Neosho, Missouri

Comprehensive Plan

May, 2006

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Chapter 1: The Planning Process

PLAN OVERVIEW

The Neosho Comprehensive Plan (the Comprehensive Plan) updates and replaces the most recent plan, adopted more than thirty years ago. This new Comprehensive Plan incorporates current issues and policy recommendations into a single document. This Comprehensive Plan ensures that the needs of the growing community will be addressed, and that appropriate guidance is provided for future decision-making on issues such as land use, growth management, community design, natural resources and the environment, education, regional coordination, housing and neighborhoods, transportation, infrastructure and services, and economic issues.

PLANNING AREA

The Comprehensive Plan encompasses a planning area of approximately 40 to 45 square miles, and includes the City of Neosho and a portion of Newton County that comprises the urbanizing area around the city. The planning area extends from Highway 59 on the east, one mile west of Highway 71 on the west, the Neosho Airport on the south and Shoal Creek on the north. This land generally represents an area within which the City of Neosho will be able to provide utility services, and is the logical area for future utility service based on drainage basins.

PLANNING HORIZON

The Comprehensive Plan is intended to provide policy guidance for approximately the next fifteen years.

HOW TO USE THE PLAN

This document is the Comprehensive Plan for the City of Neosho and is the official policy guide for future land use decisions within the City and in developing areas adjacent to the City (when access to municipal utilities or annexation is requested). The written goals and guiding principles, policies, and recommendations, along with the Future Land Use map, provide guidance for decisions affecting growth and annexation, the use and development of land, preservation of open space and the expansion of public facilities and services. The chapters and maps contained in the Comprehensive Plan are interrelated and should not be used independently from other adopted elements of the Comprehensive Plan. The Comprehensive Plan consists of both written policy recommendations and maps, which should be used together when making decisions. It is also recognized that this document should be reviewed annually at a public hearing and revised, as needed to reflect changing conditions and the aspirations of the citizens of the Neosho community.

PLANNING PROCESS AND PUBLIC PARTICIPATION

Ensuring equal and fair representation of a diverse community and providing adequate opportunity for community involvement are important to the success of a plan. Public officials, staff, consultants, steering committee members and the public collaborated over a period of 12 months from October 2004 through January 30th 2006 to develop the Neosho Comprehensive Plan. The Project provided numerous opportunities for the public and other stakeholders to participate throughout the process of developing the Comprehensive Plan. These opportunities are summarized briefly below.

Project Steering Committee

A twenty-four (24) member Steering Committee was appointed by the City and consisted of representative members of the community, covering a broad cross-section of interest groups, as well as elected and appointed officials. The Committee met regularly with the project consultant to discuss issues and ideas and provide input on draft work products, and served as a focal point for the development of the plan.

Community Workshops and Forums

A series of community planning group meetings were held during the planning process. The planning group meetings were locally advertised events designed to allow citizens an opportunity to participate in hands-on plan development, review project materials and convey their ideas, questions and concerns to local staff and the consultant team. A total of seven planning group meetings were held during the course of the project.

Chapter 2: Background

INTRODUCTION

Early in the planning process, the community was asked to identify and verify key planning themes and conditions that would form the foundation for the updated plan. This chapter provides a summary of community issues, socioeconomic context, and physical opportunities and constraints in and adjacent to the City of Neosho.

COMMUNITY ISSUES

A summary of key planning themes was prepared to help appreciate the diversity and complexity of issues and conditions having an impact on the future of the region. The issues summary also focused the process on the relative key issues for each of the major elements of the Comprehensive Plan Update, as well as the physical, social, and economic consequences that needed to be considered. The issues summarized below have been grouped into the following categories: Civic Infrastructure, Physical Image, Physical Infrastructure, Transportation, Parks & Recreation and Education. Key themes identified by the community can be summarized as follows:

Civic Infrastructure

- The City must be more proactive in building citizen trust
- There is a need for youth to be more involved in community-wide affairs
- Efforts should be made to promote better interaction between the many cultures within the City

Physical Image

- The City should take the lead in improving the physical image of the City through more effective code enforcement
- Efforts should be made to initiate programs aimed at city-wide beautification
- Local businesses and organizations should become more involved in efforts to improve the community image

Physical Infrastructure

- Street improvements and the construction of new streets is a high priority within the community
- Residents may be open to additional funding mechanisms for street improvements
- Existing infrastructure (water and sanitary sewer lines) should be regularly evaluated and improved when necessary
- Consistent design standards for public improvements would help ensure quality development

Transportation

- Alternative transportation options such as bike paths and sidewalks are needed within the community
- Increased motorized transportation options such as taxi service and a fixed route service are desired

Parks & Recreation

- Implementation of the existing park plan is important
- The City should explore partnerships with other parks and recreation providers
- The community should increase efforts to provide opportunities for cultural interaction

Education

- Enrollment in the School District continues to grow
- A long-term plan for new and improved facilities is important
- The School District needs to improve communication efforts to citizens

SOCIOECONOMIC CONTEXT

The following profile provides a summary of population, housing, and economic characteristics for the City of Neosho as well as comparisons to surrounding communities within the region. Much of the data for this section was derived from the 1990 and 2000 Census of Population. Portions of the education data was derived from the Missouri Department of Primary and Secondary Education and the Neosho R-5 School District.

Demographics

Neosho is seeing substantial growth based on its location within the fast-growing, four state region of southwest Missouri, northwest Arkansas, northeast Oklahoma and southeast Kansas. Although growth is not currently as high as many of the surrounding communities, it is likely only a matter of time before substantially higher growth rates begin to occur within the Neosho area.

Subject	Neosho	Webb City	Siloam Springs	Carthage	Joplin	Four State Region*
Total Population	10,505	9,812	10,843	12,668	45,504	652,214
Population Change (1990–2000)	13.5%	31.7%	33.0%	17.9%	11.1%	23.25%
Population Density (pop/sq.mi.)	702.8	1,300.4	1,023.5	1,316.9	1,450.4	96.0
Average Household Size	2.44	2.55	2.57	2.49	2.28	2.59
Median Age	35.3	31.8	29.8	35.0	34.7	
% Owner Occupied Housing	64.5%	64.0%	57.1%	63.7%	57.6%	69.5%
% Vacant Housing Units	8.3%	7.3%	7.8%	7.7%	10.4%	12.6%
% Structures Built Prior to 1970	59.7%	55.2%	40.9%	71.1%	58.8%	37.4%
Median House Value	$64,700	$70,400	$78,600	$57,400	$67,300	
Over 25 w/ College Degree	26.1%	18.4%	22.7%	18.4%	25.4%	22.4%
Median Household Income	$31,225	$28,849	$34,513	$28,557	$30,555	
Per Capita Income	$15,847	$15,589	$16,047	$15,281	$17,738	
Poverty rate (% of population)	12.8%	15.7%	12.5%	19.2%	14.8%	13.5%
% Workforce in Manufacturing	28.1%	21.2%	32.0%	30.4%	16.9%	21.3%

* The Four State Region is composed of the following ten (10) Counties:

Missouri	Barry, Jasper, Lawrence, McDonald, Newton
Arkansas	Benton, Washington
Kansas	Cherokee
Oklahoma	Delaware, Ottawa

For an expanded list of communities, see Appendix D.

In comparison with the other communities, Neosho is well positioned for growth. There is a well educated population and a higher median household income than in most of the surrounding communities. The poverty rate is relatively low and homeownership is relatively high. These statistics indicate that Neosho is well positioned to attract growth.

PLANNING AREA OPPORTUNITIES AND CONSTRAINTS

An analysis of the planning area's ability to accommodate development was prepared. The analysis was based upon an evaluation of physical opportunities and constraints that might have an impact on the ways in which land in the planning area might be used in the future. Factors that were considered include opportunities for preservation of significant natural resources; areas where infrastructure and services are or will be available; areas that are restricted from development due to environmental hazards. The analysis was designed to identify opportunities and constraints to development and answer such questions as:

- Are there environmentally sensitive areas that represent opportunities for natural features conservation and enhancement, such as wetlands, wildlife habitat, and riparian corridors?
- Are there natural hazard areas within which development should not take place, such as the floodway or other hazard areas?
- Do the existing utility and service providers have capacity to handle the projected growth, and are there areas where the inability to provide services will constrain development?

Environmentally Sensitive Areas Should Be Preserved

The planning area contains lands that may serve as critical habitats, areas that support a diversity of plant and animal species, areas that are located on excessively steep slopes, or are in riparian areas. These areas should be addressed by plan policies that ensure that they are protected.

The Floodplain & Floodway are Significant "Shapers" of the Region's Land Use Pattern

Hickory Creek, a tributary of Shoal Creek, is a significant natural feature that impacts the region's historic and future land use patterns. The City has begun to address the impact of flooding along Hickory Creek through a federal buyout program that has removed a significant number of structures from within the floodplain. As part of the plan, policy decisions will need to be incorporated concerning future growth and development along the floodplain.

Future Land Uses in the Airport Area Should Avoid Conflicts with Aircraft Operations

Land use decisions made during the planning process should take into consideration the impacts resulting from aircraft operations, long-term plans for future development of the airport and promote compatible uses.

Inadequate Services Will Impact Future Development in the Rural Area

New development has taken place in the urban fringe areas of Neosho, which in some cases has outpaced the provision of critical infrastructure and public services. Coordinated intergovernmental infrastructure and service plans should be developed for fringe areas, based on desired land use patterns identified during the planning process. These plans will help

promote compatible development as land is developed, and potentially annexed into the City of Neosho.

Rural Utility Districts May Face Regulatory Difficulties

While the City of Neosho is the primary utility provider within the City and the urban fringe area, there are additional service providers such as water districts that may influence the planning process. The small rural service districts may face regulatory difficulties in the future that may encourage future service by the City.

Land Capacity and Development Constraints

Land capacity and development constraints are used to help analyze the supply of land within the planning area that is potentially available for development, taking into account that the supply of land is affected by a number of factors. Key factors included:

- Physical considerations and constraints, such as environmentally sensitive areas;
- Areas potentially impacted by the floodway and floodplain of Hickory Creek;
- Existing development patterns with the potential to influence the future use of adjacent lands;
- Zoning patterns;
- Ownership patterns, particularly of large land holders such as the federal government, Crowder College and the State of Missouri ;and
- The location and availability of infrastructure and services needed to support development.

Chapter 3: Civic Infrastructure

BACKGROUND AND INTENT

One way to define civic infrastructure is the capacity of the public, private, and non-profit sectors to work together for the mutual betterment of the entire community. In order to establish a strong, well-defined, and well-developed civic infrastructure, the community must accept that government alone cannot solve all of the problems or provide all of the opportunities. This Chapter identifies a series of goals and guiding principles that represent the values of the community and its vision for civic involvement in the City of Neosho. Specific policies are provided that expand on the goals and guiding principles and provide direction for citizens, elected and appointed community leaders, and City staff and administrators in making coordination related decisions.

GOALS AND GUIDING PRINCIPLES

Goal #1:

Improve the image and operations of the City by communicating more effectively.

Guiding Principle:

The City shall become more proactive in educating and informing citizens of municipal activities in a timely manner. Public projects will be clearly identified and information about project status will be regularly provided.

Goal #2:

Ensure and promote opportunities for public participation in the community planning process (see Implementation Plan – Chapter 9).

Guiding Principle:

The City shall encourage participation from neighborhood-based community organizations, business and professional groups, residents and property owners in land development decisions as well as services and facilities planning. The City will notify organizations that may be affected by decisions in a timely manner so they have an opportunity to participate and/or sponsor meetings.

Chapter 4: Physical Image

BACKGROUND AND INTENT

Neosho citizens take pride in the attractiveness and livability of their community. The City will promote a high standard of design for all new development, renovation, and rehabilitation to reinforce and maintain the established visual character of the community that makes it a desirable place to live and work. This Chapter identifies the goals and guiding principles that represent the communities' values and its vision for the physical image of the City.

GOALS AND GUIDING PRINCIPLES

Goal #1:

The City shall take the lead in promoting the physical image of the community through proactive management of its codes and ordinances.

Guiding Principles:

Code enforcement will be utilized to improve substandard properties within the community.

The City shall require a high level of development quality for all new residential and non-residential development and redevelopment. Consideration should be given to the establishment of development design standards. Standards should include, but not be limited to materials, architectural details, site layout, scale and mass, height, landscaping and screening, parking location and layout, sidewalks, and other factors.

Revisions to the City's codes and ordinances will be initiated to ensure that current standards are utilized to improve the image of existing and proposed development.

Primary community gateways into Neosho, such as Highways 86 and 71 should be enhanced through such approaches as landscape treatments, coordinated signage and lighting, and development of community gateway design features in order to emphasize and preserve the attractive setting and appearance of the community.

Goal #2:

The business community and civic groups will be active partners with the City in improving the physical image of the community.

Guiding Principles:

Businesses will work together to improve the image of the areas in which they are located.

Civic groups will work with the City to improve highly visible open spaces within the community.

Chapter 5: Physical Infrastructure

BACKGROUND AND INTENT

The availability of water, wastewater, and other utilities and services affects the safety and quality of life for residents and the economic stability of the City. The City shall promote a development pattern that provides for long-term development needs, while achieving a cost-effective and efficient provision of infrastructure and public facilities (see Appendix A for a description of the current infrastructure of the City). This chapter identifies a series of goals and guiding principles that represent the values of the community and its vision for the provision and maintenance of public infrastructure and services within the planning area.

The availability and capacity of water and sanitary sewer facilities has a direct impact on the intensity, timing and location of development. Both systems should be able to accept additional capacity in order to accommodate future growth. Often, that capacity is taken up, not by development, but by problems with the system itself. Breaks in water lines, and leaks at meters allows water loss that reduces the capacity to serve both existing and new development. Cracks and breaks in sanitary sewer lines allow storm water and groundwater to enter the sanitary sewer collection system and take up valuable space in the treatment system.

Maximizing the capacity of the City's infrastructure to serve existing residents and support growth means more than just pumping more water at the water plant or treating more wastewater at the wastewater plant. It also means maintaining a system as it develops and replacing those parts that wear or break over time. This preventive maintenance, in some cities, has increased the capacities of water and sanitary sewer systems by as much as 30%. This allows for development to take place with existing resources and provides time before larger capital projects are necessary. The City is taking a lead in this effort to improve existing systems by initiating a replacement program for water meters. Other components of the water and sanitary sewer systems should be evaluated to determine whether similar improvements can increase service capacity without more costly capital projects.

Stormwater drainage improvements are necessary, especially when new development occurs that will change the natural environment on-site and off-site. It ensures the safety of both structures and residents. Over the past several years, the City has worked to improve existing stormwater problems in the areas adjacent to the downtown. The expansion of Morse Park, through land acquisition and structure demolition, was made possible by federal grants for stormwater management. While this has been a successful project within the community, it is more difficult and costly to correct stormwater problems that result from development. The development process should include a careful understanding of the existing and proposed stormwater conditions and attempt to address them as a part of the construction process.

The street system is considered to be one of the vital infrastructure components within the community. It affects almost every aspect of activity within the community either directly or indirectly. Unlike water or sanitary sewer lines, a city's streets are visible to all of the citizens. The City currently maintains approximately 100 miles of streets, almost all of which are paved.

Design Standards

The City should continue to encourage desired growth and development, while at the same time considering the fiscal constraints of such development on the community. The cost of development continues to rise, making it imperative to install improvements in the most economical manner. Policies should reflect these realities. One result is to divide the costs of infrastructure equitably between developers and the city.

Policies should also stress the importance of maintaining construction standards when extending the City's infrastructure systems. Quality construction is critical to the long-term obligation of maintaining infrastructure systems over their life and reducing more costly repairs. The American Public Works Association provides guidelines and design standards for the construction of public improvements such as streets, water lines and sanitary sewer lines. Adoption of these standards may cause initial construction costs to increase slightly, however they will provide a long-term cost savings by ensuring that the infrastructure meets a high standard of design and construction.

GOALS AND GUIDING PRINCIPLES

Goal #1:

Make efficient use of public resources by locating infrastructure and providing services within areas planned for future growth.

Guiding Principles:

The provision of adequate public facilities and services and the phasing of infrastructure improvements shall be important considerations in the timing and location of development.

The City and other applicable local agencies shall ensure that standards are established for public infrastructure. These standards shall define the specified levels of service that are necessary and appropriate to meet the needs of residents.

The City shall prepare and update multi-year capital improvements programs that are coordinated within all departments in order to direct and prioritize the provision and extension of public facilities and services to identified growth areas while protecting non growth areas from inappropriate urban development.

Goal #2:

The City shall focus efforts to improve existing infrastructure in older parts of the community.

Guiding Principles:

Develop regular maintenance programs for existing infrastructure in an effort to proactively improve the system before costly repairs are required.

Partner with neighborhoods to develop cost share opportunities to upgrade infrastructure to current standards.

Pursue alternative funding sources (state and federal grants) whenever possible to reduce costs for projects.

Chapter 6: Transportation

BACKGROUND AND INTENT

Mobility, efficiency and safety are important components of a transportation system. Current and future mobility needs will be addressed through appropriate land use decisions as guided by the Comprehensive Plan. The City will address and plan for an efficient transportation system with connected local and regional roads and future transit alternatives. In addition, the City will ensure that streets are designed to accommodate a range of travel modes to coincide with existing community needs as well as for new development. This chapter identifies a series of goals and guiding principles that represent the community's vision for a future transportation system.

Transportation refers to the methods that we use to travel from one location to another. In most instances we think of transportation as getting in our car and driving to work, school or to go shopping. This is the most dominant form of transportation in Neosho. That does not mean that it is the only form of transportation that we should plan for as the community grows and develops. Other forms of transportation within and around the community include rail, air, public transportation, pedestrian and bicycle. Elements of all of these systems are all present in the community and should be planned for as additional development takes place.

There are several rail lines that travel through the city and provide access for many of the businesses. It is unlikely that new rail lines will be added although there may be some additional development of spurs to support new and existing businesses. Areas of concern related to the location and use of rail is primarily one of safety. Minimizing at-grade crossings and reducing the potential for pedestrian access to the rail lines should be a part of the long-range development planning in the city.

The Neosho Hugh Robinson Airport is a municipal airport with the capacity to serve small jet aircraft. This general aviation facility has a great deal of potential in attracting new business and industry to the area based on its location and ability to serve corporate leaders. The City is currently working on a project to design and construct a new terminal facility that will create an attractive entrance to the City for visitors who arrive by air.

Public transportation in Neosho is limited to the OATS program which provides van transportation for seniors throughout the community. Hours of operation are limited which can have an impact on the independence of local seniors who do not have access to their own automobiles.

For a variety of reasons, there is a resurgence of walking as a means of transportation throughout the United States. This may have to do with attitudes about health or a desire to by some people to reduce their reliance on the car. In the case of those too young to drive, it is one of the few transportation alternatives available that is not reliant on others. Whatever the case, our transportation network serves pedestrians well in some areas (downtown and surrounding areas) and less well in others (on the boulevard and in new commercial areas). As development occurs, both residential and commercial/industrial, it is important to consider the expansion of the pedestrian network. Similar to stormwater management systems, pedestrian facilities (sidewalks primarily) are much less costly when they are constructed as a part of the development rather than after.

Interest in bicycles as a viable transportation mode has been steadily increasing over the last few years. This interest has resulted in measures taken on the Federal level that provide funding and guidelines for such facilities, such as Tea-21 and the Clean Air Act Amendments of 1990. Aid in establishing cycling facilities for the City may be obtained through Missouri Department of Transportation.

In general, there are three types of bikeways that comprise a bicycle transportation system--bike paths, bike lanes, and bike routes.

- Bike paths are usually designed for exclusive bicycle traffic, but sometimes are combined with pedestrian ways. They are separate from vehicle traffic, usually 10-12' wide paved areas designed for recreational purposes or in conjunction with a park system.
- Bike lanes are dedicated lanes marked off on established streets for bicycle transportation purposes. When constructed in conjunction with a right-of-way improvement they are considerably less expensive than bike paths.
- Bike routes are designated along existing streets. Signs are posted to alert vehicles to share the roadway with bicycle traffic. This is the least expensive of systems to create. In this option, street selection and a public education are critical to the safety of the riders.

Advanced riders tend to use established bike routes and the public street system, whereas, children and recreational riders prefer the safer setting of local streets, bike paths and bike lanes.

GOALS AND GUIDING PRINCIPLES

Goal #1:

Ensure that new development patterns facilitate safety, connectivity, and mobility for all modes of transportation in established and developing areas of the community.

Guiding Principles:

Future residential and commercial development should be planned and designed to ensure that sites and land uses are linked by all modes of travel – autos, pedestrians, and bicycles. Within each site, development shall be planned and designed to be pedestrian-friendly with full accommodation for safe, comfortable, and convenient walking on a continuous, well-connected system of sidewalks, walkways and street crossings.

New development shall be designed to eliminate conflicts between motor vehicle, bicycle, and pedestrian users, and provide safe and convenient access to and between residential neighborhoods, schools, employment and service centers, and recreational uses.

Neighborhood streets and sidewalks in both new and existing areas shall form an interconnected network, including vehicular, bicycle, and pedestrian routes within and between neighborhoods, in order to connect neighborhoods together and with other parts of the community and region. In particular, direct walkway and bicycle routes to schools, parks, employment and service centers, and other community facilities should be provided.
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Future commercial and residential projects in the urban fringe area shall be planned to ensure that sites and land uses are readily accessible to all modes—pedestrians, bicycles, autos, and future public transit.

Chapter 7: Parks and Recreation

BACKGROUND AND INTENT

Neosho is a community blessed with an abundance of park and recreation opportunities. Big Spring Park is the crown jewel of the City's park system and is arguably one of the finest municipal parks in the State. Morse Park represents the vast untapped potential for park and recreation development in the community. At ten times the size of any other municipal park in the City, Morse Park provides an opportunity to offer something for everyone in a single park setting. Scenic Park and the Neighborhood Recreation Center make up the remainder of the park system and serve specific needs.

A brief description of the City's parks and recreation facilities is provided below:

Morse Park

Morse Park is located along the floodplain of Hickory Creek. The creek generally flows to the northwest, emptying into Shoal Creek north of the City. Numerous springs discharge into Hickory Creek, resulting in permanent flows when other streams are dry. The creek and the prominent bluffs along its east side have impeded the City's growth to the east. Indeed, only McKinney Street and two lesser roads, Wood Street and Spring Street, convey traffic eastward from downtown Neosho.

Traditionally, Morse Park has been Neosho's primary outlet for outdoor active recreation. The site supports two full-size baseball fields, two youth baseball (or softball) fields, a practice softball field, two tennis courts, a playground, and pits for horseshoes and volleyball. South of McKinney Street (Highway 86), Morse Park includes a youth soccer complex of five fields with sufficient area for a sixth field. The local high school competes at the baseball, softball, and soccer fields at the park.

Scenic Park

Scenic Park is Neosho's only neighborhood park. The park is located in a neighborhood of small, lower-income homes. Currently, the park provides a small ballfield that consists of a dilapidated backdrop and the remains of a scoreboard. The City has refurbished an existing restroom building and plans to upgrade another for possible use for concessions and storage. A few pieces of old and scarred play equipment are scattered throughout the north end of the park. These pieces do not have ADA-compliant surfacing. Two shelters exist on the park property. Other than the shelters, no shade is available at this park. Vandalism is apparent throughout Scenic Park.

Big Spring Park

Big Spring Park abounds with both natural beauty and architectural interest. Home to a gushing spring, the Civil War Cave, and the Flower Clock, the park has become a destination for regional tourists. This is an intergenerational park that also offers a small playground with new equipment to younger park visitors. The greatest challenge to this park is how to accommodate the interest to the natural and man-made beauty (and possibly a future cave interpretive center) and still preserve the park's unique character.

Neighborhood Recreation Center

The Neighborhood Recreational Center (NRC) is the prime location for organized indoor sports. The NRC also provides meeting rooms for citizens and indoor exercise facilities. A public swimming pool was built to the immediate north of the NRC. Two tennis courts, an outdoor basketball court, and an open area for volleyball or picnic tables are located behind the building. At the base of a steep slope toward the rear of the property is a lone soccer field with a precipitous gravel drive. Because of existing tennis courts at Morse Park and the high school, the tennis courts at the Center are rarely used. Also, activities behind the building are hard to monitor by NRC staff. Given the demand for indoor basketball courts in Neosho and the apparent disuse of the NRC's outdoor facilities, the Park Master Plan recommends the expansion of the NRC, replacing the outdoor activities immediately behind the building with more gymnasium space.

The City recently completed a comprehensive parks master plan that identified improvements within the existing parks and made recommendations for a system of linkages between the parks. This plan should be utilized and implemented in conjunction with the comprehensive plan in an effort to continue improvements to the park system.

GOALS AND GUIDING PRINCIPLES

Goal #1:

The City shall ensure that park and recreation facilities provide an adequate range of recreational opportunities.

Guiding Principles:

Facilities shall be designed in a manner that responds to the needs of the intended users.

The City shall use a variety of methods to develop a system of open space that is connected, continuous, and permanent.

Tributary drainage channels and other potential pedestrian corridors should be incorporated as part of an overall trails network as they become integrated into residential areas.

Goal #2:

The City shall preserve environmentally sensitive areas from development.

Guiding Principles:

Identify and conserve environmentally sensitive areas, including wetlands, key wildlife habitats, steep slopes, and riparian areas.

Encourage the incorporation of open space corridors, buffers, and linkages into new development.

Create opportunities for the establishment of buffers between urban development and environmentally sensitive areas to reduce negative impacts upon natural habitat, protect water quality and reduce storm water runoff.

Chapter 8: Education

BACKGROUND AND INTENT

The comprehensive plan is a tool to improve the quality of the community. The responsibility for implementation typically falls upon the city government. There are, however, many areas that are beyond the scope of the municipality to address. Education is one of these areas. In a study on public schools and economic development (Weis, 2004), the author identified four factors of schools that influence the community.

1. *There is clear consensus among researchers that education enhances productivity.*
2. *Research indicates that quality public schools can help make states and localities more economically competitive.*
3. *Public schools indisputably influence residential property values (both positively and negatively).*
4. *Emerging evidence suggests that the quality, size, age and shape of school facilities themselves affect economic development.*

With this in mind, it is important to understand that schools belong to the community. As such, it takes the whole community to ensure that the product is of high quality. An essential first step is to develop a broader strategy for how our schools can help educate students so that they can meet the needs of today's businesses. To help articulate this, the educational establishment must draw on the intelligence and ideas of people involved in local economic development and in successful businesses.

One way to begin to develop a long-term strategy for improving our schools is to understand where we are today. The following tables provide some background on the Neosho R-5 School District.

Demographic Review

School	Date Built (additions)	Enrollment	Capacity	Temporary Classrooms
Benton Elementary	1990	575	483	2
Central Elementary	1930 (1954)	268	208	4
Field Early Childhood	1941 (1954)	262	limited	2
Goodman Elementary	1959 (1965, 1989, 1990)	288	limited	2
South Elementary	1967	494	292	5
Neosho Middle School	1995	991	878	2
Neosho Junior High	1954 (1957, 1983, 1984)	329	1,168*	6*
Neosho Senior High	Same as Jr. High	1,203	1,168*	6*
Total		4,410	3,029**	23

* Capacity for Jr. and Sr. Highs are combined.
** Total capacity is higher than 3,029 when Field and Goodman are included.

Performance Indicators for Graduates

Performance Indicators	1999	2000	2001	2002	2003
Total Dropout % (grades 9 – 12)	5.05	4.05	4.81	4.40	2.75
Total Number of Graduates	229	211	200	238	229
Graduation Rate (%)	75.8%	79.9%	83.0%	81.8%	78.3%
Number of Graduates scoring at or above the national average on the ACT	87	83	76	72	64
Percent of Graduates scoring at or above the national average on the ACT	38.0%	39.3%	38.0%	30.3%	27.9%

Source: Missouri Department of Elementary and Secondary Education

Post Graduate Analysis

Percent of Previous Years Graduates	1999	2000	2001	2002	2003
Entering a four-year school	36.63	38.43	23.70	26.00	36.55
Entering a two-year school	26.24	28.38	39.81	39.00	37.39
Entering a post-secondary institution	2.97	2.62	0.00	3.00	0.84
Entering the workforce	11.39	6.55	9.00	10.50	20.17
Entering the military	3.47	2.18	3.32	9.00	3.78
Entering some other field	15.35	21.83	0.00	9.50	0.84
Status unknown	NA	NA	NA	1.50	0.42

Source: Missouri Department of Elementary and Secondary Education

Assessed Valuation and Tax Collection Report

Fiscal Year	Assessed Valuation	100% Collection	Collection Percentage	Actual Collections	Amount of Increase
1999-2000	$175,243,054	$4,819,183	99%	$4,776,907	
2000-2001	$187,301,069	$5,150,779	98%	$5,048,537	$271,630
2001-2002	$202,798,148	$5,576,949	99%	$5,513,019	$464,482
2002-2003	$203,773,795	$5,603,779	99%	$5,531,885	$18,866
2003-2004	$207,950,329	$5,718,634	97%	$5,540,405	$8,520
2004-2005	$206,073,188	$5,667,012	97%	$5,456,535	$(83,870)
2005-2006	$212,255,383	$5,837,023	Projected		
2006-2007	$218,623,044	$6,012,133	Projected		

Source: Missouri Department of Elementary and Secondary Education

Recent Bond Issues

There have been two attempts at bond issues in the last five years. In 2001, the district attempted to pass a 48 cent tax levy that would generate approximately $19,900,000 of local revenue over a twenty year period. The increase was proposing high school renovations, middle school addition, Goodman Elementary School addition, South Elementary School addition, and a new school with a preschool addition. At that time, the average taxpayer would have seen an increase of $72.96 per year or 20 cents per day.

After the levy issue did not pass, some of the reasons given for the failure were; too much money, too complex of an issue, wrong plan, and too aggressive of a campaign.

The second attempt came the next year (2002) with a proposal for an elementary school. Some people may not have remembered this even being on the ballot. The campaign was quiet and took a non-campaign approach. The issue was for $12,800,000 to build an elementary school/preschool and renovate the high school. The tax levy was approximately 18 cents.

School District Long Range Vision

The Neosho R5 School District will be presenting to the public a facility plan in the spring of 2006. This plan calls for the construction of an elementary school and some renovations at the high school. Those renovations include; science labs, energy efficient windows, and a cafeteria expansion. The cost to the taxpayers is an increase of .36 cents above the existing $2.75 per one hundred dollars of assessed valuation and will provide the district approximately 12.5 mission dollars for facility improvements.

The facility plan establishes a long and short range goal and is divided into two phases. The school board along with community groups has created a plan that will address the elementary and some high school improvements in phase one. Phase two will directly affect the middle school and further high school improvements. The timeline for addressing phase two will be considered after the first phase has been completed.

GOALS AND GUIDING PRINCIPLES

Goal #1:

The education system benefits all residents in the community and plays a critical role in the future development of the City.

Guiding Principles:

Citizens will be better informed of the needs and plans of the school district.

The school district will provide quality facilities that foster learning.

The school district will develop programs that involve the entire community in the education system.

Chapter 9: Implementation Plan

OVERVIEW

A key aspect of the Comprehensive Plan is how it will be carried out after it is adopted. This chapter recommends how the City may best implement the policies outlined in this Plan. The City should conduct an annual review of the highest priority actions identified in this chapter and revise them as necessary.

In order to implement the goals and policies of the Comprehensive Plan, it is necessary to identify the types of implementation strategies or actions that will be required. It is also necessary to determine the priority and timing of the actions so the City is able to allocate necessary resources. The Implementation Plan Matrix, located at the end of this chapter, supplements this section. The Matrix lists each of the actions required to implement the Plan, and lists the relative priority of actions by date.

The Action Plan also identifies a need for the City's development regulations to be reviewed and revised as necessary, in order to be consistent with the goals and policies of the Comprehensive Plan. These regulations include zoning, subdivision regulations, roadway standards, and development review procedures. Revisions to development regulations and standards should be undertaken soon after adoption of the Comprehensive Plan, since the recommendations and policies contained in the Plan generally are advisory in nature and are most often implemented through various regulations and standards.

The Comprehensive Plan also identifies a number of strategies that will be carried out during day-to-day policy decisions made by the planning staff, Planning Boards and the City Council. These elected and appointed officials will continually make decisions regarding development proposals and plan amendments within the planning area. The Comprehensive Plan serves to guide such policy decisions that will occur throughout the life of the Plan, and should be closely coordinated with the City's Capital Improvements Programs.

SUMMARY OF PRIORITY ACTIONS

The Action Plan identifies a number of immediate priority items that should be implemented as soon as possible, in order to ensure that the City's actions and decisions are aligned with the policies contained in the Plan. These are summarized below.

Civic Infrastructure

The Comprehensive Plan places a strong emphasis on building citizen trust in the day to day operations of the City. Effective communication is a key to improving the relationship between the City and the citizens. Efforts to build on the civic infrastructure of the community will pay off through the creation of new generations of community leaders. This civic infrastructure requires the full efforts of citizens as well as the City. It is not enough for the City to commit to projects; the citizens must remain engaged in the process to provide direction for the projects. This Plan will not succeed unless the citizens of the community continue to participate in the decision-making processes of the City. These include; voting, volunteering on boards and commissions and attending and participating in community meetings.

Physical Image

There is a strong desire to improve on the physical image of the community. The City has excellent attributes, such as parks and the downtown, on which to build. Efforts need to be made to improve the most visible parts of the community through a variety of beautification efforts. These efforts, at the primary entrances to the community and along the major transportation routes, will increase community pride and serve as an effective marketing tool for the City and its businesses.

Physical Infrastructure

The ability to grow and prosper requires a strong and adequate infrastructure system. Streets, sanitary sewer and water are all necessary to serve existing residents and support new growth and development. These systems are expensive to construct and maintain so it is important to plan carefully. Design standards for public improvements will help to ensure that projects will be well constructed and last for many years

Transportation

Although we live in a society that places a high value on individual mobility and the automobile, it is important to have other options for movement within the community. There are large segments of the population (the elderly and those too young to drive) that are significantly limited in their ability to travel throughout the city. The creation of pedestrian linkages from neighborhoods to commercial areas and schools will provide additional transportation options. Additionally, transit (whether taxi or fixed route) should regularly be explored to determine whether it can be effectively implemented.

Parks and Recreation

The City is fortunate to have a wide variety of recreational opportunities and facilities for its residents. With a close proximity to the downtown, Big Spring and Morse parks provide an attractive setting and receive a significant amount of use. Other parks and facilities are scattered throughout the community. Partnerships to improve recreation offerings should be explored. As growth occurs in the urban fringe areas, the City should work to reserve land that can be used for smaller parks serving local neighborhoods.

Education

The education system within a community is a key measure of the vitality of the community. So much of the success of communities is tied to an effective school system. Although the City has little impact on the education system, it is a community issue and efforts should be made to encourage effective communication between the school district, the City and the community.

IMPLEMENTATION PLAN MATRIX

The Implementation Plan Matrix, below, provides a detailed list of the actions needed to implement the Plan, by planning topic. The matrix indicates the priority of the actions and who is responsible for coordination for each activity. An Implementation Committee, made up primarily of members from the Steering Committee, will coordinate activities and bring the right people together for each task. This Committee will make use of the participants in the Citizen Planning Group Meetings to ensure ongoing community involvement and support of the Plan. City staff and planning officials will need to update this matrix on an annual basis, or as necessary, to keep the responsibilities and actions current.

Neosho Comprehensive Plan: Implementation Schedule
Civic Infrastructure

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission Facilitator:_____	**Community Clean-up**	➢ "Don't pass it up – Pick it up!" ➢ Enforce codes ➢ Hold community clean ups	➢ Chamber ➢ City ➢ Community	➢ On-going
	Hire a professional events planner to work out of Municipal Auditorium	➢ Develop budget ➢ Identify performance measures	➢ City ➢ Community	➢ 2007
	Improve voter/ citizen confidence	➢ Commitment to city projects ➢ Provide information about projects	➢ City ➢ Community	➢ On-going
	Promote more tourism activities	➢ Build on current efforts ➢ Tie into local events	➢ City/County Tourism ➢ Local groups ➢ Community	➢ On-going
	Create ownership stake in the community – involve the younger generation	➢ Promote clubs and activities for High School individuals ➢ Create Junior Chamber	➢ School District ➢ Chamber ➢ Crowder ➢ Community	➢ On-going
	Hold a Fall or Spring Festival	➢ Bring festival back to the square and include other cultures	➢ Chamber ➢ Community	➢ 2008
	Develop new leaders – Board made-up of civic organization leaders	➢ Build on Leadership Neosho program	➢ Chamber ➢ Media ➢ Community	➢ On-going
	Comprehensive Plan is a living document	➢ Create regular implementation reports	➢ City ➢ Media ➢ Community	➢ 2007
	Install a city information sign	➢ Determine location, design and budget	➢ City ➢ Community	➢ 2007
	Have leaders with a vision: Share the vision and the successes	➢ Annual "State of the City" address ➢ Regular communications	➢ City ➢ Community	➢ 2007
	Provide community classes (i.e.- language, financial, investing)	➢ Partnership between Crowder and School District	➢ Crowder ➢ School District ➢ Library ➢ Community	➢ 2008
	Support the recreation center	➢ Advertise activities	➢ City (Recreation Dept) ➢ Media ➢ Community	➢ 2007

Neosho Comprehensive Plan: Implementation Schedule
Physical Image

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission Facilitator:_____	**Code Enforcement – need encouragement/ back up, partnership**	➢ Educate public ➢ Pro-active enforcement ➢ Measure effectiveness	➢ City ➢ Media ➢ Community	➢ On-going
	Restore the Flower Box Program – Garden Club/ Master Gardeners	➢ Businesses sponsor ➢ Form a committee ➢ Students and/or groups to provide maintenance	➢ Chamber ➢ Garden Club ➢ Businesses ➢ Community	➢ 2008
	Fish Hatchery	➢ Provide improved signage	➢ Friends of the Hatchery ➢ Community	➢ 2008
	Flags along the boulevard – Thomas Hart Benton, seasonal: 4th of July, Fall, Spring, involve civic clubs and businesses	➢ Evaluate options for banners that do not interfere with Christmas decorations	➢ Civic Organizations ➢ Kiwanis ➢ Community	➢ 2008
	Neighborhood Watch Groups/ Block Parties	➢ Expand existing police program ➢ Neighborhood Cleanup	➢ Police ➢ Churches ➢ Community	➢ 2008
	Outside Improvements	➢ "Take Pride in Neosho" theme ➢ Banks offer low interest loans for outside improvements ➢ Challenge companies to improve appearance ➢ Awards for nice looking yards	➢ Chamber ➢ Businesses ➢ Community	➢ On-going
	Focus on highly visible property in need of immediate improvement	➢ Concentrate on City properties ➢ Begin at major entrances and streets	➢ City ➢ City enforcement ➢ Community	➢ 2007
	Offer street maps which give names of street outside the city limits	➢ Advertise existing resources	➢ Chamber ➢ Media ➢ Community	➢ Done

Neosho Comprehensive Plan: Implementation Schedule

Physical Infrastructure

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission Facilitator: _____	**Finish the South Street bypass**	➢ Design – 2005 ➢ Construction - 2005	➢ City ➢ Community	➢ 2008
	Install more solar lights	➢ Research technology ➢ Research grant sources ➢ Identify areas needing additional lighting	➢ City ➢ Crowder ➢ Community	➢ 2010
	Airport Improvements	➢ New terminal building ➢ Improve runways	➢ City	➢ 2007
	Research alternate 86 bypass	➢ Identify east – west corridor on north side of town	➢ City ➢ Community	➢ 2020
	Invest in existing sewer and water lines **Use grants or bond issues to fix the infrastructure**	➢ Develop CIP for infrastructure improvements ➢ Coordinate CIP activities between City Departments	➢ City ➢ Community	➢ On-going
	Hi-Speed DSL/ Cable/ Citywide Wireless Access	➢ Coordinate private efforts ➢ Provide education	➢ Business ➢ City Coordination ➢ Community	➢ On-going / Immediate
	Explore funding options for streets, including a street tax	➢ Research other communities ➢ Specify improvements ➢ Publicize completed projects	➢ City ➢ Citizen's Group ➢ Community	➢ 2007
	McCord to Square signal at McCord/ Coler	➢ Evaluate improved traffic flow options at McCord and Coler	➢ City ➢ MODoT ➢ Community	➢ 2008
	Improve traffic flow on the Boulevard	➢ Prepare traffic study for Blvd ➢ Develop long-range improvement plan	➢ City ➢ MODoT ➢ School District ➢ Community	➢ 2008
	Adopt design standards for public improvements	➢ Evaluate options for design standards ➢ Hold public meetings	➢ City ➢ Community	➢ 2008
	Modernize zoning regulations and plan for future growth	➢ Update City's regulations ➢ Evaluate extraterritorial zoning for areas outside the City	➢ City ➢ County ➢ Community	➢ 2007

Neosho Comprehensive Plan: Implementation Schedule
Transportation

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission **Facilitator: _____**	**Require developers to build sidewalks for all new development**	➢ Design Standards	➢ City ➢ Community	➢ 2007
	Start a sidewalk development plan that creates infrastructure to allow students in close proximity to walk to school	➢ Develop map of locations ➢ Explore grant options	➢ School District ➢ City ➢ Community	➢ 2008
	Provide incentives for residences to install sidewalks	➢ Explore funding options ➢ Provide education	➢ Neighborhood Groups ➢ City ➢ Community	➢ 2009
	Create bike trails and bike routes. Incorporate a bike lane.	➢ Implement Parks Plan ➢ Design for major streets	➢ City ➢ Community	➢ 2007
	Create alternative motorized transportation services – tram service for special events	➢ Talk with national bus system about possible stop	➢ Tourism Committee ➢ Community	➢ 2007
	Taxi cab service	➢ Develop transportation survey	➢ Chamber ➢ Community	➢ 2007
	Establish a trolley/ bus system to main areas of city	➢ Work with Wal-Mart, possible tax benefit to Wal-Mart	➢ Chamber ➢ Community	➢ 2008
	Require sidewalks to be maintained by the land owner	➢ Enforce ordinance	➢ City ➢ Community	➢ 2007
	Create pedestrian crossovers on Boulevard	➢ Traffic study for Boulevard	➢ City ➢ School District ➢ MoDOT ➢ Community	➢ 2008
	Complete downtown sidewalks	➢ Identify areas to be improved ➢ Identify funding options	➢ City ➢ Businesses ➢ Community	➢ 2008

Neosho Comprehensive Plan: Implementation Schedule
Parks and Recreation

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission Facilitator: _____	**Comprehensive Park Plan**	➢ Educate public about existing Comprehensive Park Plan	➢ City ➢ Park Board ➢ Community	➢ On-going
	Implement the Park Plan	➢ Create implementation schedule similar to Comprehensive Plan schedule	➢ Park Board ➢ City ➢ Community	➢ 2008
	Discuss maintenance of growing park areas – create maintenance plan	➢ Develop operations plan	➢ City ➢ Park Board ➢ Community	➢ 2008
	Establish Regional Fine Arts Council	➢ Create organization within the Parks and Recreation Department	➢ Park Board ➢ Community	➢ 2010
	Hold Festivals and Cultural Activities – Multi-cultural International Events/ Festivals, invite others to participate, include Crowder	➢ Work with existing events ➢ Identify new opportunities	➢ Professional Events Planner ➢ Community	➢ 2009
	Create a cultural events coordinator position	➢ Create e-mail list to spread news of events	➢ Professional Events Planner ➢ Community	➢ 2007
	Partner with the Conservation Commission	➢ Identify areas for partnership ➢ Meet with Commission to determine opportunities	➢ City ➢ Park Board ➢ Community	➢ 2007

Neosho Comprehensive Plan: Implementation Schedule
Education

	Community Action	Implementation Activities	Participating Groups	Timeframe
Planning Commission Facilitator:_____	**Pass bond issue**	➢ Improve access to voting locations ➢ Community-wide effort for plan	➢ School District ➢ Community	➢ 2007
	Better salesmanship and articulation of needs, phone bank	➢ On-going communication ➢ Provide information	➢ School District ➢ Community	➢ 2007
	Construct new elementary school (K-4)	➢ Prepare plan ➢ Use consistent figures	➢ School District ➢ Community	➢ 2007
	Improve conditions – better facilities, lower class-sizes (21-22/ teacher)	➢ District-wide plan ➢ Communication	➢ School District ➢ Community	➢ 2007
	Increased parental involvement	➢ Offer parenting skill classes, parent orientations, and parents as teachers	➢ School District ➢ Community	➢ 2008
	Improve retention of administrators and recruit locally	➢ Program for local involvement ➢ Offer incentives	➢ School District ➢ Community	➢ 2009
	Implement performance-based teacher pay	➢ Conduct a study of and prepare a report on other programs	➢ School District ➢ Community	➢ 2010
	Develop strategies to produce better graduates	➢ Offer college-prep and vocational tracts, partner with Crowder to offer college credit for certain courses	➢ School District ➢ Crowder ➢ Community	➢ On-going
	Need better participation by individuals of the community	➢ Develop communications plan for parental involvement	➢ School District ➢ Community	➢ 2009

Chapter 10: Land Use and Growth Management

BACKGROUND AND INTENT

Growth brings a number of benefits to a community; however, it also brings a number of impacts and costs. To help balance these factors, the City will promote a development pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing single-use or low-density, dispersed development. Detailed land use and growth management policies are provided that expand on the goals and guiding principles. The policies also provide direction for property owners, elected and appointed community leaders, and City staff and administrators in making decisions regarding the location, rate, and design of development within the urban area.

GOALS AND GUIDING PRINCIPLES

Goal #1:

Promote land use and development practices that consider current and future economic, social, and environmental impacts, ensuring the ability of future generations to meet their own needs.

Guiding Principles:

Encourage the development of neighborhood scale commercial and office centers throughout the community.

Coordinate and plan growth that meets the diverse needs of the community while proceeding in an orderly and efficient manner.

Promote land use and development that protects investments and provides opportunities for individual initiative and choice.

Promote cluster development as an option to protect environmentally sensitive areas and provide for common, community open space.

Goal #2:

Promote the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing low-density, dispersed development.

Guiding Principles:

Establish a balance between contiguous outward growth and inward redevelopment, rehabilitation, and reuse, in order to promote the sustainable use of land, infrastructure, energy and other resources.

Provide opportunities for businesses, landowners, and the public sector to rehabilitate, redevelop, and revitalize the downtown.

Strengthen and promote downtown Neosho as the City's primary business, office, governmental, and cultural center.

Recognize other retail centers that exist and coordinate development of new centers.

Goal #3:
Identify areas for future expansion of the City that can be serviced and are compatible with the City and its systems.

Guiding Principle:
Direct urban development into designated areas where basic services such as sanitary sewer, water facilities, and fire protection can be efficiently and economically provided.

Minimize negative fiscal impacts of scattered urban development on the City.

Incorporate into the City, areas which are physically, socially, and economically a part of the City.

GROWTH MANAGEMENT POLICIES

GM 1: City's Role in Managing New Growth and Redevelopment
The City shall strive to achieve a balance between new, outward growth and redevelopment within established areas of the community.

GM 2: Urban Service Area
The Urban Service Area shall continue to be maintained, in order to delineate districts that are suitable for urban development based on physical characteristics, service capability and growth visions. The criteria for setting the boundaries of the Urban Service Area should include:

- Natural features such as ridge lines, stream ways, prime farmlands, flood plains, and soil types;
- Capacity for sewer service from a gravity flow system;
- Economic and fiscal capacity factors;
- Land use needs for various activities and choices of economic level and lifestyle;
- Growth objectives and priorities; and
- Land use and transportation patterns as they exist and as projected by this Comprehensive Plan.

The limits of the Urban Service Area Boundary should be reviewed annually and adjusted as conditions in the Planning Area change over time.

GM 3: Containment of Urban Development within the Urban Service Area Boundary
Future urban development shall be contained within the geographical limits of the Urban Service Area Boundary. All development within these areas shall be compatible with the future vision and principles of this Comprehensive Plan.

GM 4: Priority Growth Areas
To minimize leapfrog development patterns and make efficient use of services, the City will prioritize areas of growth identified in the Comprehensive Plan by establishing Priority Growth Areas for new development within the Urban Service Area Boundary. The City, in coordination

with the County, will develop criteria to be used in establishing Priority Growth Areas, to include but not be limited to, the following:

- Timing and availability of infrastructure, facilities and services;
- Adequacy of fire protection and emergency services;
- Access to adequate roadways;
- Contiguity with existing urban areas;
- Eligibility for annexation;
- Existing environmental constraints; and
- Market considerations, including likely demand for development of the candidate area in the near-term future.

Approval of new development outside of a Priority Growth Area will be restricted, except where new development is consistent with the goals of the Comprehensive Plan and pays the full cost of extension and provision, operations, and, where appropriate, maintenance of all utilities and services. Priority Growth Areas will be reevaluated to determine the City's ability to provide services in and beyond these areas on an annual basis, in coordination with the City's Capital Improvements Program.

GM 5: Areas for Future Expansion

Areas for future expansion should be reevaluated as needed, based upon land availability and demand within Neosho and on the future provision of services. As areas for future expansion are identified, they should be designated on the Future Land Use Map for urban or other appropriate land uses. Since the buildout of these areas is typically beyond the approximate 20-year lifespan of the Comprehensive Plan, non-urban development within these areas should be discouraged in order to retain the opportunity for future urban development.

GM 6: Annexation

The Neosho City Council shall encourage the orderly annexation of the land within the Urban Service Area Boundary. The Neosho Planning and Zoning Commission may recommend, or the City Council may initiate, the unilateral annexation of an area when any of the following conditions exist:

- Service to an existing area in the City or area being annexed, would be improved;
- To ensure the logical extension of future services or that adequate land is available for future development;
- To incorporate existing urban development which is socially, economically, and physically a part of the City; or
- To implement the growth visions of the City.

GM 7: Annexation Process

Petitions for annexation shall be heard by the Neosho Planning and Zoning Commission, which shall make a recommendation on the proposed annexation, based on the Comprehensive Plan and the Capital Improvements Program. The City Commission shall then consider their recommendation on the annexation. In cases where future land uses are known, the option shall be provided for the consideration and review of concurrent annexation, zoning and platting of land. The second reading of the annexation ordinance shall immediately proceed to the second reading of an ordinance designating the zoning for the area being annexed.

GM 8: Rural Development outside Urban Service Areas

Areas outside of the Urban Service Area Boundary should be maintained as very low density living areas, open space, agricultural activities and other uses compatible with the intent of the

Comprehensive Plan. The City shall coordinate efforts to manage rural development located outside the Urban Service Area Boundary, so that it does not impede future urban growth in areas identified in the Comprehensive Plan as having future potential for urban development.

GM 9: Infill and Redevelopment

Infill and redevelopment within established areas of the City is generally encouraged where deteriorated or obsolete structures have become detrimental to an area, where new uses can be accommodated on vacant properties, and in areas that have been specifically identified for redevelopment. Projects may range in size from a single residential lot to the redevelopment of multiple contiguous blocks within a neighborhood or commercial area. Regardless of its scale, infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding area. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements. These design considerations are particularly important when infill or redevelopment occurs within or adjacent to an established residential neighborhood, or when a change in use or intensity would otherwise negatively impact the established character of the surrounding area.

LAND USE POLICIES

Residential

BACKGROUND AND INTENT

The Comprehensive Plan identifies three categories of urban residential uses: Low/Medium Density Residential, Medium/High Density Residential, and High Density Residential. The intent is to create diverse neighborhoods with a variety of housing types and an array of services, such as shopping, schools, and parks that can meet many residents' day-to-day needs within a close proximity. This provides opportunities for residents to walk or bicycle to nearby services and gathering places and reduces the need for cross-town vehicle trips. Despite this emphasis on more diverse neighborhoods, the introduction of non-residential uses and other services may not be appropriate in some neighborhoods, and is not being advocated for introduction into all existing neighborhoods. Opportunities for neighborhoods that are predominately single-family will continue to exist, but will be driven more by market demand and neighborhood-level master planning. Should redevelopment sites become available within established neighborhoods, mixed-use development may be considered, if compatible with policies and land use criteria of this Comprehensive Plan.

URBAN RESIDENTIAL– ALL CATEGORIES

UR 1: Mixed Use Development

The Comprehensive Plan encourages that new neighborhoods in Neosho be designed as walkable, mixed-use neighborhoods. They are intended to be a setting for a variety of housing types combined with complementary and supporting non-residential uses that serve the neighborhood and are designed and operated in harmony with the residential characteristics of a neighborhood, including neighborhood commercial services. They shall be designed to include a network of direct and interconnected streets, pedestrian, and bicycle connections. Mixed-use development shall be encouraged within new urban residential neighborhoods, provided their scale, location and design is compatible with the character and intensity of the neighborhood and they follow the policies and criteria in the section on Neighborhood Commercial Centers.

UR 2: Neighborhood Focal Point
Urban Residential neighborhoods should contain and be designed around a focal point that includes neighborhood scale retail and services, public and institutional uses, including but not limited to schools, daycare facilities, community centers, places of worship, parks and open space. Depending on the location, a single neighborhood center can serve several nearby neighborhoods.

UR 3: Multi-Modal Connectivity
Neighborhoods should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways.

UR 4: Supporting Uses in Activity Nodes
Non-residential neighborhood support uses should be clustered within planned activity nodes, not scattered throughout a neighborhood. The design of these supporting uses, which include retail, service commercial, and offices should be compatible with the character and scale of the surrounding neighborhood and located according to the criteria in the section on Neighborhood Commercial Centers.

UR 5: Incorporation of Natural Features
Urban Residential neighborhoods shall be designed in a manner which protects and preserves natural features of the site, including mature stands of trees, wetlands, drainages, or ridgelines, as open space amenities that serve as identifying or character defining features.

UR 6: Design of Infill and Redevelopment
Infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

UR 7: Urban Roadway Design
Neighborhood streets and access roads should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management shall be provided along arterial streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety.

RESIDENTIAL LOW/MEDIUM DENSITY (RLM)

RLM 1: Characteristics
The Residential Low/Medium Density designation incorporates a range of single-family, single-family attached, duplex, and town homes, and in appropriate cases include complementary neighborhood-scale supporting land uses, such as retail, service commercial, and office uses in a planned neighborhood setting, provided they conform with the policies on Neighborhood Commercial Centers. Small-scale multiple-family buildings and condominiums may be permissible as part of a planned unit development, or special mixed-use district, provided open space requirements are adequate to stay within desired densities.

RLM 2: Appropriate Density Range
Densities in the Residential Low/Medium designation range between less than one dwelling unit/acre up to five dwelling units per net acre.

RLM 3: Location
Residential Low/Medium Density neighborhoods typically should be located where they have convenient access and are within walking distance to community facilities and services that will be needed by residents of the neighborhood, including schools, shopping areas, and other community facilities. Where topographically feasible, neighborhoods should be bounded by major streets (arterials and/or collectors) with a direct connection to work, shopping and leisure activities.

RLM 4: Variety of Housing Styles
To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged in all new development.

RESIDENTIAL MEDIUM/HIGH DENSITY (RMH)

RMH 1: Characteristics
The Residential Medium/High Density designation shall incorporate a mix of housing types in a neighborhood setting in combination with compatible nonresidential land uses, such as retail, service commercial, and office uses, developed at a neighborhood scale that is in harmony with the area's residential characteristics and in conformance with the policies for Neighborhood Commercial Centers. Appropriate housing types may include a combination of small lot single-family, duplexes, townhomes, or fourplexes on individual lots. However, under a planned unit development concept, or when subject to design and site plan standards (design review process), larger apartment or condominium buildings may be permissible as well, provided the density range is complied with.

RMH 2: Appropriate Density Range
Densities within a Residential Medium/High neighborhood range from five to fourteen dwelling units per net acre.

RMH 3: Location
Residential Medium/High Density neighborhoods should be located close to arterial streets and be bounded by collector streets where possible, with a direct connection to work, shopping, and leisure activities.

RMH 4: Variety of Housing Styles
To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged.

RURAL RESIDENTIAL (RR)

RR 1: Characteristics
The Rural Residential designation is intended to provide a rural setting for large-lot, very low-density single-family housing on the urban fringe. Lot sizes and layouts for Rural Residential developments are largely dependent upon topographical constraints typically associated with the hilly terrain surrounding the community. In many cases, large portions of the lot remain in an undisturbed state, reinforcing the rural character of this development pattern. Due to their location outside of the Urban Service Area Boundary, individual sewage treatment systems, and either individual water wells or rural water districts, usually serve the homes.

RR 2: Density
Homes typically occur on tracts between 2 and 20 acres in size, but in some cases tracts may exceed 20 acres.

RR 3: Location
Rural Residential development is typically located at the fringe of urban development and near existing rural residential subdivisions. Rural residential sites are generally located in agricultural areas, areas where the terrain offers rolling and hillside sites, and areas with more terrain relief, such as near the rivers. In some cases, they serve as a transition between more intense urban neighborhoods and natural features to be protected. New rural residential development shall not be permitted in urban service areas.

RR 4: Cluster Development
Cluster development patterns should be utilized as a means of preserving scenic views and providing open space for the common use and enjoyment of residents. The use of cluster development patterns as a means of preserving cohesive blocks of agricultural land is also encouraged.

RR 5: Roadway Design
Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. The City shall work with the State Department of Transportation and the County to develop access management policies along rural highways and highway corridors leading into the community to reduce the number of uncontrolled access points and improve safety.

Commercial
BACKGROUND AND INTENT
The City contains numerous commercial areas that provide the necessary goods and services for residents of the community and region as well as visitors. Commercial developments must be located and designed to balance market opportunities with access and location. In addition, the location and design of commercial areas must be incorporated into surrounding areas, rather than altering the character of surrounding neighborhoods. While the Downtown, or Central Core District, will remain the primary focus of regional commercial activity for the community and region, a variety of other community and neighborhood scale commercial centers will be distributed throughout the community to provide for the day-to-day needs of residents.

COMMERCIAL- ALL CATEGORIES

C 1: Design Commercial Areas According to Their Function in the Region
To provide a variety of commercial services to the community, three commercial designations are provided, depending on the center's scale, purpose, location, and intensity of use. These include the Central Core District, Community Commercial, and Neighborhood Commercial.

C 2: Distribution of Commercial Services
Commercial centers should be distributed throughout the community to provide ease of access for all residents and minimize the need for cross-town vehicle trips.

C 3: Locate All Commercial Uses in Activity Centers

Commercial services should be concentrated and contained within planned activity centers, or nodes, throughout the community. Development of distinct commercial nodes will help preserve the residential character of many of the major street corridors throughout the community and help prevent the negative impacts caused by multiple access points along a corridor. Commercial activities, when grouped in cohesive centers or nodes, result in more viable areas compared to scattered or isolated single use commercial sites. Activity centers, or nodes, provide a variety of services in a concentrated location to promote “one-stop shopping” and minimize the need for multiple vehicle trips. Each center has a limited number of vehicle access points to minimize impacts on surrounding uses and maintain an efficient traffic flow to and from the site. Uses are typically clustered on larger sites near the intersection of two major streets rather than being developed in linear, “strip” configurations along major street corridors. Linear development patterns, particularly when parcels provide a single use and are developed independently, can require multiple access points and lead to disruption of traffic flow on adjacent streets. Although lot sizes and/or configurations in some areas may warrant the use of a more linear development pattern, it is generally discouraged.

C4: Include a Mix of Uses in New and Redeveloped Commercial Areas

New development and redevelopment should include a mix of uses of different types and sizes, creating a diversity of activity and avoiding large, single-use buildings and dominating parking areas.

C5: Promote a High Quality Urban Environment

The physical design of commercial development areas shall promote a high quality urban environment, as expressed by site layout, building materials and design, landscaping, parking area design, and pedestrian-oriented facilities, such as through use of design guidelines.

CENTRAL CORE DISTRICT (CCD)

C D 1: Characteristics

The Central Core District is a special purpose designation for the Downtown Core which has a unique historical character and importance to the broader community. The Downtown Core consists of a variety of civic, cultural, retail, commercial, business and professional offices and financial institutions, as well as residential uses in a compact, vibrant setting enhanced by a large inventory of older, and in some cases historic, structures and a pedestrian friendly scale. “Superstores” and big box centers could be incorporated into identified redevelopment areas in the downtown core, if they are designed as part of a master planned development that is compatible with and complimentary to the traditional downtown urban fabric by maintaining a pedestrian oriented streetscape, and are of exceptional design quality. (Note: “master planned” refers to the process of developing an overall concept or neighborhood level plan for an area, prior to development, that takes into consideration the relationships between land uses, buildings, access and site characteristics, in order to establish a more unified and compatible development. It can apply to a large single site, a whole neighborhood, or series of neighborhoods.)

C D 2: Infill and Redevelopment

Infill and redevelopment that is in keeping with the historic character and scale of the established neighborhood is strongly encouraged to utilize vacant or underutilized sites and enhance the vitality of the Central Core.

C D 3: Renovation and Reuse
The renovation and reuse of existing older underutilized structures is strongly encouraged.

CCD 4: Conversion of Upper Floors
Conversion of upper floors above retail storefronts to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment.

CCD 5: Outdoor Seating
The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged, particularly in the downtown core, to create activity along the street and increase the overall vitality of the Central Core.

D 6: First Floor Uses
Active, visible uses that encourage pedestrian activity, such as restaurants or retail storefronts, are most appropriate as first floor uses. Offices, residential or other uses that typically are "closed off" from the street and lend little to the pedestrian atmosphere should be encouraged as upper floor uses in retail areas.

COMMUNITY COMMERCIAL (CC)

C 1: Characteristics
Community Commercial Centers provide a mix of retail and commercial services in a concentrated and unified setting that serves the local community and may also provide a limited draw for the surrounding region. These centers are typically anchored by a larger national chain, between 120,000 and 250,000 square feet, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. Centers may also be anchored by smaller uses, such as a grocery store, and may include a variety of smaller, complementary uses, such as restaurants, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services. The concentrated, unified design of a community commercial center allows it to meet a variety of community needs in a "one-stop shop" setting, minimizing the need for multiple vehicle trips to various commercial areas around the community. Although some single use highway-oriented commercial activities will continue to occur in some areas, this pattern of development is generally not encouraged.

CC 2: Location
Community Commercial Centers should be located at the intersection of one or more major arterial streets. They may be located adjacent to urban residential neighborhoods and may occur along major highway corridors as existing uses become obsolete and are phased out and redeveloped over time. Large footprint retail buildings (often known as "big-box" stores) shall only be permitted in areas of the City where adequate access and services can be provided.

CC 3: Size
Typically require a site of between 10 and 30 acres.

C 4: Unified Site Design
A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) shall be required and established for the center to guide current and future

phases of development. Building and site design should be used to create visual interest and establish a more pedestrian-oriented scale for the center and between out lots.

C 5: Architectural Character

Community Commercial Centers shall be required to meet a basic level of architectural detailing, compatibility of scale with surrounding areas, pedestrian and bicycle access, and mitigation of negative visual impacts such as large building walls, parking areas, and service and loading areas. While these requirements apply to all community commercial development, they are particularly important to consider for larger footprint retail buildings, or “bigbox” stores. A basic level of architectural detailing shall include, but not be limited to, the following:

- Façade and exterior wall plane projections or recesses;
- Arcades, display windows, entry areas, awnings, or other features along facades facing public streets;
- Building facades with a variety of detail features (materials, colors, and patterns); and
- High quality building materials.

C 6: Organization of Uses

Community commercial services should be concentrated and contained within planned activity centers, or nodes, throughout the community. Within each activity center or node, complementary uses should be clustered within walking distance of each other to facilitate efficient, “one-stop shopping”, and minimize the need to drive between multiple areas of the center. Large footprint retail buildings, or “big-box” stores should be incorporated as part of an activity center or node along with complementary uses. Isolated single store developments are strongly discouraged.

C 7: Parking Design

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the extent possible.

C 8: Circulation and Access

Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

NEIGHBORHOOD COMMERCIAL CENTER (NCC)

N 1: Characteristics

Neighborhood Commercial Centers are intended to provide a range of services, including supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices, for residential areas. Neighborhood centers will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers will function more independently, providing ample parking and numerous stores. Mixed-Use Neighborhood Centers that also incorporate residential uses are appropriate in a master planned setting. Neighborhood Centers often serve more than one nearby neighborhood in order to maintain sufficient economy of scale.

NC 2: Location
Neighborhood centers should generally be located at the intersection of arterial and collector streets. However, smaller centers with limited uses may be appropriate within a residential area at the intersection of two collector streets, or at the intersection of a collector and a local street, provided they are designed to be compatible with the surrounding neighborhood and meet a minimum level of design criteria.

NC 3: Size
Neighborhood centers typically require a site of approximately 10 acres, but may vary, ranging from as small as 1-3 acres to as large as15-20 acres depending on the size of its service area and the extent of its mixed-use characteristics.

N 4: Architectural Character
Neighborhood Centers shall be designed to be compatible with and sensitive to surrounding residences. Building materials and architectural detailing should be compatible with and reflect the character of the surrounding neighborhood. Building heights and scale should be similar to surrounding residences.

N 5: Circulation and Access
Main entrances and driveways should be integrated with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles. Clear, direct pedestrian connections shall be provided between uses within the center and to the surrounding neighborhood.

N 6: Parking Location and Design
Large, uninterrupted expanses of parking should be avoided. Parking areas shall be divided into smaller “blocks” by landscaping and walkways. To the extent possible, parking blocks shall be distributed between the front and sides of buildings, or the front and rear, rather than placed solely in front of building.

NC 7: Transitions between Uses
Attractive transitions should be provided between the center and surrounding residences, while not limiting access between the center and the neighborhood for all modes of travel. Transitions can be accomplished by stepping down the height of taller structures to meet residences, proving landscape buffers or screening, or similar means. Use creative design to avoid simply “walling” off residential areas from neighborhood centers.

Industrial
BACKGROUND AND INTENT
Industrial uses within the planning area are intended to provide locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations.

INDUSTRIAL (IND)

I 1: Characteristics

The Industrial designation is intended to provide locations for manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations.

I 2: Location

Because of their potential environmental impacts, Industrial uses should generally be located away from population centers or must be adequately buffered. Traffic generated by industrial uses should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access is also beneficial to certain types of industrial uses. Light industrial uses can typically be located in areas that also contain some highway-oriented commercial uses, and might benefit from close proximity and better access to their local customer base.

I 3: Screening

Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

DISTRIBUTION OF FUTURE LAND USES

Introduction

The Neosho Comprehensive Plan identifies locations where different land uses may occur within the Neosho Urban Area during the next 10 to 20 years and where the City would support the development of these uses (see Future Land Use Map). The Future Land Use Map is not intended to provide specific land use designations for individual parcels. Instead, it establishes broad guidelines for land use patterns and should be applied in combination with the goals, guiding principles, and policies contained in the Comprehensive Plan document. The land use categories contained in the Comprehensive Plan address several broad goals for Neosho that emerged during the planning process, including the identification of future areas of growth, and the encouragement of mixed-use development.

Land Use Category Definitions

The following table summarizes each of the land use categories identified above. The table is intended as a quick reference guide to be used in conjunction with the Future Land Use Map. Detailed criteria for the location, density, layout, design, desired character, and size of each land use category are provided in the policy section of this Chapter.

Residential Land Uses			
Land Use Category	**Range of Density/Size**	**Uses**	**Characteristics**
Rural Residential	Typically between 2 and 20 acres in size, although some tracts may exceed 20 acres.	*Primary:* Large-lot, very low density single-family housing *Secondary:* Minor accessory uses.	➢ Typically found in rural settings on the urban fringe. ➢ Lot size and layout varies. ➢ Typically not served by urban utilities. ➢ Large portions of the lot remain undeveloped, reinforcing rural character
Low/Medium Density	Between less than one dwelling unit/acre up to 5 dwelling units per net acre*.	*Primary:* Single-family, single-family attached, duplex, and town homes. Condominiums may be permissible within required densities with a Planned Unit Development, or a mixed use zoning district. *Secondary:* Complementary neighborhood-scale retail, service commercial, or office uses in a master planned neighborhood setting.	➢ Mix of low to medium density housing types in a neighborhood setting. ➢ Residential uses may occur in combination with compatible nonresidential land uses located in Neighborhood Centers.
Medium/High Density	5-14 dwelling units per net acre*.	*Primary:* Small lot single-family, duplexes, townhomes, or fourplexes on individual lots. Apartment or condominium buildings, and manufactured home parks may be permissible within required densities. *Secondary:* Complementary neighborhood-scale retail, service commercial, or office uses in a planned neighborhood setting.	➢ Mix of medium to high density housing types in a neighborhood setting. ➢ Residential uses may occur in combination with compatible nonresidential land uses located in Neighborhood Centers.

Commercial Land Uses			
Land Use Category	**Range of Density/Size**	**Uses**	**Characteristics/Notes**
Central Core District	N/A	*Primary:* Variety of civic, cultural, retail, commercial, business, hotel/convention & professional offices and financial institutions. ` *Secondary:* Variety of low/medium/high density housing types.	➢ Traditional downtown urban fabric with a compact, vibrant setting and a pedestrian-friendly scale. ➢ Unique historical character and importance to the broader community.
Community Commercial	Typically between 10 and 30 acres.	*Primary:* Typically anchored by a larger national chain, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. May also be anchored by smaller uses, such as a grocery store. *Secondary:* Smaller, complementary uses, such as restaurants, supermarkets, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services.	➢ Mix of retail and commercial services in a concentrated and unified center that serves the local community and may also provide a limited draw for the surrounding region. ➢ Concentrated, unified design allows center to meet a variety of community needs in a "one-stop shop" setting. ➢ Single use highway-oriented commercial activities will continue to occur in some areas, however, this pattern of development is generally not encouraged. ➢ Superstores & big-box centers permitted only where adequate access and services are provided.
Neighborhood Commercial	Typically around 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres.	*Primary:* Supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices. *Secondary:* Medium/high density housing types as part of a mixed use center.	➢ Intended to provide a range of services. ➢ Will vary in scale and character. Smaller, limited use centers may be fully integrated into the surrounding neighborhood while larger centers will function more independently, providing ample parking and numerous stores. ➢ Often serve more than one nearby neighborhood in order to maintain sufficient economy of scale.

Employment Land Uses			
Land Use Category	**Range of Density/Size**	**Uses**	**Characteristics/Notes**
Industrial	N/A	*Primary:* manufacturing, warehousing/distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations. *Secondary:* N/A	➢ Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling.

Public/Institutional Land Uses			
Land Use Category	**Range of Density/Size**	**Uses**	**Characteristics/Notes**
Public/Semi-Public	N/A	*Primary:* Schools, government offices, community centers, fire stations, airport, libraries, hospitals, cemeteries, churches, and other places of worship. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses. *Secondary:* Accessory commercial services related to airport.	➢ Provided by the City, County, special districts, or by a quasi-public organization. ➢ Note: Churches are also an acceptable use in residential and some commercial areas.
Parks and Recreation	Typically around 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres.	*Primary:* Neighborhood, scenic, and community parks, trails, and recreational facilities. *Secondary:* N/A	➢ Intended to provide for the active and passive recreational needs of the community. ➢ Generally provided by public agencies (city, county, state or federal), although recreational facilities, such as privately operated golf courses, are also included.

Open Space Land Uses			
Land Use Category	**Range of Density/Size**	**Uses**	**Characteristics/Notes**
Preserved Open Space	N/A	*Primary:* Neighborhood or scenic parks, trails, and other recreational facilities. May also be preserved without public access to protect sensitive natural areas. Includes privately owned open space with or without public access. *Secondary:* N/A	➢ Property has been preserved in perpetuity through a purchase, donation, land swap, conservation easement, or other means. ➢ Provides wildlife habitat and/or recreational linkages between different areas of the city. ➢ Should generally be located in woodlands, wetlands, stream corridors and drainages, where wildlife and plant species are concentrated and often diverse. ➢ Public access may be provided with designated trails or bike paths; however, in other areas lands may be left intact as visual buffers. ➢ May be purchased outright by a public entity such as the city for public use or purchase by or donation to private land trusts, or protected using another method.
Environmentally Sensitive Areas	N/A	*Primary:* Protection of key wildlife habitat, wetlands, floodways, riparian areas, and native woodlands. (May or may not have public access, depending on environmental sensitivity of the area). Passive recreational uses with minimal infrastructure requirements, such as trails, open space areas, natural habitat and riparian areas. Also includes areas of steep slope located on private or public lands. *Secondary:* N/A	➢ Includes areas identified as Environmental Constraints identified during the planning process. ➢ Development within these areas will not be permitted. ➢ A higher level of scrutiny will be placed upon development proposals adjacent to these areas to minimize impacts upon them. ➢ Areas may or may not be publicly owned.
Flood Hazard Areas	N/A	*Primary:* Agricultural uses or passive or active recreational uses with minimal infrastructure requirements, such as trails, parks, or open space. *Secondary:* N/A	➢ Areas identified by the Federal Emergency Management Agency as floodplain or floodway. ➢ Development is not permitted within these areas.
Agriculture	N/A	*Primary:* Farming, ranching, and other agriculturally related uses. *Secondary:* Very low density rural residential.	➢ Areas are not anticipated to be developed within the 20-year planning horizon of this plan. ➢ Continuation of agricultural uses is encouraged within the context of both market demand and the desires of individual property owners. ➢ Residences are typically limited to those for owners/operators of the

			agricultural enterprise.

* Net Density: The number of dwelling units permitted by the zoning district in which the residential subdivision is located. Net density is calculated by dividing the number of dwelling units, by the net development area (net acres) within the subdivision. Net development area (net acres) is determined by subtracting areas set aside for streets, churches, schools or other non-residential uses (commercial, industrial, utility substations, or public facilities such as government buildings) from the gross acreage within the subdivision. Land set aside for common open space, recreational use, water areas, or areas with environmental constraints such as wetlands, steep slopes or other critical habitats are included in the net development area for the purpose of determining the number of dwelling units permitted. Easements, except for Travel Easements that serve in lieu of a street, are not deducted from the net development area.

Appendix A: Capital Improvement Projects

CIP OVERVIEW

The Citizen Planning Group and the Comprehensive Plan Steering Committee worked to develop a series of community priorities. These priorities are the focus for ongoing Comprehensive Plan activities. The Planning and Zoning Commission will take on the task of implementation of these priorities. This is the critical element for the City to respond to the will of its citizens based on extensive public input.

Beyond these implantation steps, the City is also responsible for providing day-to-day improvements within the departments that serve City residents. This section details the needs identified by the City's Departments for long-term improvements. Capital outlay recommendations were made through input from each Department's staff and interviews with Department Heads during the planning process. However, community input was not provided nor solicited to confirm or substantiate the request. It is expected that before the recommendations would be considered, further research into cost and need would be conducted.

A capital improvements program is a formal process of scheduling and budgeting large scale capital expenditure projects that serve the community. The City of Neosho regularly schedules these capital projects within its annual budget. As emergency needs arise or as funds become available through grants or other sources, additional projects not on an annual list may also be initiated. Almost every department within the City has capital improvement needs. These needs range from equipment purchases to infrastructure repair to new infrastructure. Below is a brief summary of the current conditions of several of the City's departments and their capital needs.

POLICE

The Neosho Police Department operates 24 hours per day with a staff of 26 patrol officers. Three (3) officers are on duty at all times. Based on discussions with police officials, staffing levels are acceptable based on current activity. Service calls have been increasing on the north side of town.

The existing police facilities are dated and contribute to inefficiencies. Funding capital improvements to the facilities would enable the police department to more efficiently manage their workload. The additional space would allow more storage and space for officers and detectives.

Needs: **Funding capital improvements to the police facility**

FIRE

The Neosho Fire Department provides comprehensive fire protection services for approximately 20,000 people and covering an area of 92 square miles. With eight (8) firefighters per shift, there is a 24 man, full-time firefighting staff plus administrative staff. The department operates two stations, one downtown and one located adjacent to Crowder College. There are eleven (11) vehicles within the department and some are beginning to show their age.

The fire department responds to approximately 1,400 calls per year. Some of the critical needs are better code enforcement to inspect new construction and improve the overall safety of the community. Additional manpower is required to better staff the existing stations. There is also a need for additional space and new facilities.

Needs: **Fund New facilities**
New equipment
Additional staffing

PARKS

The Parks Department is responsible for maintaining three parks and two other sites, containing almost 400 acres of land. A recent grant from the federal government for flood buyout also included funds for recreation enhancements. These funds have been used to construct new playgrounds, trails and parking areas in Morse Park. In addition, a new skateboard park was recently completed. The parks system is one of the crown jewels of the City of Neosho. A key factor in maintaining this system is providing an acceptable level of ongoing maintenance. The primary need within the parks department is having the manpower and equipment to maintain the parkland.

Needs: **Additional manpower (primarily seasonal)**
Additional equipment (mowers)

RECREATION

The Recreation Department provides programming in a wide variety of areas for the citizens of Neosho and surrounding areas. Program offerings include; basketball, karate, pottery, cheerleading and wrestling camps, and dances sponsored through the high school. Programs are provided at the Recreation Center which includes indoor facilities, a swimming pool and tennis courts. The pool is old and needs major improvements (a grant is available). The limiting factor for providing additional programming is lack of staff.

Needs: **Additional full-time staff**

STREETS

The City of Neosho maintains approximately 125 miles of streets. Currently the Street Department operates a maintenance program only. The department prepares an assessment of streets and from that assessment creates a 5 year plan for street maintenance. The maintenance program provides a slurry seal to those streets that have been identified as most critical during the assessment. Annually, the City is able to improve approximately four (4) miles of streets. The slurry seal improvements are designed to minimize further damage to the street network. Ultimately, many of the streets will need to be reconstructed since they are between fifty (50) and sixty (60) years old and have little or no base to provide long-term stability.

Funding for the streets program comes from a 3/8 cent sales tax. In 2004, a vote for a ½ cent sales tax failed. The additional funds from a ½ cent sales tax, approximately $250,000 would allow the city to begin a street replacement program as well as the street maintenance program. The City currently has design specifications for streets that require five (5) inches of concrete or 3-1/2 inches of asphalt over a stable base. There is also a curb specification. One issue that has been raised community-wide is the need to coordinate the inspection and repair of all

utilities while streets are being repaired or rebuilt. The City is currently doing this with water lines to ensure that street improvements do not create water main and service line breaks.

Needs: **Sales tax increase from 3/8 cent to ½ cent**

WATER

Water for the City of Neosho is provided by a water plant first constructed in 1941-42 for Camp Crowder. The plant currently provides approximately three (3) million gallons of water per day that is pumped from Shoal Creek and from two wells. At full production, the water plant can produce between four and five (4-5) million gallons per day. Existing storage handles current daily water use. There is a two (2) million gallon reservoir and two (2) 400,000 gallon towers located at Crowder. There are two (2) additional towers with a total storage capacity of 2.1 million gallons located in the City as well.

Area growth is causing a drop in the water table necessitating lowering of the pumps in Neosho's wells. Development is occurring primarily to the west and south. This is causing a need for additional wells and storage. As growth extends out to Highway 71 on the west edge of the City, new mains need to be extended. The City is also working to improve the system by interconnecting the storage at Crowder with the storage in town.

Many of the lines are old and too small to provide the level of service necessary today. Water loss is a significant problem that the City is attempting to address through a meter replacement program. This program has high initial costs, but will provide substantial savings over time. There are also maintenance issues with mineral deposits and sediment entering the lines to individual users. These should be investigated to determine if there is a common cause that can be corrected in the system. The current rate structure for water does not provide enough revenue to cover costs. The City last had a rate increase in 2003.

Needs: **Replace main trunk line**
Initiate replacement program of existing lines in older parts of town
Extend water lines to serve west development
Focus on meter replacement program
Prepare detailed rate analysis and adopt rate structure to cover costs

SANITARY SEWER

The City operates two wastewater treatment plants, one on the north end of town and one at Crowder College. The north plant was constructed in 1989-1990 with a capacity of three (3) million gallons per day (mgd) and serves development located north of Highway 60. During wet weather, flow at the north plant is approximately five to six (5-6) mgd. Wastewater generated south of Highway 60 goes south to the plant at Crowder which was built in 1941-1942. This plant has a capacity of three (3) mgd and a wet weather flow of five to six (5-6) mgd. The south plant currently is using approximately one (1) mgd, while the north plant is using two (2) mgd. Currently, there is no filtration at either plant. After treatment, wastewater from the south plant is pumped to the north plant for release into Shoal Creek.

Inflow and infiltration (I/I) is a problem at both plants. The short term fix to the I/I problems is to construct an overflow basin. Ultimately, older lines that have settled and cracked need to be replaced. The City has a program for smoke testing and line repair to fix major I/I problems. Similar to the water rates, the sewer rates do not provide enough revenues to cover costs.

At full capacity, each plant has the capability of serving a community with a population of approximately 10,000. This gives the City years of growth before additional capacity is required as long as the major I/I problems are corrected. Industrial development should be located south of Highway 60 to utilize the south treatment plant. This would provide additional capacity at the north plant for commercial and residential development and would balance the capacities at both plants.

Needs: **Initiate replacement program of existing lines in older parts of town (upgrade 15" main with 24" main on east and west sides of town)**
Prepare a facility plan for long-term improvements to the sanitary system
Upgrade north treatment plant
Construct overflow basin(s) to reduce I/I
Prepare detailed rate analysis and adopt rate structure to cover costs

STORMWATER/FLOODING

Flooding has long been a problem for the City of Neosho. Since the flooding of 1993, the City has spent more than ten (10) million dollars addressing stormwater. Much of the money came from federal grants and was used to buy properties within flood prone areas. These improvements have reduced flooding and helped to create an expanded Morse Park. Although much has been done, there still remains much to do.

The City needs to complete the High School Branch stormwater improvements to reduce flooding along the Boulevard. Much of the property has been acquired for the project and there are plans to create a new drainageway to carry water through town to Hickory Creek. As part of this project, the City has also created detention basins in the upper portions of the drainage areas. Additional basins are needed and will help to reduce the severity of flooding. There are other isolated stormwater problems located throughout the community. The City works to address these as street improvement projects are undertaken or as funds become available as with the W McKinney storm sewer improvements.

Needs: Additional property acquisition in the High School Branch drainage basin

MAPPING/GIS

The City has acquired the software to implement a city-wide geographic information system (GIS). This system is used to map the City's infrastructure and develop a database that provides information about that infrastructure. Currently, there is very little accurate mapping of the City's water and sanitary sewer lines. The most accurate information is contained on a map prepared by Fort Crowder as it was being built. This information, while accurate, is as much as sixty (60) years old. The City should aggressively implement the GIS program using seasonal employees or hiring interns to get the system up and running. Ultimately, a system coordinator will be necessary to maintain and update the system as infrastructure improvements are made and new construction takes place.

Needs: Develop and implement GIS plan

CONCLUSIONS

The list of capital needs by all of the departments listed above requires more resources than are available over the next ten (10) years. For this reason, the City needs to begin preparing long-range capital improvement programs (CIP) that anticipate and fund improvements over a five (5) year period. This will allow the City to prioritize its efforts and communicate to the public what will be occurring and when. The use of grants and other state or federal loan programs should be evaluated to determine their ability to move the City's program forward.

Appendix B: Combined Planning Topic List

OVERVIEW

The following pages include lists of all the ideas generated for each of the six planning topics. The Citizen Planning Group then identified the most important ideas or recommendations that were used to develop the implementation plan. This list provides all of the other ideas that were generated and that can be addressed in the future when they increase in importance.

Civic Infrastructure

Cultural Inclusiveness

- Breaking barriers
- Multi-cultural International Festivals – Learning about each other; reaching out-asking those not obvious – inviting-setting an example –ASKING
- Schools – Media – Community Sign – Upcoming Events – Water Bill Invite
- Involve churches, civic groups, ASK! Messages
  - Lead – Christian Women's Group
  - Catholic Church – a great deal of individual effort – NEIGHBORHOOD AMBASSADORS
- Population numbers increase, participation numbers
- Multicultural Fair – Food/Displays
  - Native American
  - Hispanic
  - Asian
  - African American
  - Gringo – BBQ
- Recognize Multicultural Events (African American History, Cinco de Mayo)
- Racial Inclusiveness (multi-cultural center (Dan McBride), communication integration/signage)
- Language is a significant barrier
- Ownership stake in the community
- Churches are providing Spanish services
- Cultural outreach committee
  - Islander population
  - Indian (Asian)
  - Dinners – sports
  - Events – parks
- Support the Rec Center and its activities
- Add more soccer teams and fields in the area
- Expand the Rec Center's activities, staff and size
- Advertise the Rec Center (radio, brochures, informed staff who can answer questions, information through the churches)
- Fall or Spring Festival (Bring it back to square, include other cultures, tap into other groups)
- Festival of Lights Tour (Christmas)
- May Pole

Quality of Life

Sense of pride – feel good about where you live
Perception
Passing a school bond issue – Sales Tax – Education/Intervention/Values/Morals
See Results!
Moral decline an issue
Younger Generation: Ownership in Community
Healthcare providers need to be emphasized (hospitals)
Maintaining – the next generation is a little better off than the current.
Being happy where you live, where you work and play.
We do not have an effective welcoming committee.
Hire a professional events planner to work out of Municipal Auditorium.
Increase activities association with parade events.
Classes: (Language, Financial – Investing)
More solar lighting in community (no dark areas)

Citizen Participation

Process doesn't die
Grassroots Effort
Attainable Goals – Results will bring participation.
Involve children and all age groups.
Information and Motivation
Surveys
Involve seniors
Through meetings like this; events that draw people where goals and plans are shared

Community Leadership

Leaders with a vision:
- Share the vision
- Share the successes (signs)

Develop new leaders – Board made-up of civic organization leaders
Develop new leaders – Need NEW Ideas! "Organization Civic/Alliance" (Springfield example)

Government Performance

Voter/citizen confidence
City plans living document
Project signs: delivery date – completion date
Re-establish voter/citizen confidence (commitment city projects)
WORK ON PUBLIC AWARENESS!
Install a city information sign in high traffic area (with digital readout) to inform people of ongoing ideas, etc. Place in center of flower bed and make it look nice!

Community Vision and Pride

The glue that holds our community together
Everyone has different goals to achieve
Because of the different groups, we are able to achieve so many projects successfully.
Promote more tourism activities. Using existing trademarks, e.g. flowerboxes, dogwood, etc. Let Neosho be known for an event.
FOCUS ON A TRADEMARK.

Increased media involvement
Community involvement in organizations and civic clubs
Announcements of sporting events
Clean-up – emphasize community wide clean-up
Signage to significant locations
Community pride thru neighborhood pride (block party's, neighbor clean-up committees)
Late spring "flower" festival – series of events: garage sale, clean-up, dogwood tour, flower festival
Don't pass it up – Pick it up! Theme
Value of public perception and property values
Tie into the physical image of the community
Establish links between area needs and potential workforce. FAA AG Department paid donations to care for flower boxes around city (helps to create "ownership" among younger generation)

Physical Image

Neighborhood

Habitat "style" – senior citizen/disabled roof repair
Mission work in backyards – churches
Neighborhood Watch Groups – Block Parties (develop teams)
Neighborhood Association
Advantages: block parties, security
Disadvantages: busybodies, cliques
Volunteer Neighborhood Efforts
Christmas lighting competitions
Improve cleanliness.
Awards program for nice looking yards.
Garden Club – master gardeners. They need to get behind it and restore the flower box program. Perhaps get businesses to contribute to some sponsorship or form a committee with representatives from the different service clubs and other community clubs. They could get the flower box image restored to the City (neighborhood).
Neighborhood signage

Commercial/Industrial

Flower Boxes – student workshop, Boy Scouts – makes flower boxes
Challenge all companies to improve appearance
Chamber of commerce to take a leadership role
Master gardening efforts in the industrial corridor area
Fix Streets

Community-Wide Efforts

Community block-party/clean-up
Community service sentences – judicial
Youth group/keyclub/volunteer council
Neighborhoods and thoroughfares
Fish hatchery

Flags along the boulevard (Thomas Hart Benton; Seasonal: 4th of July, Fall, Spring, involve Civic Clubs and Businesses and have competitions for who can outdo the other)
Banks – low interest loans for outside improvements? "Take pride in Neosho"
Showcase attractions – Historical Society area
Restore the Flower Box City Image
Focus on highly visible property in need of immediate improvement.

Municipal Efforts

Not enforcing established ordinances – code enforcement.
Need Enforcement - Encouragement/Back-up – Partnership
The City needs to enforce City codes.
The City is NOT enforcing what's on the books.
Is there a code against having old wrecked cars in yards? If so – enforce it!
County zoning
Street maps which give names of streets outside the city limits. Neosho has grown outside the city boundaries.

Physical Infrastructure

Streets

Adopt classification system – arterial, collector and local.
Arterial
from D Hwy. To Coler to College
Hwy. 60 from Hwy. 86 down Baxter Street to College
from College to Spring Street parallel with railroad track
Spring Street to White Avenue to 86
Howard Bush Extension north to Baxter Street
South Street from Peterson Road to Carl Sweeny Pkwy.
Collector
Main to Hamilton to Pineville Road.
Old 60 from Middle School to Blvd.
McCord Street from Coler to square (White Ave)
Jefferson Street from Coler to North Street
College Street north from Spring

Traffic Flow:

- alternate 86 bypass (Baxter?)
- Who is the responsible party in taking care of Highway 86 through town?
- McCord to square (to avoid Harmony backup) signal at McCord/Coler
- Access to 60 for Big Box at 60/59/71 Howard Bush to 60 and High Street
- Neosho Blvd. – maintain name through Coler (drop Coler)
- Need to address street name changes. N. Valley, S. Valley, OakRidge
- South Street bypass – finish
- Stop lights at Old 60 and Blvd.
- Baker to College Street
- Better marking for the right-of-way off of Harmony onto 86
- Daughtery Road and Neosho Blvd. Needs a light.
- LeQuesta and Daughtery is dangerous! It's narrow and not well marked.

- Major access street from Neosho Blvd to downtown is needed.
- Street signs need to be maintained.
- Overgrown shrubs that need to be trimmed (Sherman and OakRidge)
- Peterson road, Cemetary road, Pineville road, OakRidge Ext., Southern Hills
- Discuss East West corridor North side of town
- Improve Kodiak from Hwy 86 to Hwy 60
- Extend Baxter St. to connect Wood St. to 86 East (bypass)

Create a committee to determine which streets demand repair first. Create different "levels" of repair or replacement according to traffic patterns and flow. For example – convince MoDOT that intersection of Blvd. & Harmony needs to be re-done in concrete because of traffic weight.

Solar lights – Crowder. Install more night-lighting using solar technology, couple w/ Crowder. Federal Grants available to assist Crowder College and City?

Need to pass street tax – will not pass unless credibility of City ADM is improved. Need to do homework and check other communities that have done so.

When roads must be cut through a standard should be put in place and enforced (needs teeth) to ensure our streets remain in good working order.

Every spring and pothole survey should be conducted where citizens have a call in line to tell where issues are. Then a task force of the street department fixes – focus on this only for 2-4 weeks.

Water/Sewer/Stormwater

- Highway AA – need for additional sewer/water possible future industrial park
- Fix water and sewer lines first before repairing street so streets won't have to be torn up.
- Consider a flat rate charge for water – reduces maintenance and less personnel for meter reading.
- Need stop 46 water leakage (affects capacity and pressure).
- Need to improve water leakage (when it rains) into sanitation/sewage system so that plant is not treating rain water.
- Complete the drainage system project on Jefferson.
- Develop a plan to fix water/sewer before street improvements begin.
- Invest in accurate meters beginning with large volume meters and pump points. You can't tell what you lose if you can't measure it.
- Reinstate the Big Spring Park waterfall – use hydro electric pump to move water back up to top.
- Invest in old lines (sewer and water) with grants or bond issues to fix our core infrastructure. We are adding new lines in new developments but they are funneling into existing, old dilapidated lines. It will never get better only worse.
- Water system/Volume adequate (in town) but aging.
- Expansion of water and sewer along 60/86 with additional tower(s) and fire/law enforcement stations, drainage retention ponds built with expansion.
- Water/Sewer Growth Along 60 & 86

Airport

- Airport – finish terminal/taxiways
- Airport terminal on Hwy. Side of runway (Free-up space for more hangars. Better visibility and access from 59)
- Build a new berm

Other Comments

- Hi-Speed DSL/Cable/Citywide Wireless Access
- City needs to take the lead to determine what needs to take place
- Follow the lead of Goodman and Diamond in securing grants to finance.
- Measure Improvements
    - Less water loss
    - Less complaints about roads
    - Fewer mufflers left in the road
    - Include timelines and assigned responsibility
- Establish an effective zoning program
    - do not allow commercial property to invade residential areas and vice versa
    - limit commercial properties to main (arterial, and collector) streets that will allow residential growth along the adjacent (local) streets
    - work with County on zoning program surrounding city
    - Maintain the system on a regular schedule – don't wait for a problem.
- Lebanon - community of 10,000 going on 25-years of +/- cent sales tax for roads. As over 1 million dollars is spent annually digging up 15-20 block sections to ground, new sewer and water lines are also installed thru other funds. Entire community almost complete. Revoted every 5-years by 80%.
- Fire station North side of town
- Better communications between City, County and School Systems
- City needs to take the lead on infrastructure repairs and monitoring, followed by new installers/builders and finally users/customers.
- Information/map locations at strategic points 60/86 and 71. 86 and Freeman Road, R.V. Park on N. College West side of Airport on 59 (new terminal on Hwy. Side). Maps paid for thru business ads on back.
- Funding:
    - Property Tax
    - Sales Tax
    - Grants
    - Bonds – State Money
    - Improvement Districts (Money partners)
    - Transportation Improvement Districts
    - Business Improvement Districts
    - Neighborhood Improvement Districts
    - TIF – Tax Increment Finance Districts (86 WalMart Area)
- Citizen's should attend city council meetings and get involved.
- Do not see the reasoning of citywide garage sale and citywide clean-up on same day.
- Repair of streets, then repair of sewer, water and gas lines seems to be reversed.
- How does the code read, if there is one, for single-family dwellings?
- parking on the square should be reserved for shoppers, etc (not employees)

Transportation

Sidewalks

- Required of developer on new developments
- Provide incentives for residence in existing neighborhoods
- Begin a sidewalk development plan that creates infrastructure for those students who are required to walk – ie. Within one mile of school.
- Create an ordinance to require new developments (all, residential, commercial and industrial) to install sidewalks to a minimum specification on the Frontage portion of their property.
- Create an ordinance (vote of public) to require maintenance by land owner unless repair work necessity is caused by City, County, Utility (grants, public payment plan).
- Pedestrian crossover's on Blvd. Sidewalks are wonderful, but you can't get foot-traffic across the Blvd. Safely.
- Complete downtown sidewalks

Bike Transportation

- Create bike trails for exercise/entertainment and create bike routs by widening planned streets and incorporating a bike lane as transportation.
- Bike paths or lanes provide more of those to encourage using bikes.
- Bike paths (underpass at R. Carter's farm), Morse park to YMCA

Transit

- Taxi cab services have opened/closed in past. Are we just below population count to support a profitable business? (Private business) Will growth (future) require/allow such business to open?
- WalMart help establish a trolley/bus system to main areas of the city:
  - benefits city
  - benefits WalMart by enabling elderly customers to get to WalMart
  - enables Crowder students without transportation to get to WalMart/Downtown/Blvd.
  - Tax benefits for WalMart will probably pay for project.
  - Note: Trolley cars are on wheels (ie. Eureka Springs) not on tracks
- Determine feasibility of City owner/operated or recruit an independent firm to operate.
- Create alternative motorized transportation service other than individual vehicles.
  - Develop a tram service (even golf carts) for special events held in the city at centralized locations (ie. Municipal and Morris Park).
  - Work with national bus service to determine the feasibility of them stopping here.

Education

Administration

Board needs to provide direction and not micromanage the individual schools
Longevity of administrators seems to be lost
Administrators don't stay and come from out-of-state instead of local
Northern end of the district - +600 students bused in (consider school location)

Funding

Alternative voting locations and times
Inform people NOW about school needs
Make a better case for the relationship between quality schools and property values
Sales tax may be a fairer way than property tax (could tax yourself out of business)
Taxing on bonds may need to be shared between sales tax and property
Must pass bond issue!!

Facility Needs

Quite a lot of the population lives in the Northern end – thus a school is needed in that part
K-4 – New Elementary
Conditions can only be improved with better facilities, lower class-sizes, 21-22/teacher
Leave the High School in place and limit the grades
Focus building a new facility to house lower grades such as:
- High School 10-12
- Jr. High 7-9 (new?)
- Middle School 4-6 (new?)
- Elementary K-3

Get the public to buy in to one facility
Use our capital improvement funds to improve the existing high school
Show the general public that we can take care of what we already have
Trailers – security issues, morale, safety (weather)

School Performance

Strategies to produce better graduates as a work force
Parental expectations for their students
Performance-based teacher pay
College-prep and/or vocational tracks
See the kids enthused in projects!
Year round school
Teacher Morale/Pride
Curriculum must prepare for MAP tests
K-13 program - + incentive for Crowder class credit

Community Efforts

Hub of community – NHS
Parenting skills for parents Parent orientations and involvement in high school
Better salesmanship of needs
Better participation by individuals of the community
Door to door canvassing
Approach thru neighborhood watches
Chamber – Education Committee (Business Chamber, Government, Education)
Partners in education
Strengthen partners in business
Parents as teachers
DECA
Parental Involvement

Parks, Recreation & Culture

Need/Wants

New Ballfields – Additional
Passive parks – Crystal Springs Park – Nice to have small scattered parks.
Comprehensive Park Plan
Expansion –
Old Benton School property
Hawthorne Park
Park next to 13th hole (Crystal Springs Park)
High School Branch properties
Maintain Missouri Conversation Area
The Crowder area already has quite a lot available already and could be enhanced there's already water and sewer there

Administration

Implement the park plan
Partner with Conservation Commission
Concerns regarding ability for City to maintain current growing parks
Need central coordinator for events and activities
Political pressure for more funds
Security/Vandalism
Maintenance Plans for parks
weekend usage increasing – no weekend custodial services
allowances for maintenance growth as park areas grow
Number of maintenance workers has not increased although park areas have been enlarged
Need more "community service" workers, ie. Drug court, parolee's, court sentenced
Can the parks department take care of any more?

Programming

Walking Tour – Big Spring Square
Murals Tour – Park, courthouse, auditorium, Crowder Signs, etc.
City Tour – escorted on selected days or dates, self guided plaques

Cultural Improvements

Regional Fine Arts Council – to promote, advertise, involve citizens
Thomas Hart Benton - expand
Cultural Calendar
Children's Museum of Arts and Sciences
Festivals – Cultural Activities (involve Crowder)
Cultural Evens Coordinator (e-mail list of events)

Appendix C: Implementation Contact List

OVERVIEW

The Comprehensive Plan requires the efforts of several people to ensure that it is implemented. Primary responsibility for managing the implementation efforts falls to the Planning and Zoning Commission. This group will work with the Plan on a regular basis and will make development recommendations based on the Plan. Their recommendations will be forwarded to the City Council, which has final authority on platting and rezoning of property. The Council also provides resources necessary for implementation through its annual budgeting process. Finally, the members of the Comprehensive Plan Steering Committee will be involved in developing specific action steps to carry out the recommendations contained in the Plan. The following lists provide current contacts for the Plan implementation as well as additional contacts that may be beneficial as various groups pursue their work.

City Council

Howard Birdsong, Mayor
Jeff Werneke
RoseMarie Carnes
Matt Persinger
Warren Langland

Planning Commission

Jay Holweger, Chair
Louise Estes
Julie Kruse
Chris Marion
Cary Norman
Ken Puckett
Janet Penn

Comprehensive Plan Steering Committee

Dr. Larry Barnes
Jane Bartlett
Robert Carter
Randy Cope
Steven Douglas
Nina Eads
Gib Garrow
Scott Hall
David Jerome
Dallas Kelly
Warren Langland
Vickie Larkin
Lowell Mackey
Chris Marion
Don McBride
John McCormack
John Mills
Dr. Mark Mitchell
Lynn Otey
Dr. Richard Page
Janet Penn
Ray Prihoda
Ed Schumaker
Oleg Tyurikov

City Departments

Administration	417-451-8050	Parks	417-451-8050
City Clerk	417-451-8050	Recreation	417-451-8090
Finance	417-451-8050	Police	417-451-8012
Inspections	417-451-8066	Fire	417-451-8021
Public Works	417-451-8069	Court	417-451-8007
Water/Wastewater	417-451-8081	Airport	417-451-8098

Chamber of Commerce

Shawna Griffin
Executive Director
PO Box 605
Neosho, Missouri 64850
(417)451-1925
www.neoshocc.com

Harry S Truman Coordinating Council

Harry Rogers, Director
24943 Demott Drive
PO Box 388
Webb City, Missouri 64870
(417)782-3515
www.hstcc.us

Missouri Department of Transportation – District 6

Becky Baltz, P.E., District Engineer
3901 East 32nd Street
PO Box 1445
Joplin, Missouri 64802
(417)629-3300
www.modot.state.mo.us/southwest

Appendix D: Demographics

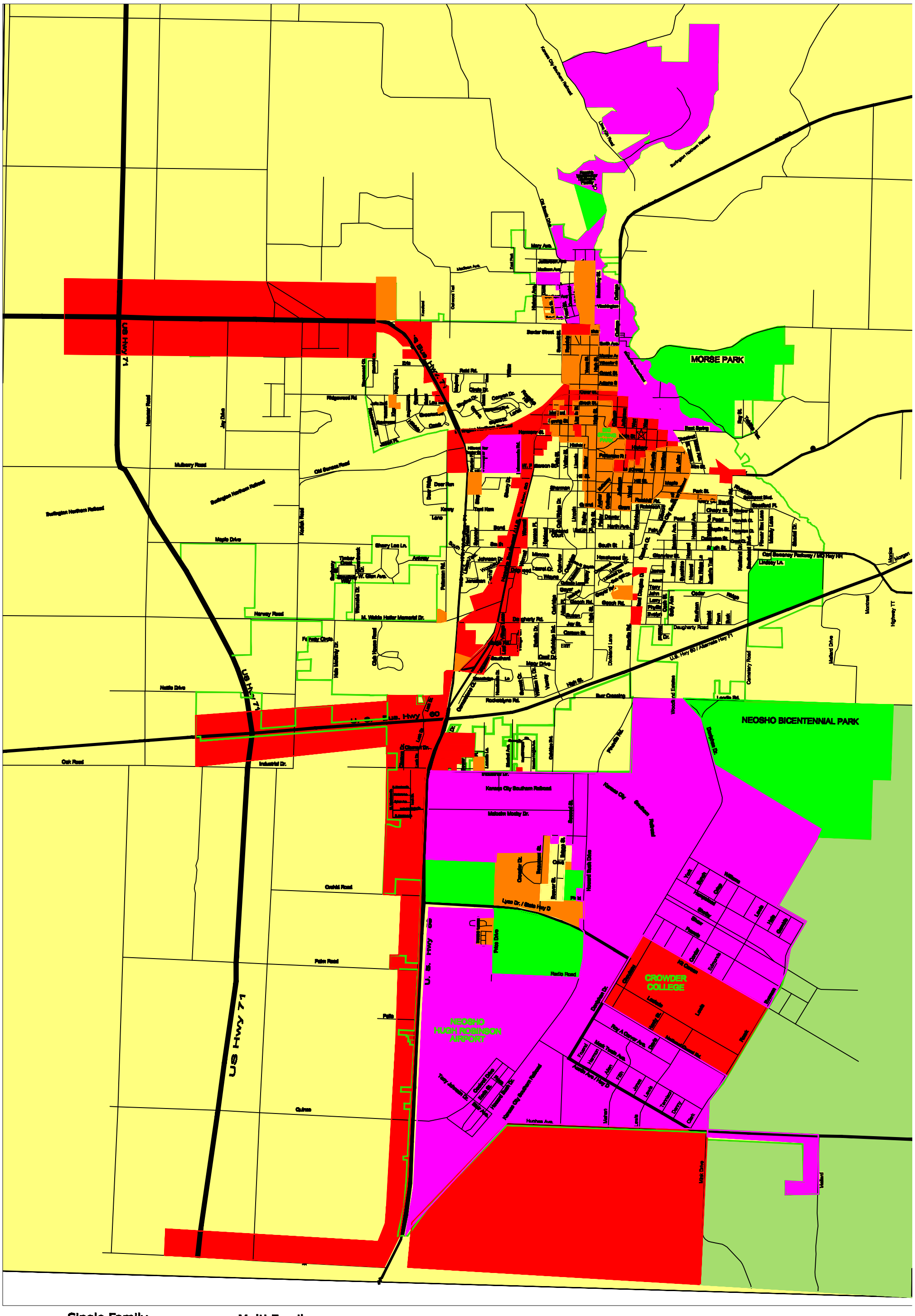
OVERVIEW

This table provides an expanded list of communities within the four-state region that were used as a comparison for the City of Neosho.

Subject	Neosho	Nevada	Webb City	Siloam Springs	Carthage	Miami	Bella Vista	Bentonville	Rogers	Joplin	Springfield	Four State Region*
Total Population	10,505	8,607	9,812	10,843	12,668	13,704	16,582	19,730	38,829	45,504	151,580	652,214
Population Change (1990–2000)	13.5%	0.1%	31.7%	33.0%	17.9%	4.3%	82.6%	75.3%	57.3%	11.1%	7.9%	23.25%
Population Density (pop/sq.mi.)	702.8	960.1	1,300.4	1,023.5	1,316.9	1,408.4	250.7	929.9	1,155.9	1,450.4	2,075.4	96.0
Average Household Size	2.44	2.22	2.55	2.57	2.49	2.31	2.10	2.59	2.74	2.28	2.17	2.59
Median Age	35.3	35.3	31.8	29.8	35.0	36.5	61.2	30.8	32.3	34.7	33.5	
% Owner Occupied Housing	64.5%	57.7%	64.0%	57.1%	63.7%	65.8%	87.7%	62.5%	63.2%	57.6%	53.7%	69.5%
% Vacant Housing Units	8.3%	10.2%	7.3%	7.8%	7.7%	8.7%	11.7%	5.9%	5.6%	10.4%	7.1%	12.6%
% Structures Built Prior to 1970	59.7%	67.2%	55.2%	40.9%	71.1%	66.2%	6.1%	20.9%	20.7%	58.8%	50.1%	37.4%
Median House Value	$64,700	$58,900	$70,400	$78,600	$57,400	$49,000	$112,700	$91,200	$91,700	$67,300	$79,800	
Over 25 w/ College Degree	26.1%	19.1%	18.4%	22.7%	18.4%	24.3%	33.0%	30.9%	25.4%	25.4%	27.6%	22.4%
Median Household Income	$31,225	$25,774	$28,849	$34,513	$28,557	$25,832	$44,090	$39,936	$40,474	$30,555	$29,563	
Per Capita Income	$15,847	$15,118	$15,589	$16,047	$15,281	$16,266	$25,406	$20,831	$19,761	$17,738	$17,711	
Poverty rate (% of population)	12.8%	20.0%	15.7%	12.5%	19.2%	18.5%	2.5%	10.3%	12.8%	14.8%	15.9%	13.5%
% Workforce in Manufacturing	28.1%	16.1%	21.2%	32.0%	30.4%	15.7%	8.5%	14.3%	23.5%	16.9%	10.8%	21.3%

CITY OF NEOSHO, MO
Future Land Use

Nov. 2005



Single Family Residential | Multi Family Residential | Commercial | Industrial | Parks | Agricultural