the Ozarks, n.d.)



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.



F86. Downtown Monett Mural (Hughes, 2025)



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.



F87. Monett Mainstreet Logo (Monett Main Street, n.d.)

Strategy 2

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

08 IMPLEMENTATION

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.	L	Strategy 1: Consult the FLU map when reviewing new developments to ensure that it aligns with proper development patterns.	X	X			X		
		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.	X	X			X		
		Strategy 3: Revise zoning requirements for businesses to remove barriers to development.	X	X			X		
		Strategy 4: Create a Conditional/Special Use section for zoning districts, allowing a wider variety of uses while still controlling development.	X	X			X		
Objective 2: Improve feasibility of infill development through improvements to infrastructure.	L	Strategy 1: Highlight development in areas where infrastructure already exists.	X				X		
		Strategy 2: Work with an engineering firm to develop a master infrastructure plan and conduct a capacity study for current infrastructure.	X		X		X	General Fund	
		Strategy 3: Plan for adequate infrastructure capacity in areas where development is likely to occur, supporting both public and private development.	X	X			X	General Fund, Electric Fund, Water Fund, Sewer Fund	Capital Improvements Sales Tax, Economic Development Sales Tax
Objective 3: Evaluate prime areas within the city for specific types of development.	M	Strategy 1: Target development for new restaurants, convenience stores, and other retail, as emphasized by the economic development focus group.	X	X			X		
		Strategy 2: Ensure that business development is compatible with and complements surrounding land uses.	X	X			X		
Objective 4: Proactively analyze land adjacent to city limits to determine suitability for future annexation and sustainable development.	L	Strategy 1: Identify and evaluate land separately for residential, agricultural, commercial, and industrial expansion.	X	X			X		
		Strategy 2: Assess infrastructure needs for developable land, including potential pumping stations and related system upgrades.	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			
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.	M	Strategy 1: Prepare a fiscal impact analysis to evaluate feasibility of funding and incentive options.	X		X		X			
		Strategy 2: Pursue funding through HUD HOME, CDBG, and other programs for housing renovation or demolition/reconstruction.	X		X		X		HUD HOME, CDBG	
		Strategy 3: Utilize the TIF districts for improvement and redevelopment opportunities.	X	X	X	X	X	TIF Funds		
Objective 2: Create special policies, incentives, and programs to reduce vacancies and renovate or redevelop dilapidated structures.	H	Strategy 1: Create a registry to inventory vacant properties and introduce vacancy fees to disincentivize long-term vacancy.	X				X			
		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.	X		X	X	X			
		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.	X		X		X			
		Strategy 4: Review zoning regulations and revise, if necessary, to ensure diverse housing options are permitted on vacant residential lots.	X	X			X			
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.	H	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.	X	X		X	X		US Dept of Agriculture - ACEP	
		Strategy 2: Consider cluster development in new residential developments to create green spaces within residential neighborhoods while allowing for more housing per acre.	X	X			X			
		Strategy 3: Prioritize green space and greenways along commercial corridors to maintain an appealing entrance to the city.	X			X	X	General Fund, Transportation Sales Tax		
Objective 2: Create and maintain green space to support the city's environmental health, promote walkability, and enhance its visual appeal.	H	Strategy 1: Introduce pocket parks or neighborhood parks in developed areas, addressing gaps between existing parks.	X		X	X	X	General Fund	CDBG	
		Strategy 2: Become a Tree City USA to promote Monett's urban forest and educate the community.	X		X		X			
Objective 3: Consider potential environmental and health hazards when assessing options for future land use.	H	Strategy 1: Address industrial odors and other nuisances from major developments through code enforcement and buffer zones.	X	X			X			
		Strategy 2: Engage the Monett Economic Development Committee to lead and facilitate the actions to mitigate environmental challenges.	X		X		X			
		Strategy 3: Address downtown flooding issues and ensure all steps are being taken to prevent future flooding.	X		X	X	X		MO DNR - Clean Water State Revolving Fund	
		Strategy 4: Ensure that building codes are resilient to potential hazards such as flooding, sinkholes, and tornadoes.	X	X			X			
		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.	X	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	
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.	M	Strategy 1: Partner with local employers to identify opportunities for workforce housing.			X	X	X		
		Strategy 2: Work with property management companies to identify and create affordable rental options.			X	X	X		
		Strategy 3: Provide incentives to multi-family housing developers to offer attainable units for low-income tenants.	X				X	HUD LIHTC, CDBG	
		Strategy 4: Engage local developers to identify land suitable for medium-density housing such as low-rise apartments, duplexes, and townhouses.	X	X		X	X		
Objective 2: Increase the accessibility of existing housing opportunities and programs.	L	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	X	HUD HCV Program	
		Strategy 2: Market developable lands and available property through online resources such as interactive maps.	X	X	X	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.	H	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		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.	M	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	LWCF Grants	
		Strategy 3: Amend subdivision platting regulations to require developers to provide certain neighborhood amenities like sidewalks and open space.	X	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.	L	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.	L	Strategy 1: Develop new incentives to attract multi-family housing development such as condominiums, townhouses, duplexes, or apartments to retain and attract residents.	X				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		X		
Objective 3: Promote awareness and community acceptance of missing middle housing options.	L	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 multi-modal 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.	H	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	General Fund, Transportation Sales Tax		
		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	General Fund, Transportation Sales Tax	U.S. Department of Transportation - ATIIIP MODOT - TAP	
		Strategy 3: Develop a priority list for sidewalk and pedestrian improvements, ADA improvements, and connectivity improvements.	X		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.	M	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	General Fund, Transportation Sales Tax, Park Sales Tax		
		Strategy 3: Conduct a traffic study to identify streets suitable for bike lanes.			X		X	General Fund, Transportation Sales Tax	U.S. Department of Transportation - ATIIIP	
		Strategy 4: Apply for funding to plan and implement new bicycle infrastructure.	X		X		X		U.S. Department of Transportation - ATIIIP	
Objective 3: Fully implement the 2018 Complete Streets policy to create a well-planned, interconnected multi-modal transportation system.	M	Strategy 1: Require all street design and transportation improvement projects to accommodate users of all abilities and transportation modes.	X	X			X		Federal Highway Administration - STBG	
		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			X			
Objective 4: Identify and support opportunities for public transportation.	L	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		Federal Transit Administration - Grants for Rural Areas	
		Strategy 2: Promote and encourage employer-provided transportation for the workforce.	X		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			General Fund, Transportation Sales Tax	Federal Transit Administration - Grants for Buses Federal Transit Administration - Integrated Mobility	
Goal 2: Maintain and enhance the current road network.										
Objective 1: Update the citywide transportation plan.	L	Strategy 1: Partner with consultants, nonprofit organizations, or universities to develop the plan.	X	X	X	X	X	General Fund, Transportation Sales Tax	MODOT - TEAP	
		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			
Objective 2: Prioritize maintenance of existing roads to improve current conditions.	H	Strategy 1: Create a centralized database to document and track all road maintenance and improvement projects.			X		X			
		Strategy 2: Utilize the pavement management plan and continue to assess budget for repairs and ensure adequate funding.	X				X	General Fund, Transportation Sales Tax		

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.	L	Strategy 1: Utilize traffic study data to identify areas where traffic-calming measures can be implemented.	X				X		U.S. Department of Transportation - FHWA
		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		MODOT - TAP
Objective 4: Collaborate with Lawrence and Barry County road commissions to improve connectivity.	L	Strategy 1: Identify roads within or near city limits that would improve connectivity if acquired or improved.	X	X			X	General Fund, Transportation Sales Tax	
		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.	M	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 multi-modal 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, Chapell 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		X	General Fund, Transportation Sales Tax	US DOT Grants.Gov
Objective 2: Promote and expand airport functions for freight and other transportation purposes.	L	Strategy 1: Partner with key stakeholders to tailor offerings and expand facilities and services.	X		X	X	X	Airport Improvement Fund	FAA Airport Improvement Program
		Strategy 2: Research options to utilize the airport as a regional shipping depot.	X		X		X	Airport Improvement Fund	MODOT - State Aviation Trust Fund & State Block Grant Programs
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.	L	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.	M	Strategy 1: Collaborate with developers, counties, MoDOT, MoDNR, railroads, and other partners to pursue funding and implement high-priority transportation projects.	X			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.	H	Strategy 1: Regularly update the Municipal Stormwater Management Plan, in accordance with Section 525.070 of Monett's code.	X		X		X		USDA Rural Development - EIL-LGP Loans
		Strategy 2: Create a "Green Infrastructure First" policy for new developments, maintenance, and replacement projects.	X	X			X		MO DNR - Clean Water State Revolving Fund
Objective 2: Ensure water, sewer, and electricity capacity can accommodate current and future growth.	H	Strategy 1: Conduct an energy audit of water, sewer, and electrical facilities to determine inefficiencies and implement the most efficient solutions.	X		X		X	General Fund, Sewer Fund, Electric Fund, Water Fund	MO DNR - Clean Water Energy Savings Performance Contracts (ESPC)
		Strategy 2: Offer incentives to reduce utility extension costs for new developments that incorporate energy efficient design and technology.	X				X	General Fund, Sewer Fund, Electric Fund, Water Fund	USDA Rural Development - REAP EA/REDA Grants

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.	H	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	General Fund	
		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.	M	Strategy 1: Create a parks master plan to guide future recreational developments, enhancements, and connectivity.	X		X	X	X	Park Sales Tax, General Fund	
		Strategy 2: Expand trails and diversify recreational amenities within North Park.	X		X		X	Park Sales Tax, General Fund	LWCF Grants USDOT BUILD
		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	Park Sales Tax, General Fund	USDOT BUILD Missouri State Parks RTP
		Strategy 4: Update and maintain the Monett Greenway Trails map to keep residents informed of changes.			X		X		
Objective 3: Strengthen partnerships between educational institutions and the city.	H	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		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	General Fund	
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.	L	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	General Fund	
		Strategy 2: Install wayfinding signage to direct residents and visitors to local attractions such as parks, downtown, public facilities or special districts.	X				X	General Fund	
Objective 2: Beautify the city to enhance livability and visual appeal.	M	Strategy 1: Continue to support and sponsor citywide cleanups and community-led beautification efforts.	X		X	X	X	General Fund	
		Strategy 2: Plant wildflowers, trees, and other native plants within public areas and alongside roads and trails.	X			X	X	General Fund	MO DNR - Clean Water State Revolving Fund
		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.	M	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	General Fund	CBDG, Capital Improvements Sales Tax, Public-Private Partnerships, Bonds
Goal 4: Increase the efficiency and transparency of government processes.									
Objective 1: Improve the structure and sustainability of City government processes.	H	Strategy 1: Transition from a Commission to a Charter form of government to improve administrative efficiency and accountability.	X		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	General Fund	

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.	H	Strategy 3: Introduce new funding sources for the fiscal sustainability of city government and public services.	X		X				Property Tax, Economic Development Sales Tax, CID, NID, TIF
Objective 2: Streamline city communications to better engage residents and visitors.	M	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.	H	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	General Fund	
		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	General Fund	
		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		
		Strategy 4: Assist in the development of the Barry-Lawrence County Economic Development Alliance.	X		X	X	X		
Objective 2: Attract quality businesses and new development to Monett that align with the community vision.	H	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.	X		X	X	X		
		Strategy 2: Work with the Economic Development Committee and local businesses to identify market gaps and potential complementary businesses.	X		X		X		
		Strategy 3: Embrace and support opportunities for developing tourism, entertainment, retail, and lodging industries.	X	X	X	X	X		
Objective 3: Take advantage of the economic opportunities provided by Monett’s industrial and freight infrastructure.	M	Strategy 1: Update and implement the 2009 Airport Master Plan.	X		X		X	General Fund, Airport Improvement Fund	MODOT - State Aviation Trust Fund & State Block Grant Programs
		Strategy 2: Attract new businesses by promoting the connectivity and economic impact of the airport, railroad, and other multi-modal freight assets.	X		X		X		FAA Airport Improvement Program
		Strategy 3: Work with the Monett Industrial Development Corporation and other industrial partners to identify opportunities for industrial expansion.	X		X	X	X		
Objective 4: Work with local entrepreneurs and small businesses to create more opportunities and solidify existing partnerships.	H	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.	X		X		X		
		Strategy 2: Connect entrepreneurs with existing regional resources to provide specialized services and funding mechanisms for their businesses.			X		X		
		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.	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		
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.	M	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.	X	X	X	X	X		
		Strategy 2: Create and implement a downtown revitalization plan.	X	X	X		X		
		Strategy 3: Apply for downtown revitalization grants and technical assistance programs.	X		X		X		Missouri Main Street Grants & Programs CDBG
Objective 2: Make downtown a center for entertainment, recreation, and events.	L	Strategy 1: Work with downtown associations and existing venues to organize and support downtown's entertainment industry.			X		X		
		Strategy 2: Work with partners to expand city-sponsored arts and entertainment offerings like art walks, festivals, and live music.	X		X	X	X		Missouri Arts Council Express Grants
		Strategy 3: Encourage communication between business owners and venues and explore opportunities to use venues for conferences and seminars.				X	X		
Objective 3: Continue downtown beautification efforts through the addition of greenery, façade improvements, additional seating, and other aesthetic changes.	M	Strategy 1: Research and apply for historic preservation and revitalization grants to rejuvenate Monett's Downtown.	X		X		X		Missouri Preservation MO DED HTC Missouri State Parks - HPF Grants CDBG Missouri Arts Council Express Grants
		Strategy 2: Commission artists and other community members to create murals, statues, and other artworks for display in downtown Monett.	X		X	X	X	General Fund	
		Strategy 3: Exempt downtown from certain code restrictions, such as off-street parking requirements.	X	X	X		X		
Objective 4: Market and promote downtown Monett and its amenities to increase visitors.	M	Strategy 1: Conduct a joint marketing campaign for the revitalization of downtown Monett to bring excitement and momentum to the process.	X		X		X	General Fund	
		Strategy 2: Promote businesses, events, and other activities downtown through city communication channels.	X				X		



09 FUNDING

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.

10 REFERENCES

FIGURES

- F1. Welcome to Monett Banner (Hughes, 2025) **P3**
- F2. Monett Historical Building (Hughes, 2025) **P11**
- F3. SMOG Planning Process **P11**
- F4. Focus Group (Hughes, 2025) **P14**
- F5. Monett Casino Building (City of Monett, n.d.) **P15**
- F6. Comprehensive Growth Management Plan, 1996 (City of Monett, n.d.) **P16**
- F7. City of Monett Sidewalk Inventory (Southwest Missouri Council of Governments, 2019) **P17**
- F8. Pavement Maintenance (Shamberger, 2025) **P17**
- F9. Regional Location Map **P19**
- F10. Colorized photo of the Frisco passenger yards in Monett, Missouri circa 1897 (Frisco.org, 2002) **P20**
- F11. Loading Strawberries on the Frisco Railroad in 1920 (Barry County Museum, n.d.) **P21**
- F12. Frisco Yards, Monett MO (R. J. Parker Company, c. 1914) **P21**
- F13. Downtown Monett, MO facing westward (Wikimedia Commons, 2018) **P22**
- F14. Population Trends, ACS **P24**
- F15. Population Projection, ACS **P25**
- F16. Population Pyramid, ACS 2023 5-Year Estimates, S0101 Age and Sex **P27**
- F17. Workforce Industry, ACS 2023 5-Year Estimates, DP03 **P30**
- F18. Educational Attainment for Population 25 years and above, 2023 ACS 5 Year **P32**
- F19. Educational Attainment for Population 18 to 24 years, 2023 ACS 5 Year **P33**
- F20. Topography and Climate Terrain Map **P34**
- F21. Monett Climate Averages by month, 1991-2021 **P35**
- F22. Close-up of hands holding nutrient-rich compost (Juanmt, 2025) **P36**
- F23. Pond (Hughes, 2025) **P36**
- F24. The Four Types of Ecosystems Services and Examples (Cordova et al., 2019) **P37**

REFERENCES

- F25. Serene forest stream flowing over moss-covered rocks, surrounded by lush greenery (Tsumuri, 2025) **P38**
- F26. Missouri Native Plant (Native Gardeners, n.d.) **P38**
- F27. Flood Management Map (SMCOG, 2025) **P39**
- F28. Existing Land Use Categories Pie Chart **P42**
- F29. ELU, Acres by Use Map (SMCOG, 2025) **P44**
- F30. ELU, Parcels by Use Map (SMCOG, 2025) **P44**
- F31. Monett Existing Land Use Map (SMCOG, 2025) **P45**
- F32. Monett Future Land Use Map (SMCOG, 2025) **P48**
- F33. Serene view of tall grass (Volk, 2020) **P58**
- F34. Vibrant cardinal flowers (Chris F, 2022) **P58**
- F35. Tall pine trees (Damir K, 2023) **P58**
- F36. Nature scene (Maslov, 2021) **P58**
- F37. A tractor operates on a rural farm (Dumała, 2024) **P59**
- F38. Monett Playground (Hughes, 2025) **P59**
- F39. Picnic Area (Hughes, 2025) **P59**
- F40. Occupied Housing Units, ACS 2023 5-Year Estimates, S2504 **P62**
- F41. Households and Families: Comparative Housing Tenure, ACS 2023 5-Year Estimate, S1101 **P62**
- F42. Housing Vacancy Map **P63**
- F43. Selected Housing Characteristics: Structure Built Year, ACS 2023 5-Year Estimates, DP04 **P65**
- F44. Highway 60 Monett-MO Aerial View (LoopNet, 2023) **P74**
- F45. Functional Classification Map **P76**
- F46. Connectivity and Safety Map **P77**
- F47. A “good” sidewalk located along Eisenhower St. (Southwest Missouri Council of Governments, 2019) **P80**
- F48. A “fair” sidewalk on east Bond St. (Southwest Missouri Council of Governments, 2019) **P80**
- F49. A “poor” sidewalk located near the intersection of Park and Fifth St. (Southwest Missouri Council of Governments, 2019) **P80**
- F50. The League of American Bicyclists Logo (Youth Cycling Coalition, n.d.) **P81**
- F51. Coalition for Cyclist Safety Logo (Coalition for Cyclist Safety, n.d.) **P81**
- F52. People for Bike Logo (PeopleForBikes, n.d.) **P81**
- F53. Ozark Greenways Logo (Ozark Greenways, n.d.) **P81**
- F54. Bike Trail **P82**
- F55. Design Guide to Rethink Streets (National Association of City Transportation Officials, 2026) **P83**

- F56. Curb Extensions Example (City of Eugene, n.d.) **P87**
- F57. Cyclist Encountering Speed Bump (Federal Highway Administration, n.d.) **P87**
- F58. Raised Crosswalk (Federal Highway Administration, n.d.) **P87**
- F59. Monett Elementary School (Hughes, 2025) **P88**
- F60. Public Projects and Public Infrastructure and Investments (BNSF Railway, n.d.) **P90**
- F61. Go Rail Missouri (GoRail, n.d.) **P90**
- F62. Monett Pride and Progress Billboard (Hughes, 2025) **P90**
- F63. Monett Regional Airport Logo (City of Monett, n.d.) **P91**
- F64. Inside Monett's Regional Airport (City of Monett, n.d.) **P91**
- F65. SMCOG Slogan **P92**
- F66. Aerial shot of a busy intersection (Viktoria B, 2021) **P93**
- F67. Community Facilities and Services Overview Map **P95**
- F68. Stormwater Infrastructure (Pexels, 2025) **P100**
- F69. Wetland landscape (Lach, 2021) **P100**
- F70. Green Roof (Florinel Condruz, 2022) **P100**
- F71. Aerial View of Monett North Park (City of Monett, n.d.) **P103**
- F72. Monett South Park (Waymarking.com, n.d.) **P103**
- F73. Monett water tower (Hughes, 2025) **P104**
- F74. Monett Cubs Logo (Monett R-1 School District, 2021) **P105**
- F75. Clean Streets Initiative (Clean Green Springfield, 2026) **P107**
- F76. Fall Landscape **P107**
- F77. U.S Air Force Plane at South Park U.S Air Force Plane at South Park (Hughes, 2025) **P112**
- F78. Years In Business Pie Chart, Lightcast **P114**
- F79. Businesses by Number of Employees Graph, Lightcast **P114**
- F80. Net Commuters Map (Lightcast, 2025) **P116**
- F81. Sales Volume Density in Monett (Lightcast, 2025) **P117**
- F82. Monett Area Chamber of Commerce Logo (City of Monett, n.d.) **P119**
- F83. SWI Industrial Solutions, Monett Facility (SWI Industrial Solutions, n.d.) **P119**
- F84. Monett Pride and Progress Logo (City of Monett, n.d.) **P121**
- F85. Community Foundation of the Ozarks Logo (Community Foundation of the Ozarks, n.d.) **P126**
- F86. Downtown Monett Mural (Hughes, 2025) **P127**
- F87. Monett Mainstreet Logo (Monett Main Street, n.d.) **P129**

REFERENCES

Banks, R. O. (2018). The Holbrook/DeChenne Aeroplane Monett & Joplin, Missouri. Retrieved February 03, 2025 from <https://freepages.rootsweb.com/~cappscreek/history/aeroplane.html>

Banks, R.O. (2019). One Town, Five Names. Retrieved February 03, 2025 from <https://freepages.rootsweb.com/~cappscreek/history/monettnames.html>

Barry County Museum. (n.d.). Monett. Retrieved February 03, 2025 from <https://www.barrycomuseum.org/pages/Monett.html>

Berneking, E. (2015, February). Downtown Monett, MO. 417 Magazine. Retrieved February 03, 2025 from <https://www.417mag.com/issues/february-2015/downtown-monett-mo/>

Bishoff, M. (1994, June 27-28). Monett's Darkest Hour. The Monett Times. Retrieved February 03, 2025 from <https://www.murraypress.com/s/stories/monetts-darkest-hour>

Haddock Cooper, D. (2023). Monett History. Retrieved February 04, 2025 from <https://sites.rootsweb.com/~mobarry/Monett/history.htm>

Hazardous Substance Investigation and Cleanup Sites. (n.d.). Missouri Department of Natural Resources. Retrieved April 08, 2025, from https://apps5.mo.gov/ESTARTMAP/map/init_map.action

History of Newton, Lawrence, Barry, and McDonald Counties, Missouri. The Godspeed Publishing Co. (1888). Retrieved February 03, 2025 from <https://mdh.contentdm.oclc.org/digital/collection/mocohist/id/50439/rec/1>

Monett. (2025). History and Social Justice. Retrieved February 03, 2025 from <https://justice.tougaloo.edu/sundowntown/monett-mo/>

Monett Historical Society and Museum. (n.d.). Monett's History. Retrieved February 03, 2025 from <http://www.monetthistory.com/monett.html>

Monett, Missouri. (2025, January 13). In Wikipedia. https://en.wikipedia.org/wiki/Monett,_Missouri

Monett PWS Public Water System ID Number: MO5010537 2024 Annual Water Quality Report. (2025, March 25). Missouri Department of Natural Resources. Retrieved April 08, 2025, from <https://dnrservices.mo.gov/ccr/MO5010537.pdf>

Barner, W. L. (1999, March 15). Comparison of Stormwater Management in a Karst Terrane in Springfield, Missouri - case histories. Engineering Geology. <https://www.sciencedirect.com/science/article/pii/S0013795298000623#aep-section-id23>

Benefits of Trees. Canopy. (2024, February 3). <https://canopy.org/tree-info/benefits-of-trees/#:~:text=Public%20Health%20and%20Social%20Benefits,operating%2020%20hours%20a%20day>

Bernard-Verdier, M., Seitz, B., Buchholz, S., Kowarik, I., Lasunción Mejía, S., & Jeschke, J. M. (2022, November). Grassland allergenicity increases with urbanisation and plant invasions. *Ambio*. <https://pmc.ncbi.nlm.nih.gov/articles/PMC9481851/>

City of Monett. (2024). City of Monett Code. eCode360. <https://ecode360.com/MO3366/home>

Daigneault, A., Brown, P., & Gawith, D. (2015, December 17). Dredging versus hedging: Comparing hard infrastructure to ecosystem-based adaptation to flooding. *Ecological Economics*. <https://www.sciencedirect.com/science/article/abs/pii/S092180091500467X?via%3Dihub>

Fischetti, M., Twombly, M., & Huffman, D. P. (2023, May 11). Watch out: Tornado alley is migrating eastward. *Scientific American*. <https://www.scientificamerican.com/article/watch-out-tornado-alley-is-migrating-eastward/>

Flint, M., & Johnson, K. (2024, July 17). Monett harvey house historical marker. *Historical Marker*. <https://www.hmdb.org/m.asp?m=251449>

Guinan, P. (2010). Missouri Tornadoes and Some Facts. Missouri Climate Center. <http://climate.missouri.edu/news/arc/apr2011.php#:~:text=On%20average%2C%20the%20Show%2DMe,occur%20between%20noon%20and%20midnight>

REFERENCES

- Hill, K., & Higgins, P. (2021, November 23). Restoring native grass species can help reduce high-intensity fire risk. Trees Foundation. <https://treesfoundation.org/2021/11/restoring-native-grass-species-can-help-reduce-high-intensity-fire-risk/#:~:text=Restoring%20Native%20Grass%20Species%20Can%20Help%20Reduce%20High%2DIntensity%20Fire%20Risk>
- Kelly Creek Watershed Project. Monett, MO. (2024). <https://monettmo.gov/CivicAlerts.aspx?AID=17>
- Kelly LaVaute, S. M. (2023, November 22). Guardians of your garden: How native plants help control pests and diseases while nurturing wildlife. Garden for Wildlife. <https://gardenforwildlife.com/blogs/learning-center/guardians-of-your-garden-how-native-plants-help-control-pests-and-diseases-while-nurturing-wildlife#:~:text=Native%20plants%20have%20evolved%20alongside,for%20pests%20to%20establish%20themselves>.
- Kresin, M. (2021, October 8). Other vacant housing units: 2000, 2005, and 2010. Census.gov. https://www.census.gov/library/publications/2013/demo/h121_13-01.html
- Lawrence County Assessor & Integrity GIS. (2025a). Lawrence County Parcel Data. <https://lawrencegis.integritygis.com/H5/Index.html?viewer=lawrence>
- McPherson, G., Simpson, J., Peper, P., Gardner, S., Vargas, K., Maco, S., & Xiao, Q. (2008). U.S. Department of Agriculture, Forest Service, Pacific Southwest Research Station. https://www.fs.usda.gov/psw/publications/documents/psw_gtr199/psw_gtr199.pdf
- Missouri DESE. (2024). State of Missouri Districts, Charter, & Schools Data. Missouri Department of Elementary & Secondary Education Missouri Comprehensive Data System. <https://apps.dese.mo.gov/MCDS/home.aspx?categoryid=1&view=2>
- Missouri DNR. (2024). Sinkholes. Missouri Department of Natural Resources. <https://gis-modnr.opendata.arcgis.com/maps/912f2e3eaa2b4c7d881424ee2fc98fb7/explore?location=37.014790%2C-93.454328%2C13.39>
- Monett climate: Weather Monett & temperature by month. Climate-data.org. (2019). <https://en.climate-data.org/north-america/united-states-of-america/missouri/monett-16616/>
- National Geographic. (2025b). Tornadoes and climate change. <https://education.nationalgeographic.org/resource/tornadoes-and-climate-change/>

- National Oceanic and Atmospheric Association. (2025). National Centers for Environmental Information. National Centers for Environmental Information (NCEI). <https://www.ncei.noaa.gov/>
- NCES. (2023). Monett R-1 Public School District Data. National Center for Education Statistics. https://nces.ed.gov/ccd/districtsearch/district_detail.asp?ID2=2921120
- NIST. (2024, July 9). Tornadoes are deadly. These new building codes will save lives. National Institute of Standards and Technology. <https://www.nist.gov/news-events/news/2024/07/tornadoes-are-deadly-these-new-building-codes-will-save-lives>
- Nolan, M. (2023). Study: Climate change has increased atmospheric instability over past 40 years. University at Albany. <https://www.albany.edu/news-center/news/2023-study-climate-change-has-increased-atmospheric-instability-over-past-40-years>
- NRPA. (2012). Creating Mini-Parks for Increased Physical Activity. National Recreation and Park Association. <https://www.nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/pocket-parks.pdf>
- Pyun, Y. (2024). Tornadoes in Missouri since 1950. <https://data.news-leader.com/tornado-archive/missouri/>
- Sweet, C., Ward, J., Hinds, B., & Jarvandi, S. (2021). Addressing Food Insecurity: Expanding Access through Community Gardens. Department of Family and Consumer Sciences. <https://utia.tennessee.edu/publications/wp-content/uploads/sites/269/2023/10/W1021D.pdf>
- U.S. Census Bureau. (2025). Monett City, Missouri Census Data. Census.gov. <https://data.census.gov/all?q=Monett+city,+Missouri>
- US News. (2025c). The Best High Schools in Missouri, ranked. <https://www.usnews.com/education/best-high-schools/missouri>
- USGS. (2018). Sinkholes. US Geological Survey, Water Science School. <https://www.usgs.gov/special-topics/water-science-school/science/sinkholes>
- Vermont DEC. (2025). Wetland functions and values: Water storage for flood water and storm runoff. Vermont Agency of Natural Resources, Department of Environmental Conservation. <https://dec.vermont.gov/watershed/wetlands/functions/wetland-functions-and-values-water-storage-flood-water-and-storm#:~:text=By%20holding%20back%20some%20of,as%20much%20as%2080%20percent.>

REFERENCES

Wu, A. (2017, April 29). Green versus gray infrastructure: The economics of flood adaptation in Fiji. Yale Environment Review <https://environment-review.yale.edu/green-versus-gray-infrastructure-economics-flood-adaptation-fiji-0>

America Walks. (n.d.). Community Change Grants. Retrieved 2025, from <https://americawalks.org/programs/community-change-grants/>

City of Monett, Missouri. October 25, 2024. Basic Financial Statements with Independent Auditor's Report. Retrieved 2025, from <https://cms5.revize.com/revize/monettmo//2024%20City%20of%20Monett%20Report%20-%20Final.pdf>

Missouri Department of Economic Development. (n.d.). Historic Preservation Tax Credit Program (HTC). Retrieved 2025, from <https://ded.mo.gov/programs/community/historic-preservation-tax-credit-program-htc>

Missouri Department of Transportation. (n.d.). Transportation Development Districts (TDDs). Retrieved 2025, from <https://www.modot.org/transportation-development-districts-tdds>

Missouri Department of Transportation, Local Public Agency. (n.d.). Transportation Alternatives Program (TAP). Retrieved 2025, from <https://www.modot.org/transportation-alternatives-program-tap>

Missouri Main Street Connection. (n.d.). Programs & Training. Retrieved 2025, from <https://momainstreet.org/programs-trainings/>

Missouri State Parks. (n.d.). Recreational Trails Program (RTP) Grants. Retrieved 2025, from <https://mostateparks.com/page/61220/recreational-trails-program-rtp-grants>

National Association of Realtors. (n.d.). Placemaking Grant. Retrieved 2025, from <https://www.nar.realtor/about-nar/grants-and-funding/placemaking-grant>

National Association of Realtors. (n.d.). Smart Growth Grant. Retrieved 2025, from <https://www.nar.realtor/smart-growth>

National Park Service. October 10, 2024. Tax Incentives for Preserving Historic Properties. Retrieved 2025, from <https://www.nps.gov/subjects/taxincentives/index.htm>

PeopleForBikes. (n.d.). Grant Guidelines. Retrieved 2025 from <https://www.peopleforbikes.org/grant-guidelines>

U.S. Department of Agriculture, Rural Development. (n.d.). Community Facilities Programs. Retrieved 2025, from <https://www.rd.usda.gov/programs-services/community-facilities>

United States Environmental Protection Agency. January 23, 2025. Clean Water State Revolving Fund (CWSRF). Retrieved 2025, from <https://www.epa.gov/cwsrf>

National Oceanic and Atmospheric Administration. February 25, 2026. National Centers for Environmental Information Past Weather. Retrieved 2026, from <https://www.ncei.noaa.gov/access/past-weather/Monett%2C%20Missouri>



11 APPENDIX A: **COMMUNITY SURVEY, OPEN HOUSE MATERIALS**

APPENDIX A: COMMUNITY SURVEY

City of Monett Community Survey 2025

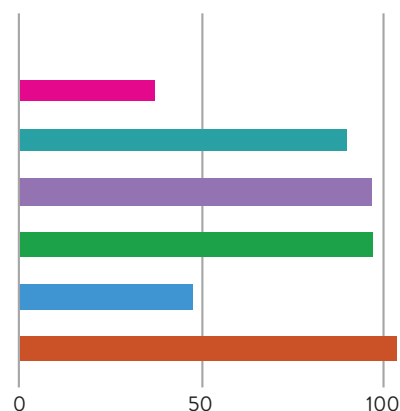
472
Responses

28:20
Average time to complete

Closed
Status

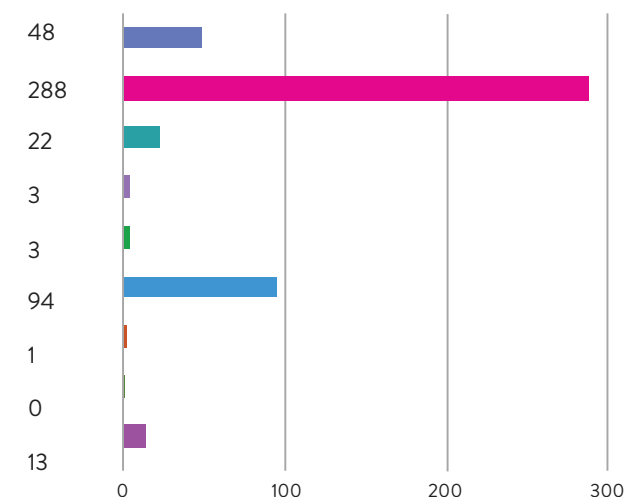
1. What is your age?

18 and under	0
19-29	37
30-39	90
40-49	97
50-59	97
60-64	47
65+ years	104



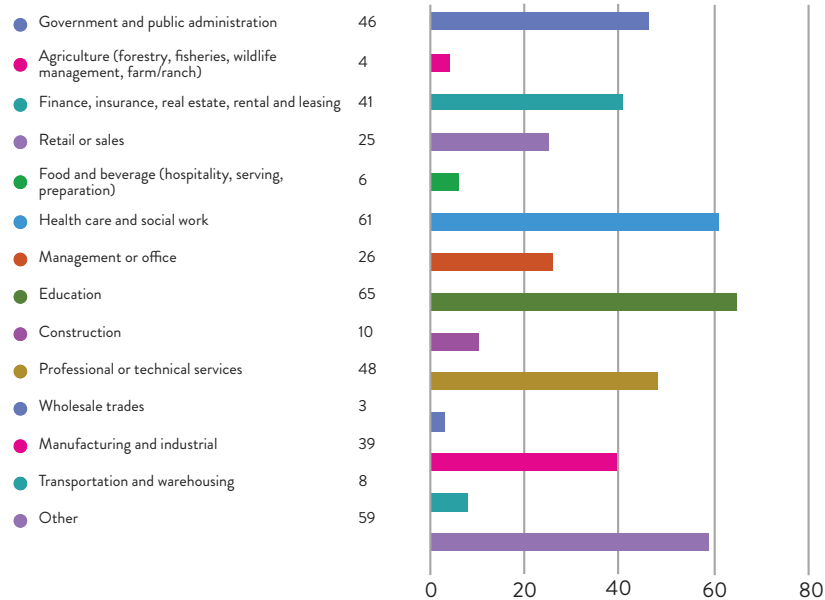
2. What is your current employment status?

Self-Employed	48
Employed full-time	288
Employed part-time	22
Unemployed, seeking employment	3
Unemployed, not seeking employment	3
Retired	94
Student (College or University)	1
Student (Trade/Technical Certification)	0
Other	13

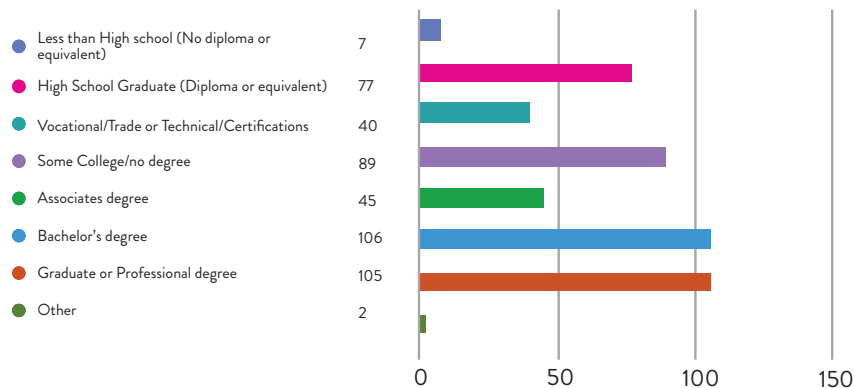


APPENDIX

3. Which type of industry do you work in?

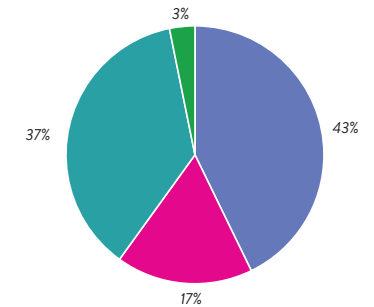


4. What is the highest level of education you have achieved?



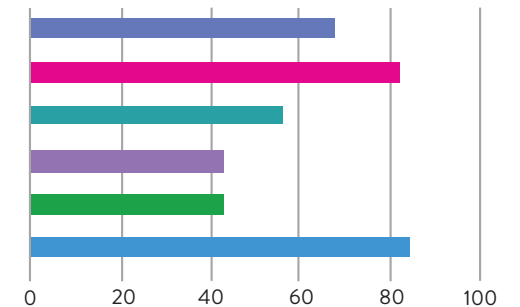
5. Do you live or work in Monett city limits?

I live in Monett	202
I work in Monett	81
I live and work in Monett	174
I neither live nor work in Monett	15

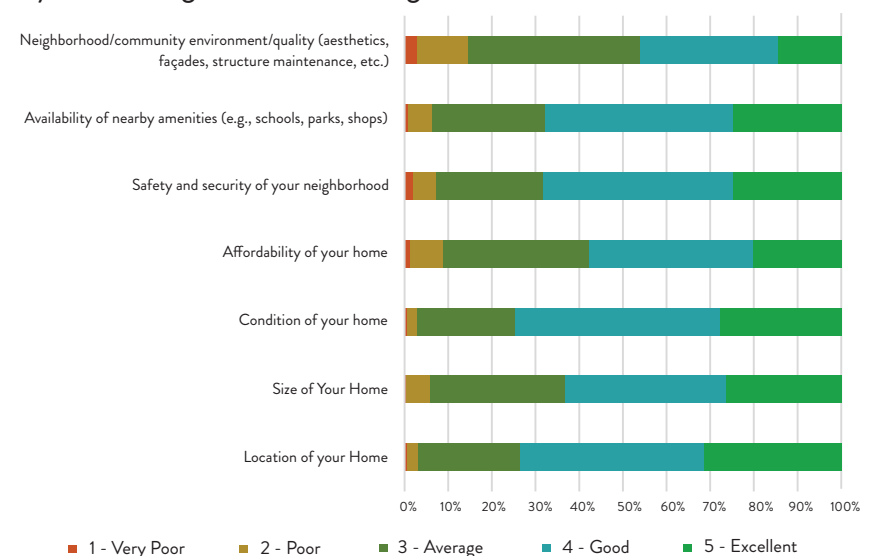


6. When did you move to Monett, MO?

Moved in 2020 or later	67
Moved in 2010 to 2019	82
Moved in 2000 to 2009	56
Moved in 1990 to 1999	43
Moved in 1989 or earlier	43
I have lived here my entire life	85



7. As a resident of Monett, MO, please rate the following aspects of your housing situation and neighborhood environment.



8. In a few words, please explain what factors would make you consider moving within the city limits of Monett.

76
Responses

Latest Responses

"More forms of recreation & entertainment. Affordable housing."

"Cleaning up the derelict buildings, lowering the crime rate, doing something about the factory smells."

18 respondents (24%) answered Monett for this question.

different city
cities in the Ozarks
city center
Monett Times
picturesque city
city government
Monett city
town
community
city of Monett
limits of Monett
Monett
city limits
living outside
home in Monett
downtown city
city restrictions
Pierce City
currently live
Monett should have greenery

10. If you would like to comment on any of the aspects previously asked regarding Monett's curb appeal or overall attractiveness, please do so here.

190
Responses

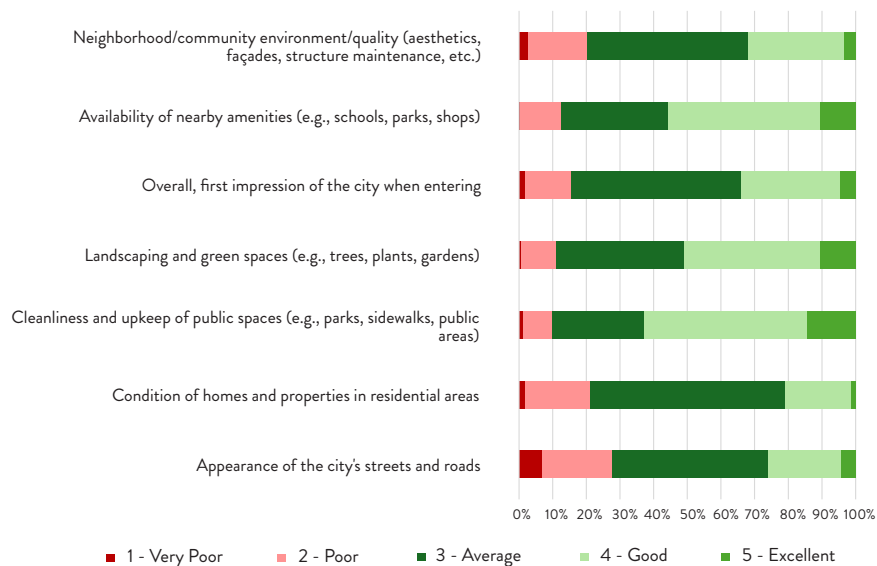
Latest Responses

"I think Monett definitely needs more shops and businesses in the area. I think Monett would really benefit from businesses such as Target in the area. We could also use a wider variety of restaurants in the area. The downtown area needs to be heavily revitalized."

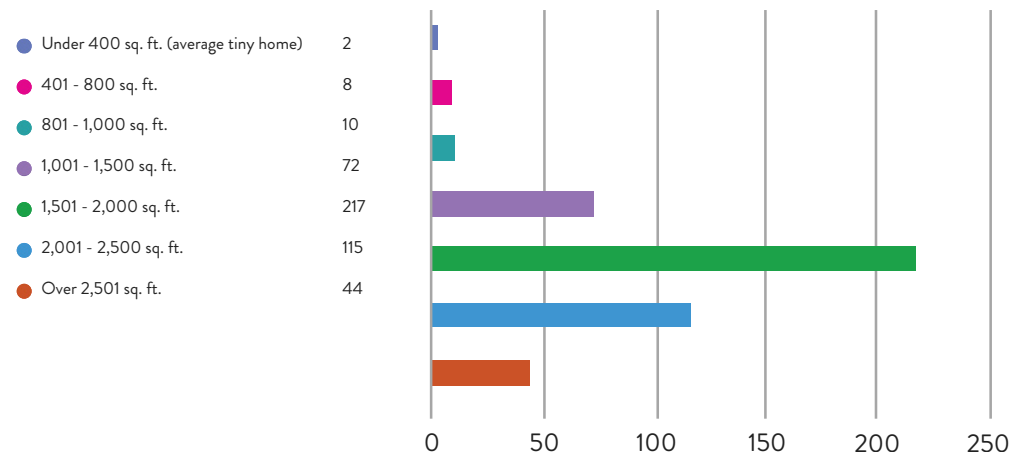
49 respondents (26%) answered Monett for this question.

main streets
streets
looks
smaller town
City streets
Poor street
yards
residential areas
streets
Monett
Need
buildings
downtown area
lots
areas Monett
street curbs
Monett sign
street lights
park
city
town
city limits

9. Please rate the following aspects of Monett's curb appeal and visual appeal from your perspective of entering or leaving the city.

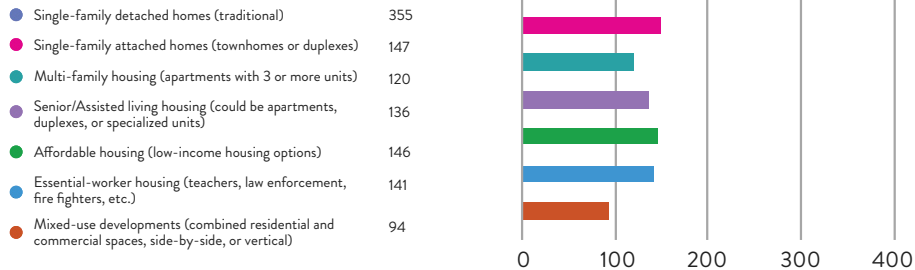


11. What is your preferred house size? (For reference, your average single-family home in Missouri is about 1,800 square feet with 3-4 bedrooms. The average one-bedroom apartment is about 800 square feet.)

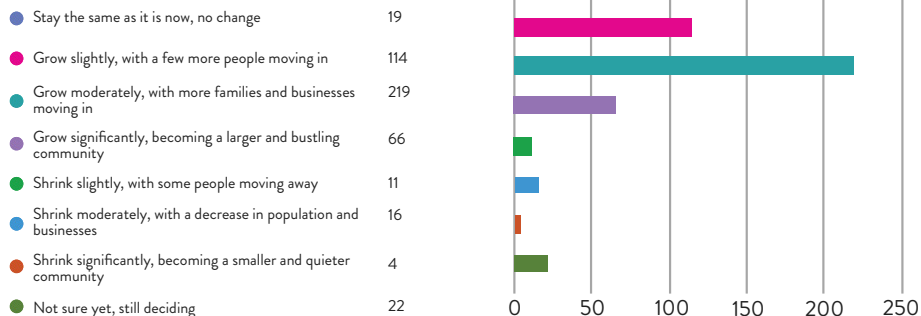


APPENDIX

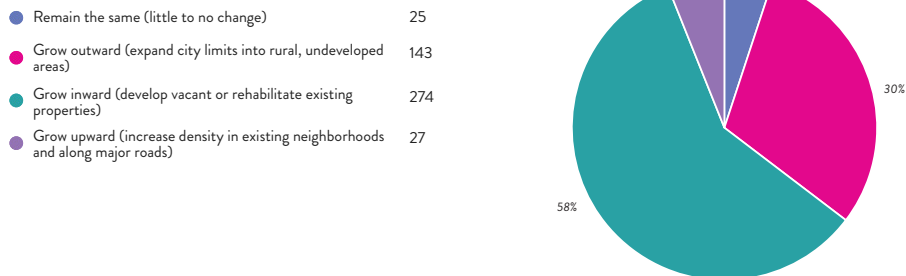
12. What types of housing do you believe are most needed or would be most beneficial for the future growth of Monett, MO? (Select all that apply)



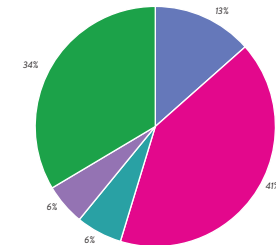
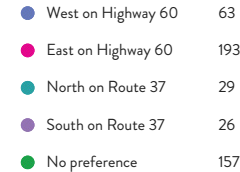
13. What size do you envision the City of Monett community to be in 20 years?



14. Over the next 20 years, how would you prefer the city to evolve in terms of building and development trends, including the placement and heights of buildings?



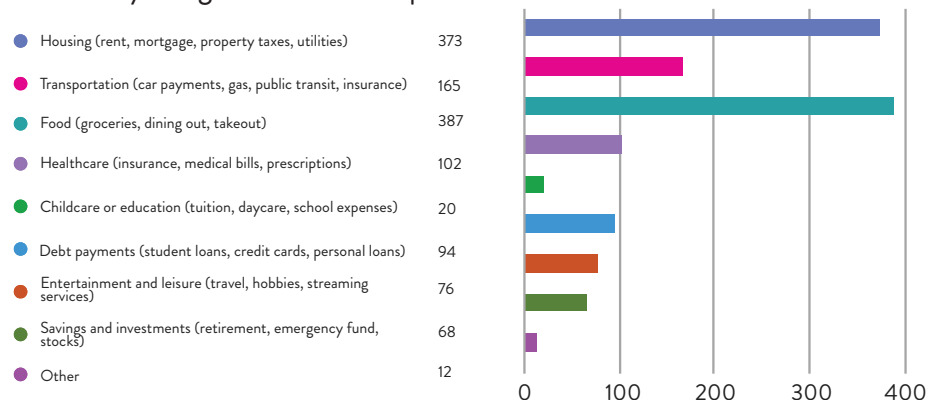
15. In your opinion, where would Monett, MO benefit most by strategically growing? (Please choose one direction or area.)



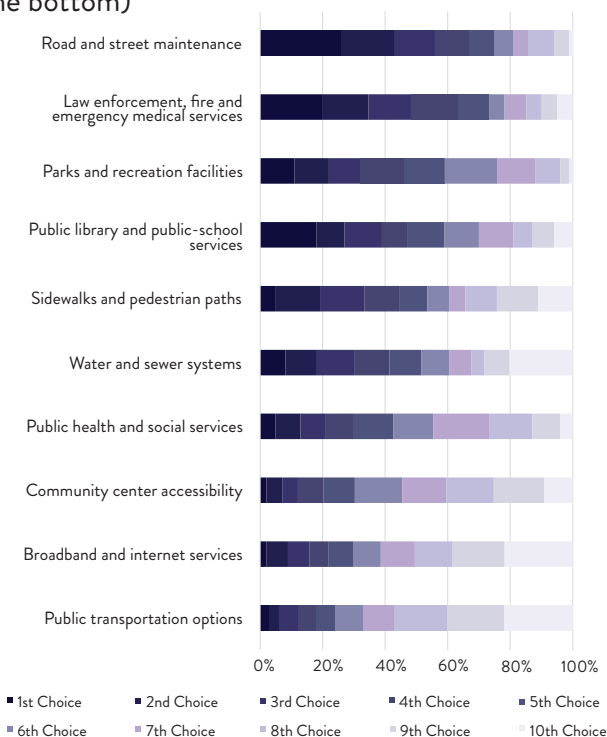
16. For the direction you selected in the previous question, what types of services and businesses do you think should be prioritized for development in that area? (Select up to 5)



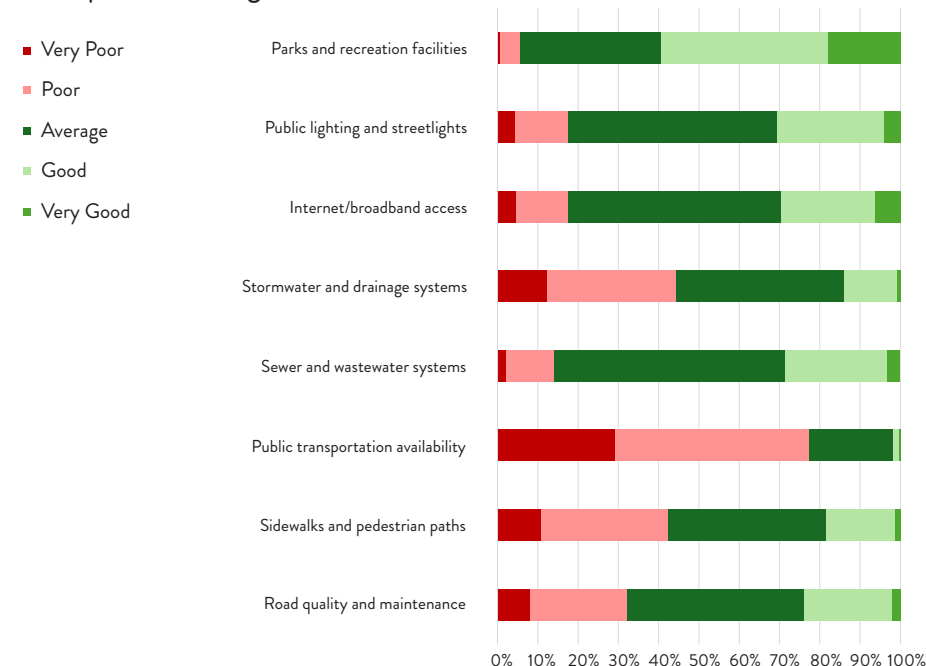
17. Which three categories do you spend the largest portion of your monthly budget on? (Select up to 3)



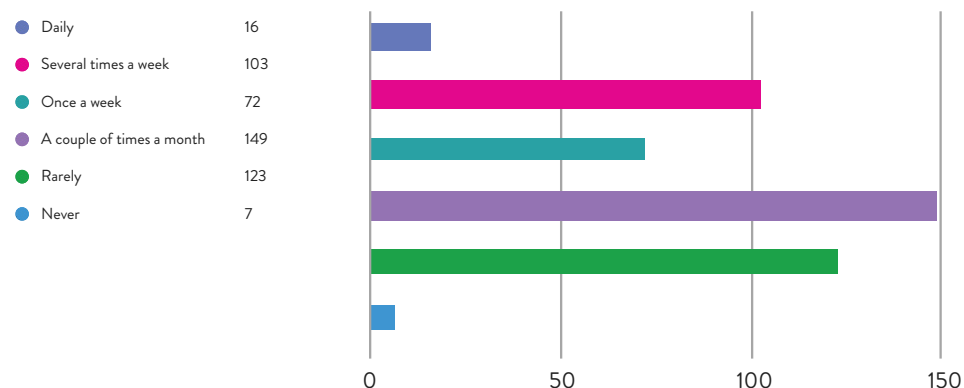
18. Which community facilities and services do you think should be prioritized for improvement? (With the highest at the top and lowest at the bottom)



19. Please indicate your satisfaction with each aspect of Monett's infrastructure by selecting a point value from 1 to 5. A higher score reflects a more positive rating.

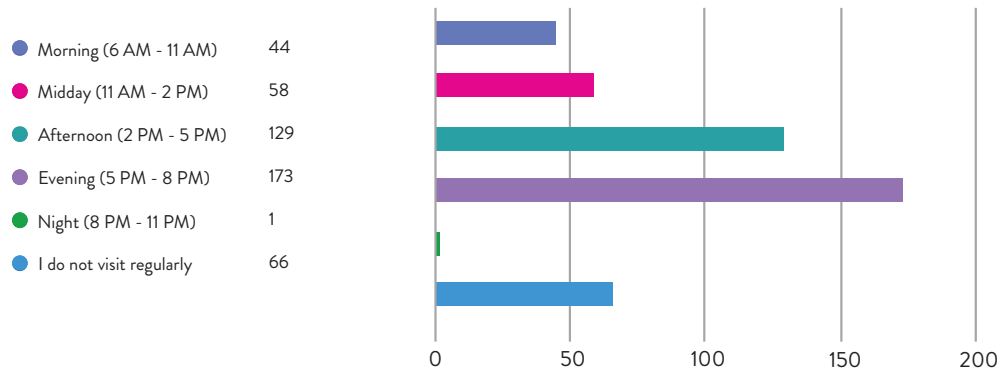


20. How often do you use Monett's parks and recreational facilities?

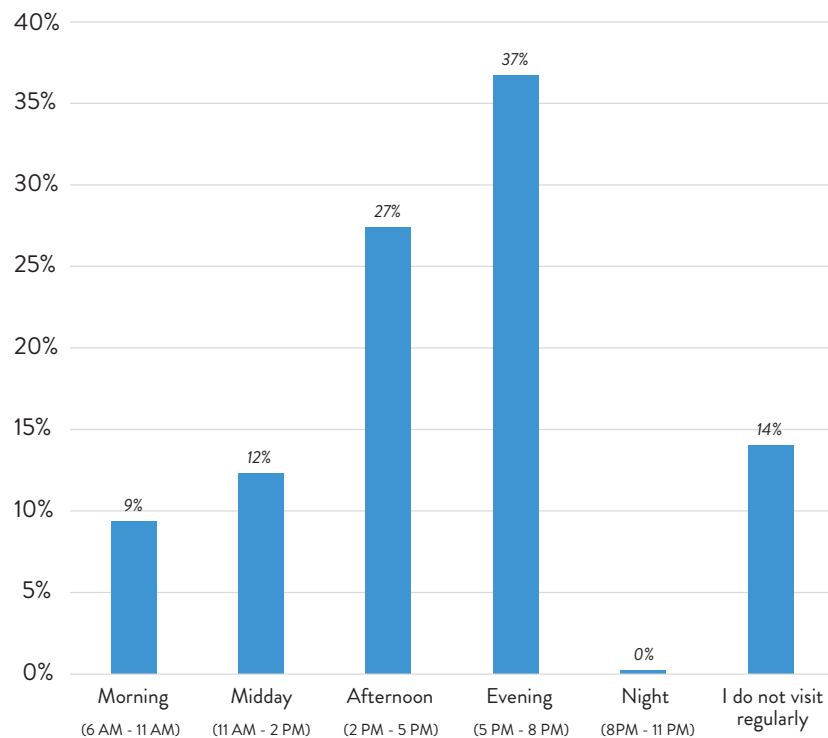


APPENDIX

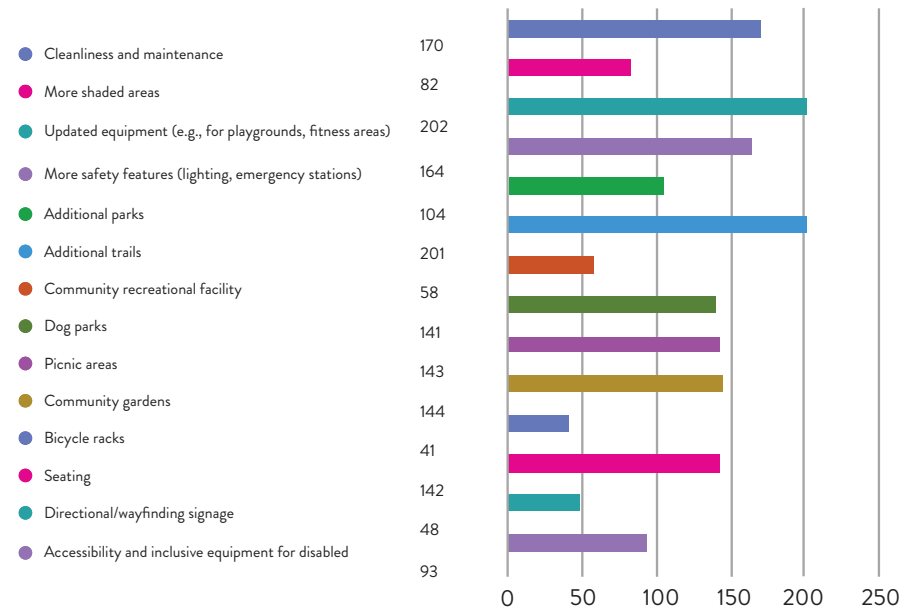
21. When you visit Monett's parks and recreational facilities, what time of day do you most commonly visit?



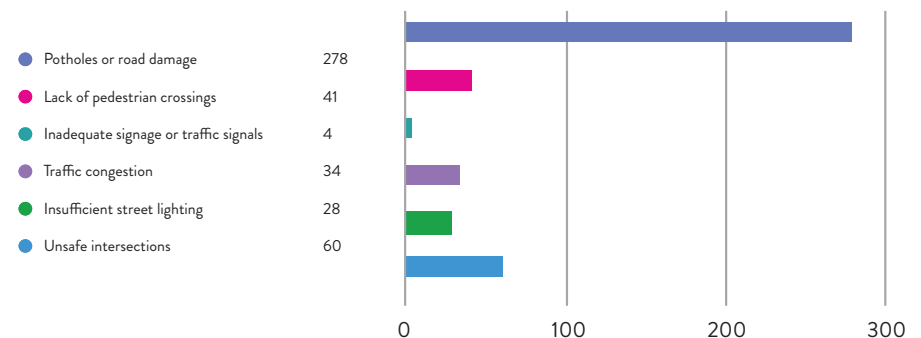
22. If a trail/sidewalk connected your residence to the following destinations; how likely would you be to walk or bike?



23. What would improve your experience at Monett's parks and recreational facilities? (Select all that apply)



24. Which of the following transportation concerns do you have in specific areas of Monett?



25. Please list any specific streets or areas within Monett where you encounter issues related to transportation. Be as detailed as possible, describing why you are dissatisfied.

232
Responses

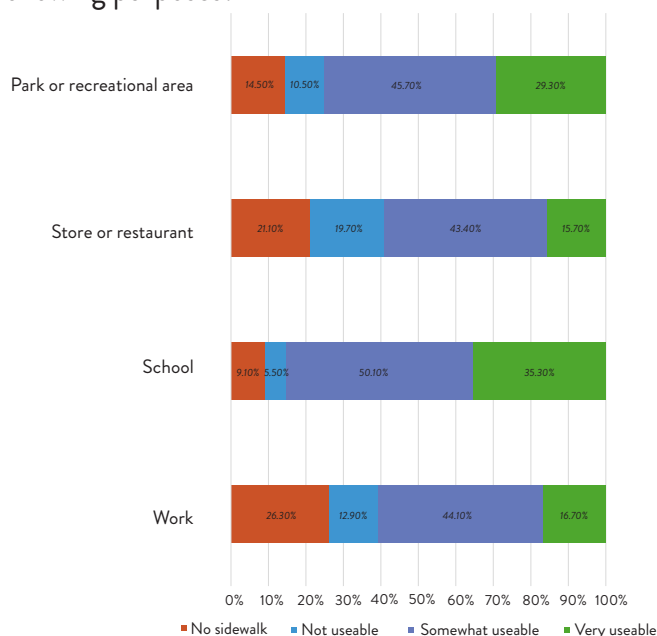
Latest Responses

"Side walks on a lot of the streets leading to school or parks. There are no side walks leading to the front entrance of the Monett Elementary school, There are not may side walks in neighboring streets of Monett Early Childhood Center either. I believe side walks are important all over town. Safety for kids and adults (elders)"

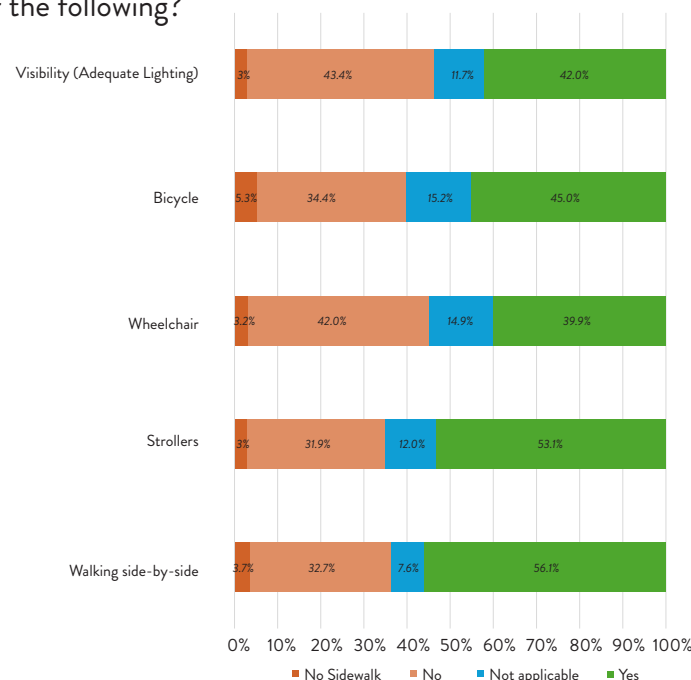
49 respondents (21%) answered Street for this question.

roads along Eisenhower
county street
Broadway and central
Street area
Intersection
Road conditions
Street need
traffic light
Street
chip and seal
road alone north
congestion around all the schools
school
intersections need
Kyler
hwy
turn lane
road surfaces
Sidewalk along Cleveland

26. How would you rate the usability and accessibility of sidewalks in Monett for the following purposes?



27. Do you feel that the sidewalks in Monett are wide enough and safe for the following?



28. Are there specific areas or streets within Monett that you believe would benefit from the addition or improvement of sidewalks?

163
Responses

Latest Responses

"Central Ave, Cleveland, not walking areas on bridges in town."

"Streets neighboring the schools, not only around the schools. Leading to stores would also be helpful."

53 respondents (33%) answered sidewalk for this question.

West streets
Main Street
13th street
Cleveland to the North
North Park
Residential streets
neighborhood sidewalks
streets above Broadway
areas sidewalks
sidewalks or sidewalks
sidewalks and many streets
n't have sidewalks
no sidewalks
central
county street
additional sidewalks
new sidewalks
sidewalk street

APPENDIX A: GOALS AND OBJECTIVES

PRIORITIZATION SURVEY

City of Monett Community Survey 2025

###	###	###
Responses	Average time to complete	Status



.....

Back Cover. Leave Blank.

.....

