



**Comprehensive Plan
for the
City of Goodman, Missouri**

Good Living on the Edge of the Ozarks!

Prepared by the Harry S Truman Coordinating Council
Adopted: XXXX, 2017

Acknowledgements:

Mayor: Greg Richardson

City Council:

Calvin Wilson, North Ward

Alice Kezar, North Ward

Keith Kohley, South Ward

Ron Johnson, South Ward

City Staff: Karla McNorton, City Clerk

David Brody, Public Works

Curt Drake, Police Chief

Keith Estes, Fire District Chief



Planning and

Zoning Board: None established at this time

GOODMAN MISSOURI CITY HALL



TABLE OF CONTENTS:

Acknowledgements	2
Table of Contents	3
Message from HSTCC Staff:	4
Chapter 1: Introduction	5
Section 1.1: Purpose of the Plan	5
Section 1.2: The Planning Process.....	8
Section 1.3: Community Use of the Plan.....	10
Chapter 2: Community Profile	12
Section 2.1: History, Culture and Image.....	12
Section 2.2: Geology, Geography, and Natural Resources.....	14
Section 2.3: Demographic Information.....	15
Section 2.4: Housing	19
Section 2.5: Public Services	21
Section 2.3: Past Trends	24
Chapter 3: The Future.....	28
Section 3.1: Economic Development.....	28
Section 3.2: Transportation.....	29
Section 3.3: Housing	35
Section 3.4: Quality of Life	37
Chapter 4: Community Goals, Objectives and Strategies.....	39
Section 4.1: Economic Development.....	39
Section 4.1 Transportation.....	40
Section 4.3 Housing.....	40
Section 4.4 Quality of Life	41
RESOURCES	40

APPENDICES

MESSAGE FROM Harry S Truman Coordinating Council:

The purpose of a Comprehensive Plan is to give the residents of any community an opportunity to explore and state their goals and vision for the future of the City. The foundation of Comprehensive Planning is supporting the community's ability to protect the health and welfare of its citizens.

In 2015, the HSTCC Staff was engaged by the City of Goodman to draft a first-time Comprehensive Plan. The initial goal of this Comprehensive Plan was to comply with the recommendations of a Joint Land Use Study ("JLUS") that was finalized in 2014 to protect the interests of the Camp Crowder National Guard Training Facility in Neosho, as well as the rights of the landowners on nearby parcels of land.

A small portion of northern McDonald County falls within the JLUS "Military Enhancement Area ("MEA")." As a city on the northern boundary of McDonald County, Goodman's municipal footprint lies approximately one-half mile from the MEA.

After the JLUS was complete and the Implementation Phase began, HSTCC worked with the City of Neosho and the City of Goodman to offer tools to protect the interests of the municipalities, as well as the National Guard. One of the key tools the cities could invest in was a Comprehensive Plan. The City of Goodman contracted HSTCC to research and draft a plan to serve the citizens of Goodman.

Working in a Public Meeting with the City Council, HSTCC staff was able to determine which topics were of the greatest important to meeting attendees. Through this interactive process, HSTCC and the attendees drilled down to 22 questions to put on a public survey, via Survey Monkey and hard copy survey distribution and collection.

One of the key discoveries from the survey was learning that 41% of the respondents "Strongly Agree" that Goodman Needs to Change. 47% responded that they "Somewhat Agree" that Goodman Needs to Change.

The responses to the survey 22 questions are paramount to writing the Comprehensive Plan and the direction the document offers the City of Goodman for the future.

CHAPTER 1: INTRODUCTION

The next few pages provide a background for the Goodman Comprehensive Plan, and a history of municipal planning, in general. This is the first Comprehensive Plan for the community. Included in this Chapter is a background of how the plan was conceived, conducted and how it may be used in the future.

Section 1.1. Purpose of the Plan

The purpose of any Comprehensive Plan is to develop a community-led set of goals and objectives that city officials use as their guide for decision-making processes that impact future growth and related community improvements in an organized, efficient manner. While the plan should be a long-range vision of what the community wants to be 10 - 20 years or more into the future, it should also be dynamic and periodically reviewed and adapted to meet the current needs of the City and its citizens on an ongoing basis.

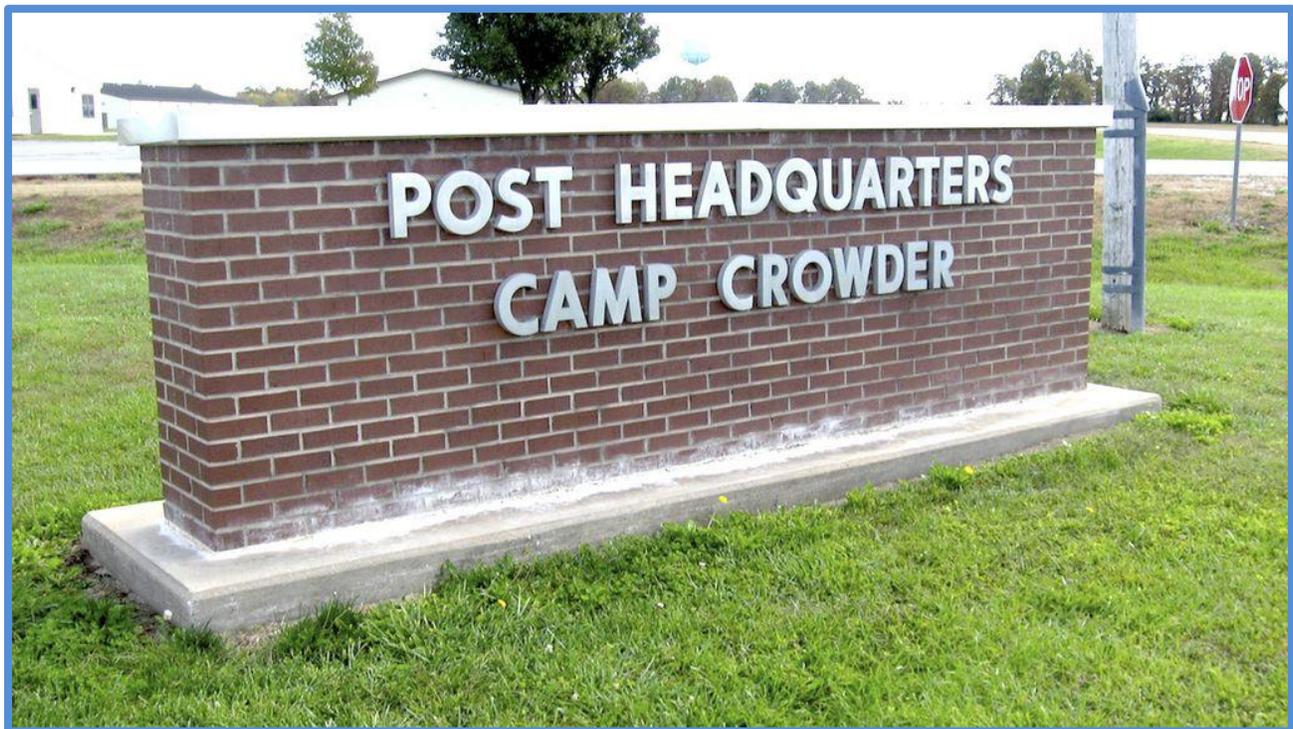
While Missouri does not require its municipalities to engage in Comprehensive Planning, the State does provide a legal framework for the communities who choose to design a plan. The legal provision for Comprehensive Planning comes from what is called the Standard City Planning Enabling Act (SCPEA) of 1928, which defined more precisely what a Comprehensive Plan is and how it should be used. The SCPEA covered six subjects:

1. the organization and power of the planning commission, which is directed to prepare and adopt a "master plan"
2. the content of the master plan for the physical development of the territory
3. provision for adoption of a master street plan by the governing body
4. provision for approval of all public improvements by the planning commission
5. control of private subdivision of land
6. provision for the establishment of a regional planning commission and a regional plan

However, a Comprehensive Plan is not usually legally binding. A community's ordinances must be amended in order to legally implement the provisions required to execute the Comprehensive Plan. This is generally done through zoning ordinances and other laws.

By methods and contents, this plan meets the standards for Comprehensive Plans outlined in Missouri statutes. The value of any public plan is measured by three criteria: First, to what degree was the process open and accessible; Second, the rationality of the document; and, Third, its use. This plan was initiated as an implementation step of the Joint Land Use Study (JLUS) that was funded by a grant through the United States Department of Defense in 2014 for Camp Crowder. The study found that National Guard training facilities at Camp Crowder have been extremely successful, because the land use policies on adjacent lands has allowed for the activities of the National Guard to proceed without conflict.

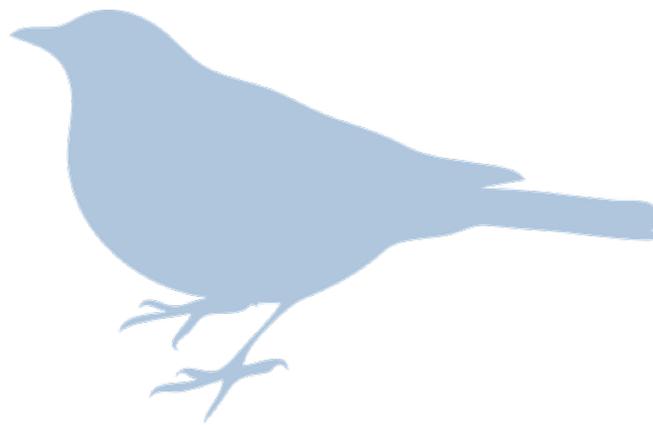
This Comprehensive Plan addresses a portion of McDonald County that lies just north of Goodman.



During the Implementation planning phase of the JLUS project, the JLUS Working Group originally decided to focus on an area that included land that lay within a one-mile border of the Camp Crowder Military Enhancement Area. This area included a very small portion of the northern edge of the City of Goodman. In studying the JLUS and the future of the National Guard training activities at Camp Crowder, stakeholders recognized the value of creating a Comprehensive Plan for the City of Goodman, which would include planning around the National Guard's operations.

Upon further study and consideration, the JLUS working committee agreed to reduce that footprint to land that lay one-half (1/2) mile from the perimeter of the Camp. Due to this change, the JLUS project does not directly affect Goodman, unless the City decides to annex land to the north in the future.

It is the mutual goal of the Department of Defense and the City of Goodman to maintain land use policies that allow both entities to continue using their respective land as they have in the past.



Section 1.2. The Planning Process

This plan was created through an intensive planning process by the City and the Harry S Truman Coordinating Council (HSTCC), who acted as a consultant for the project (Appendix A). Good planning requires a methodical process that clearly defines the steps that lead to optimal solutions. This process should reflect the following principles:

- **Comprehensive:** all significant options and impacts are considered
- **Efficient:** the process should not waste time or money
- **Inclusive:** people affected by the plan have opportunities to be involved
- **Informative:** results are understood by stakeholders (people affected by a decision)
- **Integrated:** individual, short term decisions should support strategic, long-term goals
- **Logical:** each step leads to the next
- **Transparent:** everybody involved understands how the process operates

The City of Goodman and HSTCC Planners followed a process that adhered to those principles. To be comprehensive, informative and integrated, the Mayor and City Council of Goodman, along with City staff and citizens, met on several occasions to discuss the plan.

The following schedule displays the City's efforts at making the process more efficient, transparent and logical. The schedule used in the creation of this Comprehensive Plan is laid out as follows:

SCHEDULE	MEETING
<i>(Jan. 3, 2017)</i>	Introductory Meeting
<i>(Apr. 13, 2017)</i>	Comprehensive Plan Public Open House I
<i>(June 13 2017))</i>	Goals & Objectives / Distribute Survey
<i>(Aug.22, 2017)</i>	Survey Results & SWOT Analysis
<i>(Oct. 24, 2017)</i>	Comprehensive Plan First Draft Review
<i>(Nov. 28,2017)</i>	Comprehensive Plan Public Open House II
<i>(Jan. 16, 2018)</i>	Present Final Draft & Public Hearing
<i>(Jan. 23, 2019)</i>	Adoption of Comprehensive Plan

During the first Public planning meeting, the council and attendees discussed the issues surrounding the future of the City of Goodman. By the end of the meeting, the group in attendance reached consensus on 22 items of interest or concern they wished to place on the survey. HSTCC drafted a survey (Appendix B) and submitted it City Hall for approval.

Once approved, the survey was distributed through these means:

1. Posted on SurveyMonkey.com
2. Promoted through the HSTCC website and Facebook page
3. Discussed at meetings throughout McDonald County
4. Distributed at the McDonald County Health Department
5. Distributed by a few volunteers to people they found in the community

The hard copy surveys were returned to HSTCC for entry into the SurveyMonkey web-based system. Using SurveyMonkey enabled staff to collect and analyze data quickly and efficiently.

The survey garnered 54 responses, which represents a 4.4% response rate based on the 2015 estimated population of 1,141 (U.S. Census). The survey consisted of 22 questions related to change, economic development, infrastructure, housing and quality of life. The results of the survey may be found at the end of this document (Appendices C and D). Moreover, a public Open House at the City Hall on two occasions offered citizens and other interests parties an opportunity to discuss the plan.

During the fourth public meeting, the Council performed a SWOT analysis, determining the Strengths, Weaknesses, Opportunities and Threats that are facing the City (Appendix E).

Margin of Error

When writing a plan for a village the size of Goodman (approx. 1,141 residents), it is important to realize that finding reliable population demographics data can be difficult. Credible data can be hard to locate because of the small sample size. For the purposes of the Goodman Comprehensive Plan, the American Community Survey (ACS) is the primary source of demographics information. The ACS is an ongoing statistical survey conducted by the U.S. Census Bureau which gathers information usually found in the long form of the decennial census.

Per year, an estimated 1 in 38 U.S. households receive the ACS; therefore, approximately 30 households in Goodman were surveyed. Data used in this plan came from the 2015 estimates of the

American Community Survey (ACS). received between 2009- 2013. Besides the 2010 decennial census (which is referenced throughout the plan), these are the most reliable current estimates for populations statistics of the City of Goodman.

In regards to margin of error, the estimates are based on a sample of housing units and people in the population, not the full population. Thus, the estimates have a degree of uncertainty associated with them. The ACS does calculate standard errors for each estimate produced and has a 90 percent probability that the interval within the margin of error from the estimate includes the true value.

With this information, it is wise to consider the demographics data as a broad glimpse into the demographics of Goodman. Some data subsets will be more accurate than others, but apart from doing a door-to-door survey of all Goodman residents, this is the best information available.

Section 1.3. Community Use of the Plan

As the City of Goodman, its citizens and other interested and affected parties move forward, the Comprehensive Plan sets the stage for decision-making regarding land use, zoning, economic development, infrastructure and quality of life. When decisions are made regarding the above topics, decision-makers are guided to look at the Comprehensive Plan and make their decisions, in part, by the guidance in the Plan.

To comply with the Revised Statutes of the State of Missouri, the City must establish a Planning and Zoning Board or Commission (“P & Z”) to be responsible for the creation of the Comprehensive Plan. The P & Z will meet separately from the City Council to discuss and approved the plan, then submit it to the Council for consideration and approval.

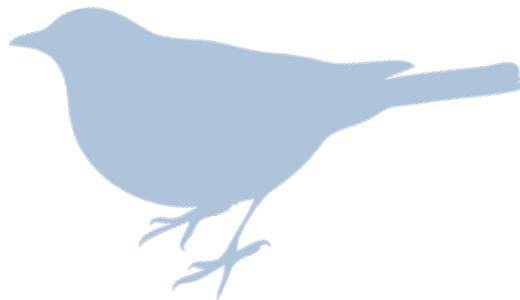
At the time this Comprehensive Plan was drafted, Goodman did not have a Planning and Zoning Board or Commission. The City Council took responsibility for the planning and construct of the Plan, and voted to approve the Plan on _____, 2017.

When the City is able to establish a separate Planning and Zoning Board or Commission, it is recommended the new Planning and Zoning Board or Commission review the Comprehensive Plan and vote whether or not to approve it. Then City Council should then vote again on its approval.

RSMO 89.360. The commission may adopt the plan as a whole by a single resolution, or, as the work of making the whole city plan progresses, may from time to time adopt a part or parts thereof, any part to correspond generally with one or more of the functional subdivisions of the subject matter of the plan. Before the adoption, amendment or extension of the plan or portion thereof the commission shall hold at least one public hearing thereon. Fifteen days' notice of the time and place of such hearing shall be published in at least one newspaper having general circulation within the municipality. The hearing may be adjourned from time to time. The adoption of the plan requires a majority vote of the full membership of the planning commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the commission to form the whole or part of the plan and the action taken shall be recorded on the adopted plan or part thereof by the identifying signature of the secretary of the commission and filed in the office of the commission, identified properly by file number, and a copy of the plan or part thereof shall be certified to the council and the municipal clerk, and a copy shall be available in the office of the county recorder of deeds and shall be available at the municipal clerk's office for public inspection during normal office hours.

It is important to note that a Comprehensive Plan is a dynamic document, which should be reviewed and revised, when necessary, to address current and future needs.

Federal, state and local legislation and practices are also dynamic. If significant changes occur in the law, the City should be prepared to revise the Comprehensive Plan to reflect intent to abide by those new laws.



CHAPTER 2: COMMUNITY PROFILE

This Chapter is designed to provide sufficient background as to allow the reader to understand why certain elements are contained in the Comprehensive Plan, and why they may be designed as they are. Changes in demographics, industry, infrastructure and economics have both intended and unintended consequences on rural communities. Once thriving small towns are losing population, as individuals migrate to metropolitan areas in search of employment or educational opportunities.

Providing this Community Profile offers the reader a clearer understanding of the rationale of the individuals and parties who drafted this Comprehensive Plan.

Section 2.1. History, Culture & Image

Goodman, the northernmost town located in McDonald County, was the fruition of the first dispersion of the railroad system into the county. This area was the first community in the county to experience the impact of the construction of the Kansas City, Pittsburg and Gulf Railroads. A depot was built just inside the county in the Village of Donahue, that would later come to be known as Goodman.



Figure 1: An apple tree in Goodman, MO

The City of Goodman, where a post office was established in 1898, was named after L.A. Goodman who came there in the same year to be the superintendent of the Ozark Orchard Company. The orchards covered more than 2,500 acres in Goodman and surrounding areas. Strawberries were also important to the early Goodman economy. The orchards and strawberry fields are gone, but the community remains.

The actual City of Goodman was incorporated in 1956. Today there are more than 30 businesses including retail stores, industries, service providers, convenience stores/gas station, banks, a mobile home park, managed care homes, a senior citizen apartment complex and the post office. There are 11 area churches. The city is also the home of the Goodman Elementary School, which is a part of the Neosho R-V School District.

The elected members of the City Council recognize Goodman as a “bedroom community,” serving a population much larger than that represented by the businesses and industries in the City limits.

Many of Goodman’s residents work elsewhere. They commute to Neosho and Joplin to the north, and Northwest Arkansas to the south.

Of note, the City of Goodman was hit by an EF-2 tornado in April 2017. The Goodman Elementary School, a part of the Neosho R-V School District, was virtually destroyed. Several homes were either destroyed or seriously damaged. And several businesses along Goodman’s historic Main Street were seriously damaged.



Section 2.2. Geology, Geography, and Natural Resources

Goodman occupies 1.3 square miles within McDonald County, Mo. McDonald County is situated in three Major Land Resource Areas: 1) the Farming & Forest Region to the east, 2) the Springfield Plain to the north, 3) the Ozark Highlands to the south. Goodman is located within the Springfield Plain, represented best by rolling hills and vast stretches of prairie. Springfield Plateau contains mostly Mississippian age limestone and chert. The elevation of Goodman, at 1,250 feet, is deemed “intermediate.” With its extensive, fairly level areas, often blanketed with prairie that was easy to till, the Springfield Plateau was more desirable for the development of agriculture, transportation corridors and small- to medium-sized communities.

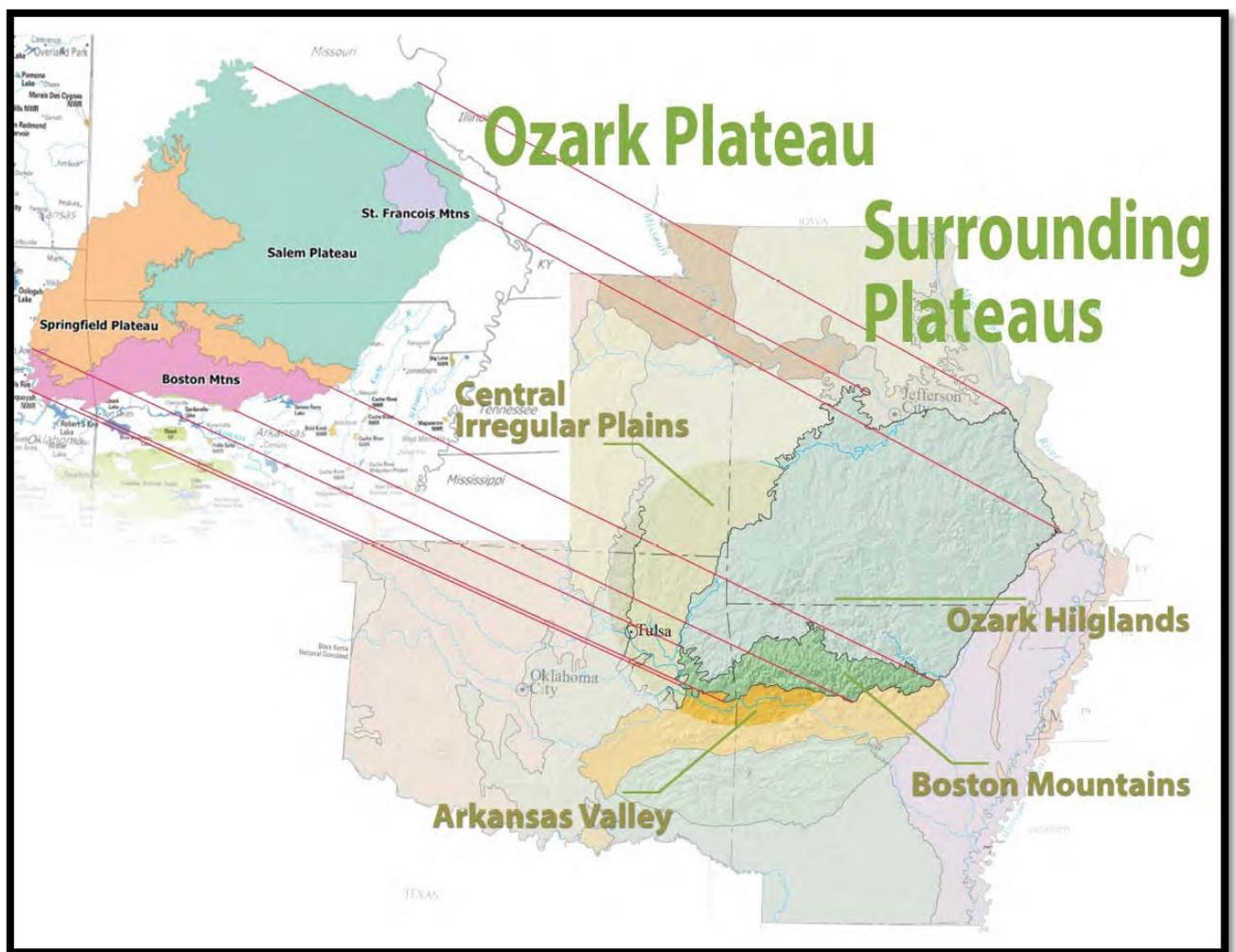


Figure 2: The Ozark Plateau and the Plateaus within it.

The rock formations around Goodman were formed in the Paleozoic era and in the Mississippian period, at which time Missouri was covered in a shallow sea. The prevalent limestone formations were

created from the calcite shells of marine animals. The erosion and deposits of limestone throughout the ages contributed to the formation of rivers, springs and caves in what is called “Karst” topography.

Limestone deposits in McDonald County and Goodman make for a natural filtration system due to Karst topography. Karst topography is defined as soluble rocks such as limestone, dolomite, and gypsum which erode into caves and sinkholes. The benefit of Karst topography is the natural filtration the porous rock formations provide.

WATER FEATURES

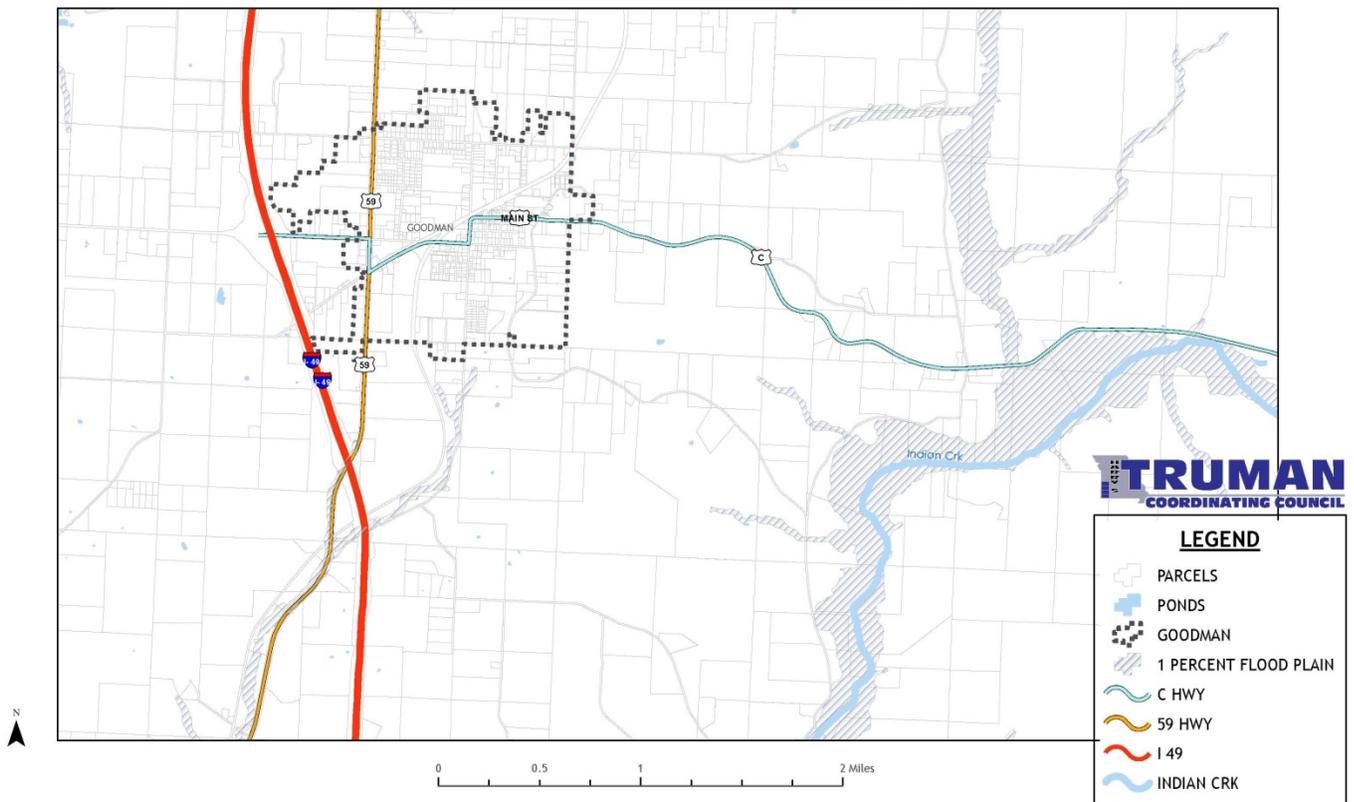


Figure 3: Map showing Goodman nearby rivers and floodplains.

Unlike the whole of McDonald County, Goodman does not have a live river running through its city boundaries. The City collects its drinking water from a well. The Missouri Department of Natural resources conducted a water quality report in 2015-16. The results were minimal and any contaminants were due to natural occurrences that most cities experience. Some of the noninvasive contaminants include: byproducts of drinking water disinfection, erosion of natural mineral deposits, and corrosion of household plumbing. Goodman is located seven miles northwest of the Indian Creek. However, the river and the flood plain do not come into the city boundary. (See Appendix I for greater detail).

Section 2.3. Demographic Information

POPULATION: Using U.S. Census figures for 2015, some interesting observations may be made regarding the changing demographics within Goodman. As the charts on the following pages demonstrate, significant changes in the make-up of Goodman’s population have occurred in the past 16 years. Notably, the total population of Goodman showed consistent increases every ten years in the past century, until 2010-2015, when the population decreased by 107, or 8.6%.

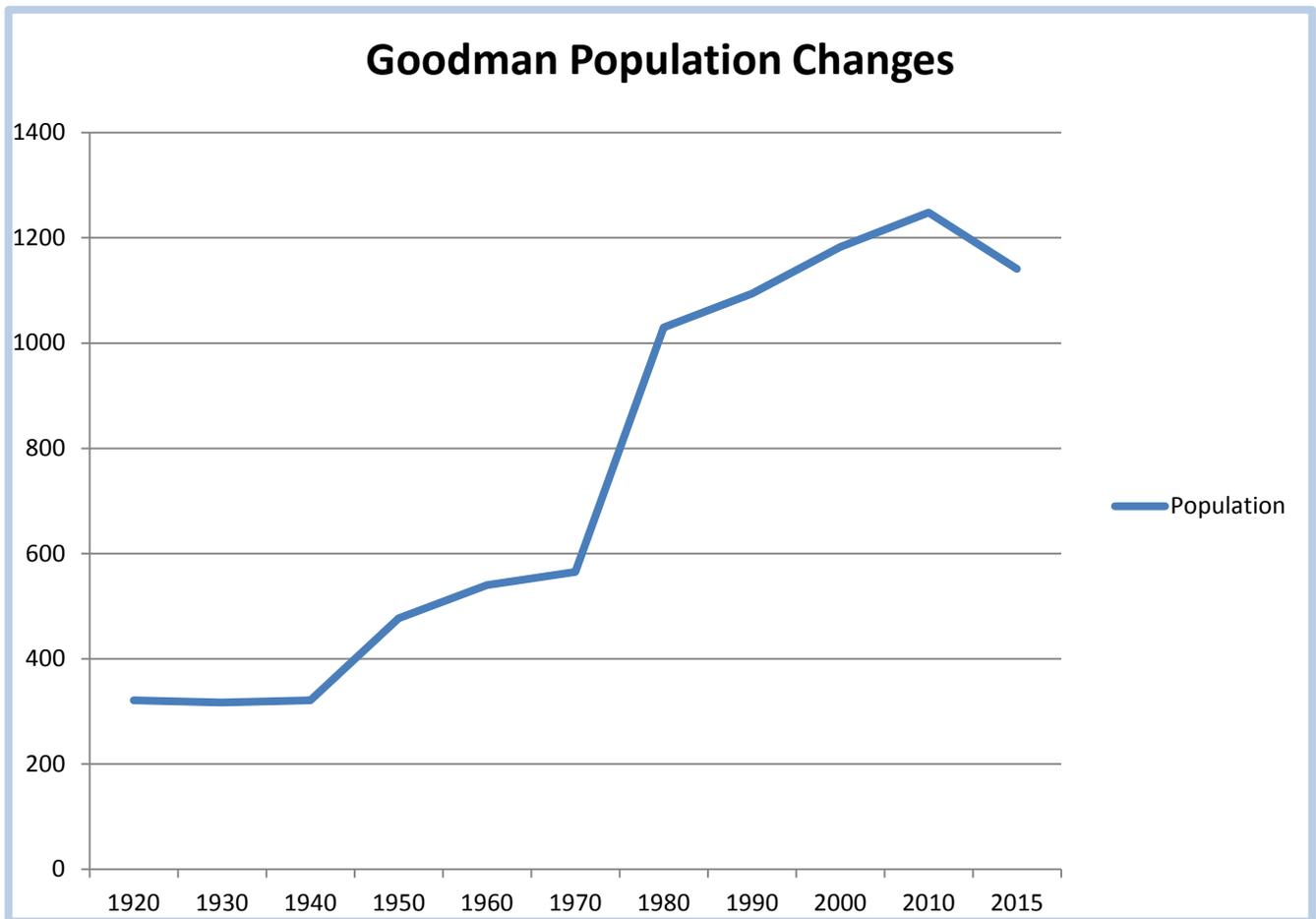


Figure 4: Goodman Population Changes

GOODMAN KEY DEMOGRAPHICS

(Source: US Census Bureau)

Population Trends		Housing Occupancy		2000	2010	2015	2000 - 2015	
Year	Population							
1920	321	Total Units		501 100%	504 100%	475 100%	↓ -5.2%	
1930	317	Owner-Occupied		342 68%	298 59%	289 61%	↓ -15.5%	
1940	321	Renter-Occupied		112 22%	152 30%	126 27%	↑ 12.5%	
1950	477	Vacant Units		47 9%	54 11%	60 13%	↑ 27.7%	
1960	540	Employment & Income		<u>2000</u>	<u>2010</u>	<u>2015</u>		
1970	565	Population 16 yr+		887 100%	1552 100%	878 100%	↓ -1.0%	
1980	1030	In Labor Force		532 60%	1072 69%	580 66%	↑ 9.0%	
1990	1094	Employed		488 55%	926 60%	524 60%	↑ 7.4%	
2000	1183	Unemployed		44 5%	146 9%	53 6%	↑ 20.5%	
2010	1248	HH Income						
2015	1141	Total HH		457 100%	661 100%	415 100%	↓ -9.2%	
		< \$15,000		126 28%	113 17%	54 13%	↓ -57.1%	
		\$15,000 - 34,999		184 40%	219 33%	139 33%	↓ -24.5%	
		\$35,000 - 74,999		144 32%	250 38%	166 40%	↑ 15.3%	
		>\$75,000		13 3%	79 12%	51 12%	↑ 292.3%	
		Median HH Income		\$ 26,349.00	\$ 34,938.00	\$ 40,438.00		
		Age Structure		<u>2000</u>	<u>2010</u>	<u>2015</u>		
		Under 15 years		287 24%	337 27%	253 22%	↓ -11.8%	
		15 to 34 years		279 24%	387 31%	255 22%	↓ -8.6%	
		35 to 59 years		375 32%	336 27%	359 31%	↓ -4.3%	
		Over 59 years		242 20%	188 15%	272 24%	↑ 12.4%	
		Commuting Characteristics			<u>2010</u>	<u>2015</u>		
		Worked in State of Residence			86.8%	91.6%	↑ 5.5%	
		Travel Time to Work						
		Less than 10 Min.			15.3%	12.5%	↓ -18.3%	
		10 to 29 Min.			59.1%	55.3%	↓ -6.4%	
30 to 59 Min.			22.9%	24.0%	↑ 4.8%			
Over 59 Min.			2.8%	8.2%	↑ 192.9%			

Figure 5: Goodman Key Demographics

The change in population, when broken down into four age categories, shows significant decreases in all age categories; the greatest appears to be the loss of individuals 59 years and older. This may be a result of elderly citizens no longer able to maintain an independent living situation, moving to senior housing or assisted living elsewhere. There is a significant 11.8% loss in citizens under 15 years old, as well.

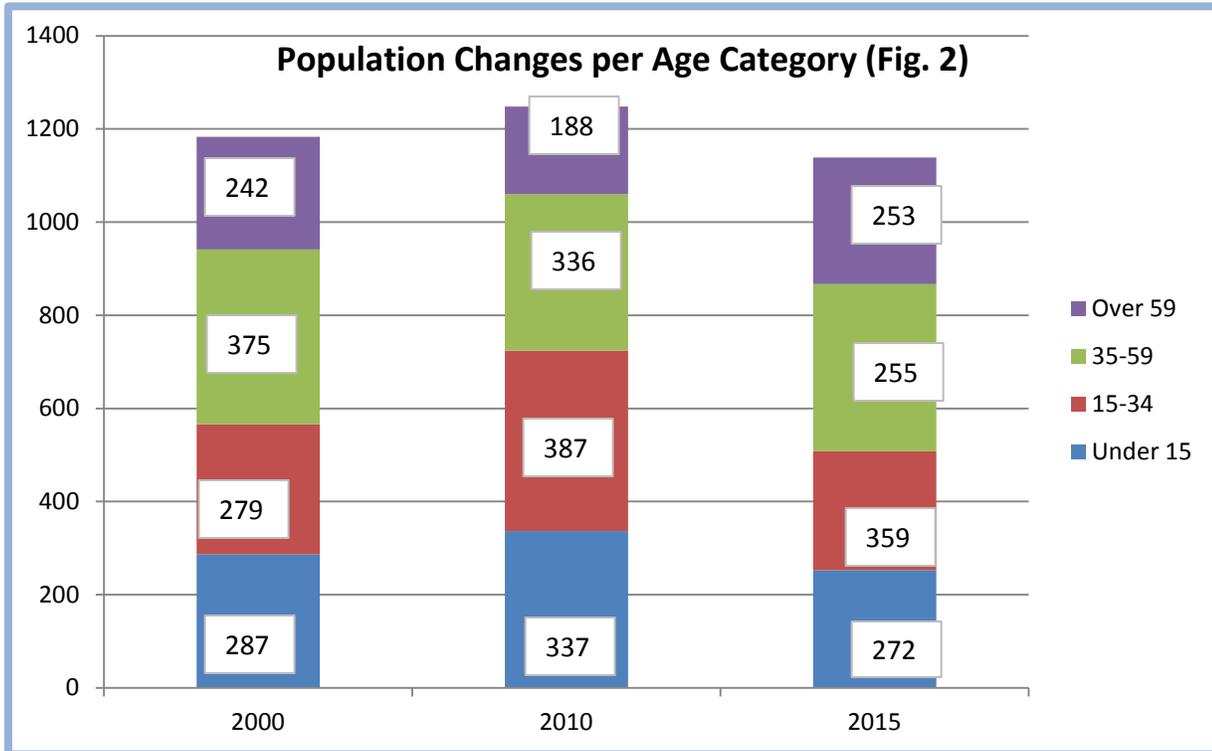


Figure 6: Goodman Population Changes by Age Category

Section 2.4. Housing

As the population has declined, so have the number of housing units, particularly owner-occupied dwellings. There has been an increase in renter-occupied units; and a rise in vacant units. As of the 2015 US Census, there were 475 “Housing units” in the city. Housing units are defined “separate and independent place of abode intended for habitation by a single household” (Organization for

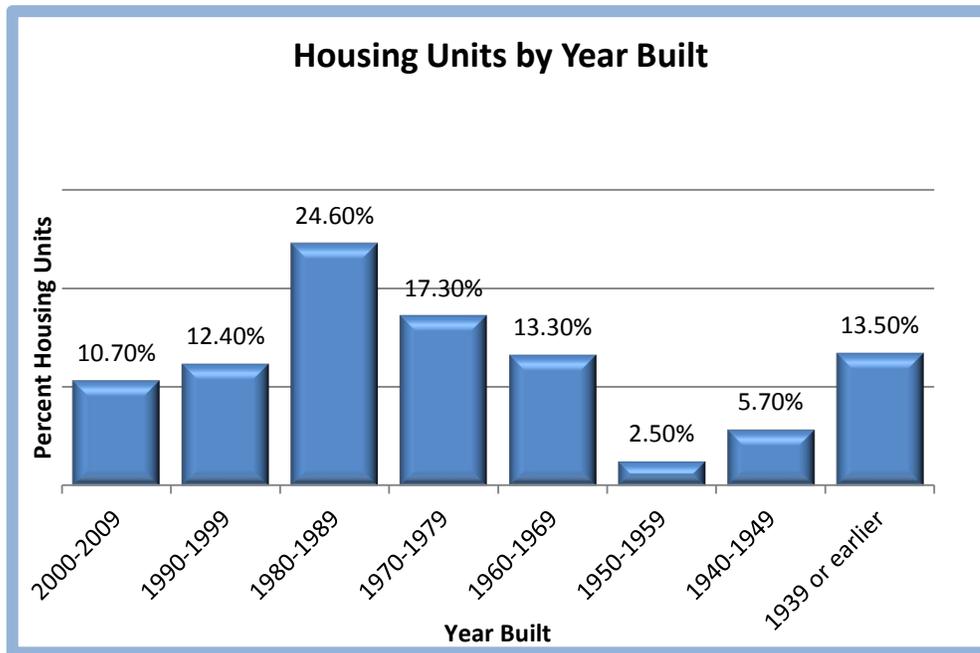


Figure 7: Housing Units By Year Built

Economic Cooperation and Development, website <https://stats.oecd.org/glossary>, accessed Oct. 16, 2017). Housing units may represent single-family homes, duplexes or apartments.

The housing stock in Goodman is fairly aged. 52% of the housing units in Goodman were built prior to 1980. Just over 10% were built after 2000. One of the survey questions focused on the need for housing stock. Nearly 75% of the respondents indicated that affordable housing and housing for seniors was a housing priority.

It is not unusual for older homes to convert from owner-occupied to rentals. This may result from intentional real estate investment, or may be the result of a property inheritance that allows an individual access to additional income from rent.

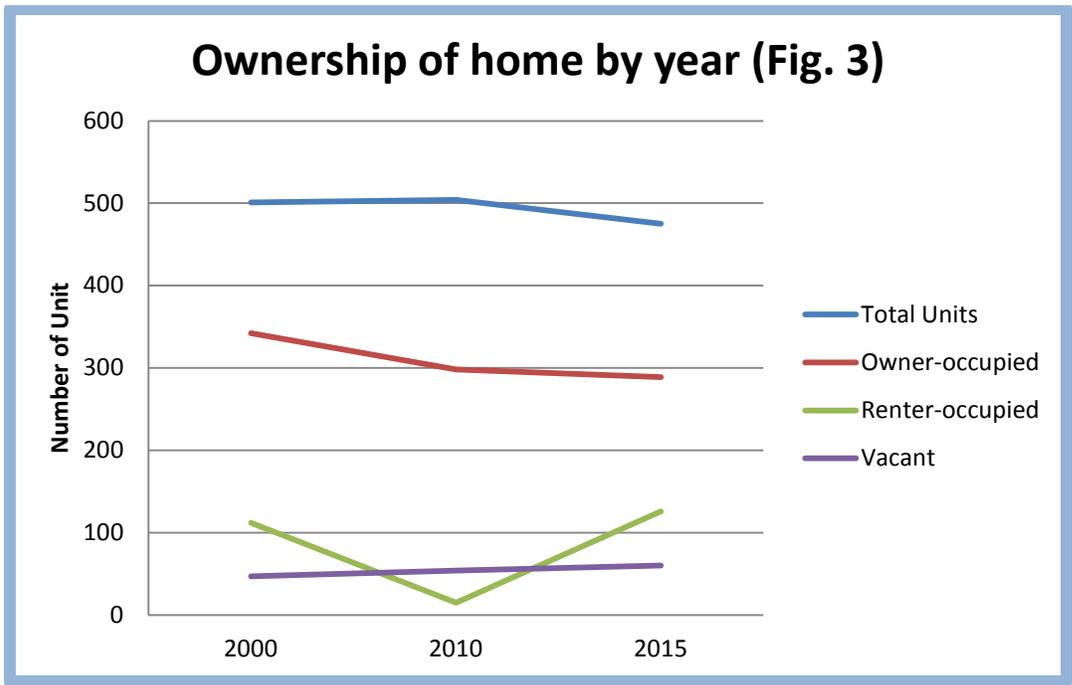


Figure 8: Ownership of Home by Year

According to sources at City Hall, there been only one housing start in 2017.

Section 2.5 Public Services

The City owns and operates its own water and wastewater operations. Both water and wastewater capacity is greater than current demand. Water, wastewater and trash services are billed by the City on a single bill, which is mailed to customers.

WATER: The City currently owns/maintains its own water treatment and distribution utility.

- The City has 2 water towers. One tower holds up to 100,000 gallons and the other tower holds up to 25,000 gallons.
- The city also has 2 wells. One well pumps 275 gallons per minute and the backup pump can pump 100 gallons per minute
- It is estimated that the city usage is 70,000 gallons per day.
- The water system is designed and has the ability to distribute and handle more gallons per day than is utilizing at the current time.

WASTEWATER: The City currently owns/maintains its own wastewater collection and treatment utility.

- Their current system is designed to run at 130,000 gallon output per day without any foreseeable problems.
- The city could handle up to 175,000 gallons per day with the current plan design and capacity that is achievable.
- The city treats approximately 40,000-45,000 gallons per day.

SOLID WASTE: The City provides trash services through a contractor.

- Trash is collected curbside weekly for residential properties.
- There are no recycling services in Goodman at this time.

ELECTRIC: Empire District Electric (a Liberty Utilities company), and New-Mac Electric Cooperative, headquartered in Neosho, Mo., provide electricity to the residents and businesses in Goodman. According to conversations with both electric utilities, the electric companies are able to provide Goodman residents and businesses with additional electrical service, in the event of community and/or economic development.

- Empire District covers approximately 80% of the City of Goodman.
- New-Mac covers a small area of the city.
- Empire stated that they have large availability for expansion of capacity if needed for new businesses, industrial development, and residential growth.
- Empire’s main transmission distribution line runs down Hwy 59 from Anderson to Neosho. Their current electrical availability is fed out of a substation on the south end of Neosho
- New Mac stated that they have the ability to allow for major expansion in Goodman. They relayed that they are able to handle whatever growth Goodman could experience on the commercial, industrial, and residential side.
- New-Mac currently has a sub-station that sits across the interstate, within close proximity of Goodman.

TELECOMMUNICATIONS:

- Media-Com currently provides cable and internet services to Goodman
- SGO Broadband provides phone and internet services to Goodman

POLICE: The City has its own, independent Police Department. If additional public safety resources are required, the McDonald County Sheriff’s Department will respond to 911 calls for service.

The Police Chief would like to hire more officers, Budgetary constraints inhibit large expansion of Police staff.

According to the Police Chief, the greatest call for services is in the area of animal control. The greater crime concern is petty theft and auto theft. Drugs and drug houses are a concern. The Police Department is “drilling down” on drug houses by providing greater police presence in areas of concerns.

As the population has declined, so have the number of housing units, particularly owner-occupied dwellings. There has been an increase in renter-occupied units; and a rise in vacant units. Vacant units present a challenge to communities, as they may be used as locations for parties and illegal activities and transactions.

FIRE: The City of Goodman relies on the services of a Rural Fire District. The District covers 96 square miles of territory. The Fire District is a volunteer organization, operated by 19 volunteer firefighters (including a volunteer Fire Chief and Assistant Fire Chief) and three non-firefighting volunteers.

The District has three stations, but the main station was severely damaged in the 2017 tornado, and is not fully functional. The Chief states that the District needs more space in the form of a larger building to function efficiently. There are two outlying, unmanned stations to help cover the size of the region -- one located in the northern half of the region, and the other covering the southern half. There are concerns about relying too heavily on the unmanned stations, which is negatively affecting response time. The addition of a more efficient, centrally located station would allow for better disbursement throughout their entire area.

EDUCATION: The children of Goodman and its outlying areas attend the Goodman Elementary School, which is part of the Neosho R-V School District. The Goodman Elementary School serves grades K-4. Upon completion of fourth grade, the students attend the Neosho Middle School (grades 5-6) in Neosho. They move from the Middle School to the Junior High School for grades 7-8. And finally, they attend grades 9-12 at the Neosho High School.

Section 2.6 PAST TRENDS

ECONOMIC: The City of Goodman, where a post office was established in 1898, was named after Lowell Alonzo Goodman, who came there in the same year to be the superintendent of the Ozark Orchard Company. Goodman was widely recognized for his expertise in the orchard industry. He became the general manager of the Ozark Orchard Company, and president of the American Pomological Society. Goodman also established and managed hundreds of acres of apple orchards in what is now the “Westport” neighborhood of Kansas City, Mo.

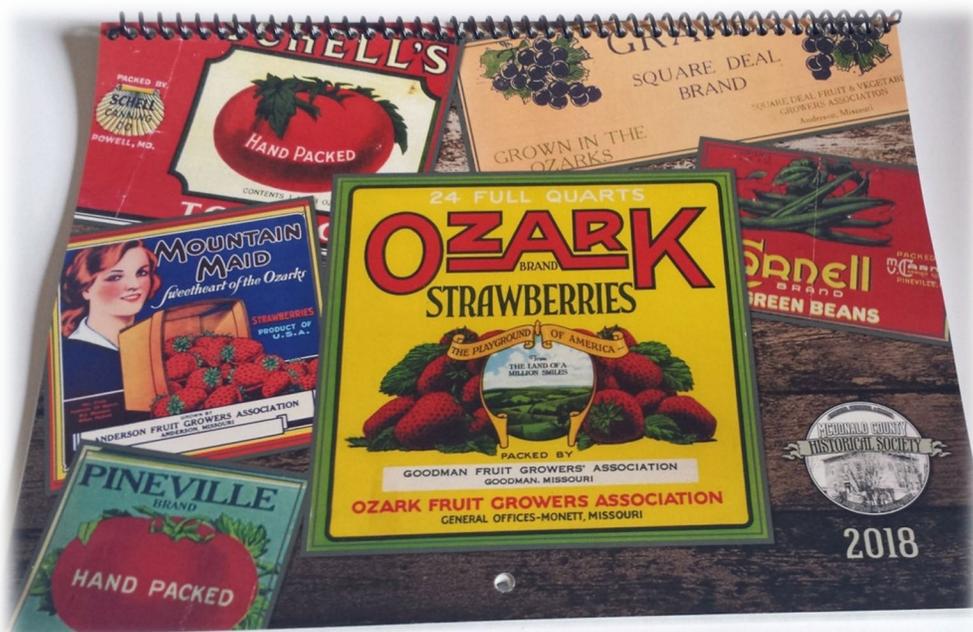


Figure 9: Advertisements from the McDonald County Historical Museum.

The Goodman orchards covered more than 2,500 acre. Strawberries were also important to the early Goodman economy. The orchards and strawberry fields are no longer present.

The City of Goodman began hosting an Orchard Festival in the summer of 2016. This annual celebration commemorates Goodman’s agricultural history, and offers a community gathering even for residents and visitors, as well.



Figure 10:3 Men gather apples from trees at the Ozark Orchard Company.

Subsequent to the agriculture industry that played such a large role in the City's origin, other industries developed in its place. The lumber industry was responsible for many jobs and revenue in the City of Goodman. A 1922 article from the Kansas City Southern "Port Arthur Route Agricultural and Industrial Bulletin" states: "The perishable products shipped from Goodman in 1925 were valued at \$296,039.00. The shipments of 1926 amounted to 10 carloads of apples, 25 of strawberries plus 2,000 crates, 17 of grapes, 4 of tomatoes, 200 bushels of peaches, 5 carloads of cattle, 2 of hogs, 85 of lumber, railroad ties and mine props."

Goodman, McDonald County, Missouri

Population about 600, south of Kansas City, Mo., 185 miles, altitude 1,257 feet. There are at Goodman, the Goodman State Bank, one high school and one grade school, a hotel, three churches, a creamery, creamery station and several mercantile establishments. About 10,000 acres are in cultivation in the immediate vicinity, and about 3,000 acres are devoted to the cultivation of apples, grapes, strawberries and commercial truck.

The perishable products shipped from Goodman in 1925 were valued at \$296,039.00. The shipments of 1926 amounted to 10 carloads of apples, 25 of strawberries plus 2,000 crates, 17 of grapes, 4 of tomatoes, 200 bushels of peaches, 5 carloads of cattle, 2 of hogs, 85 carloads of lumber, railroad ties and mine props. Beside these were shipped cream and eggs valued at about \$29,625 and several carloads of evaporated fruit.

Unimproved lands are valued at \$20 to \$30 per acre. Improved lands average about \$150 per acre but range from \$50 to \$300, according to location and improvements on the farm. For information address, Goodman State Bank, Goodman, Mo.

10,440 gallons of cream, 22 carloads of cattle, 5 of horses and mules, 25 of hogs, 9,880 pounds of wool and hides, 210 carloads of hardwood lumber and railroad ties.

Land prices in McDonald county cover a wide range of values. Raw unimproved land can be bought at present for from \$10 per acre up, depending on distance from town, as well as quality. Improved lands run in value from \$50 to \$400 per acre. Some bearing vineyards and orchards will cost more. For information address State Bank of Anderson, or Farmers Bank of Anderson, Mo.

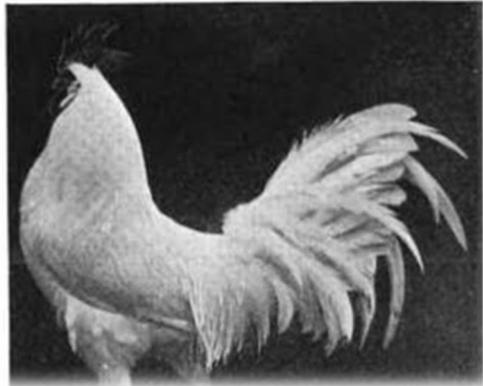


Figure 114: (Port Arthur Route Agricultural and Industrial Bulletin, Vol. 3-90 by Kansas City Southern Railway, p. 18, Jan. 1, 1922)

The mention of mine props in the above statement suggests that mining activity in the Goodman area may have been robust at some time. However, as in other areas of the Ozarks, the mining industry served more as an exploratory venture than a successful investment. The greatest mining activity in southwest Missouri occurred in Jasper County, around the City of Joplin, and areas of southeast Kansas.

TRANSPORTATION: The industries in Goodman earned a railroad line, which would ultimately become a major part of the Kansas City Southern Railway. The Splitlog Railroad was constructed by Mathias Splitlog, a Native American whose enterprises created vast sums of wealth. Splitlog constructed the railway to connect his mining, agricultural and lumber businesses, and assist in the movement of raw materials and finished products to and from the market. After several decades and reiterations of railroad companies throughout the Midwest, (Current Events, January 1914, p. 361), several of the railroads merged to form the Kansas City Southern Corporation (2009, Kansas City Southern Railway, Thad Hillis Carter, p. 77). The Kansas City Southern Corporation connected the Splitlog railway to other miscellaneous independent rails, and created a major north-to-south rail transportation corridor through the Central United States and into Mexico.

CURRENT EVENTS.

361



MATTHIAS SPLITLOG DRIVING THE SILVER SPIKE IN THE KANSAS CITY, FT. SMITH & SOUTHERN RAILROAD, AUGUST 22, 1857.

(Engraved by "Frank Leslie's Illustrated Newspaper" from a Photograph by H. C. Sittler of Neosho.)

CHAPTER 3: THE FUTURE

Section 3.1: Economic Development

Through conversations, surveys and public meetings, it was discovered that most individuals “Strongly agree or somewhat agree that Goodman needs “Living Wage” jobs in the City. Through a series of meetings and Open Houses, data and anecdotal conversation, the majority of respondents believe that Goodman needs more jobs that pay a living wage. The result of the online survey showed that 54% of the respondents “Strongly Agreed,” and 39% “Somewhat Agreed.”

According to a 2015 article from HowMoneyWalks.com, the living wage is “the amount of pay considered sufficient for you and your family to cover basic costs of living in a specific location. Economists and policymakers use this information to determine the relative financial health of workers when comparing their pay with their living costs.” (Grossman, 2015).

It is unlikely to see a resurgence in the fruit industry in southwest Missouri.

Within the City limits, there are three businesses listed as “Industries” on the city website. Two of those are wood product manufacturers; the third is a pet-breeding operation.

At one time, Hunte employed nearly 200 workers to run and manage its operations. As Missourians voiced concerns about pet-breeding operations to their state elected officials, legislation to provide stricter enforcement of animal welfare laws was passed in 2010. In the wake of the new legislation, several breeding operations in Missouri either downsized or closed completely.

Cities across the United States clamor to attract new industries, partly because good industrial jobs typically pay “living” wages and include benefits. Good jobs often retract and/or retain citizens who are able to contribute to the community through volunteerism, community engagement and tax revenues.

As the City and its residents seek opportunities for living wage jobs, one popular course of action is to work to attract new industries. The City of Goodman is fortunate to have economic development magnets at its disposal.

Perhaps the most obvious attraction is Goodman’s position directly on the north-west Interstate 49 corridor. Large industries often seek locations on or near interstates, as it provides easier and more economic opportunities for large-scale transportation. Another advantage Goodman has is the Kansas City Southern railroad that runs directly through town. Those two transportation corridors provide opportunities for industry to move freight quickly in and out of their facilities Appendix H).

While the City hosts several small retail businesses, such as the Dollar General, Casey’s convenience store and a liquor store, there are very few businesses or industries in town that pay wages high enough to meet the criteria of Grossman’s “living wage.”

The largest employer in the City of Goodman is the Neosho R-5 School District, whose employees serve as staff and faculty of the Goodman Elementary School. The school building was destroyed by a tornado on April 4, 2017. Students and faculty were relocated to a local dog-breeding facility to complete their classes for the Spring of 2017. In 2017-2018, the students were integrated into existing classrooms in and around the City of Neosho. The School District has determined it will rebuild the Goodman Elementary School on its original site.

Missouri municipalities are permitted by State statute to enact a sales tax of up to one-half of 1 percent for the purpose acquiring land, installing and improving infrastructure and public facilities relating to a long-term economic development project. Revenue derived from the sales tax cannot be used for any retail development project, unless the project is a redevelopment of a downtown area or historic district. Funds also may be used for marketing. The City of Goodman's footprint does not include land directly along the I-49 corridor. The following ideas for encouraging economic development are worthy of consideration:

- Assign a task force to explore economic development activities
- Work with neighboring communities to determine where new businesses and industries are best suited.
- Propose an economic development sales tax to fund related activities
- Extend sewer and water main lines to those locations, if annexed.

Section 3.2. Transportation

PEDESTRIAN TRAFFIC: Of the retail businesses located in the City of Goodman, most of them are located along U.S. Hwy. 59, which used to be U.S. Hwy. 71, prior to the construction of Interstate 49.

The majority of customers to these retail businesses arrive by car. There are no sidewalks or trails leading to any of the small convenience stores or restaurants in the area.

Parking space is ample, but the layout of the parking areas is not uniform. Several businesses only have gravel parking lots, that share space with adjacent parcels. The lack of uniformity and direction creates some confusion among visitors who are not familiar with the area. The following improvements to the retail corridor are worthy of consideration:

- Establishment and enforcement of building codes that include standards by which parking lots should be constructed. Popular standards include hard surfaces, marked parking spots,

and a minimum number of parking spaces per business, based on an estimated hourly customer count.

- Construction of ADA-compliant sidewalks leading from residential neighborhoods to retail establishments and the elementary school.
- Improvement of street lighting. Effective street lighting provides an element of safety to pedestrians who wish to visit retail establishments on foot. Decorative streets lamps delineate an area, and indirectly establish a retail “area.”
- Directional signage may be installed to guide both pedestrian and vehicular traffic to key destinations, such as schools, the historic Main Street area, the governmental center.
- Publically managed trash cans and ashtrays set along a pedestrian corridor assist in keeping streets and sidewalks free of trash and cigarette butts.

By improving the existing retail area of the City, new retailers may be attracted to establish additional businesses in the area. Improving pedestrian traffic corridors may be the least expensive transportation improvement opportunity a city can manage.

LOCAL VEHICULAR TRAFFIC: Survey results indicated that the majority of respondents are concerned about the condition of the City’s streets. According to the State of Missouri’s Department of Transportation’s (MoDOT) Functional Classification System, I-49 is an Interstate, U.S. Highway 59 is a minor arterial, Highways B & C are both major collectors, and all other streets are local. MoDOT maintains the state designated routes and the city maintains the local streets that are located within the city limits. Most of the city streets in Goodman are in fair condition.

However, one problematic area is on W. B Ave and Janice St. Ozark Wood Products sits on this parcel of land and there is also a rail spur that connects the Kansas City Southern Rail to this parcel. Between the lumber trucks and freight using this segment of road, the asphalt has become exceedingly worn out. The traffic has created pot hole and an uneven surface to use. Many residents have expressed concern over this segment of city road.

Generally, this is through to be the poorest section of road in the City.

Other areas of concern are located just a few yards east of W. B Ave. and Janice, and on W. B Ave., at the intersection of Splitlog Ave. Local traffic crosses the KCSR from Splitlog Ave. to get to the Goodman Elementary School or City Hall.

The following improvements are worthy of consideration:

- Create a Capital Improvements budget, ranging from 5-7 years. Schedule road repairs based on anticipated revenues.
- Work closely with MODOT to learn whether any of the roads that intersect with highways are eligible for state or federal funding.
- Get more involved with the Transportation Advisory Committee, a subcommittee of HSTCC.

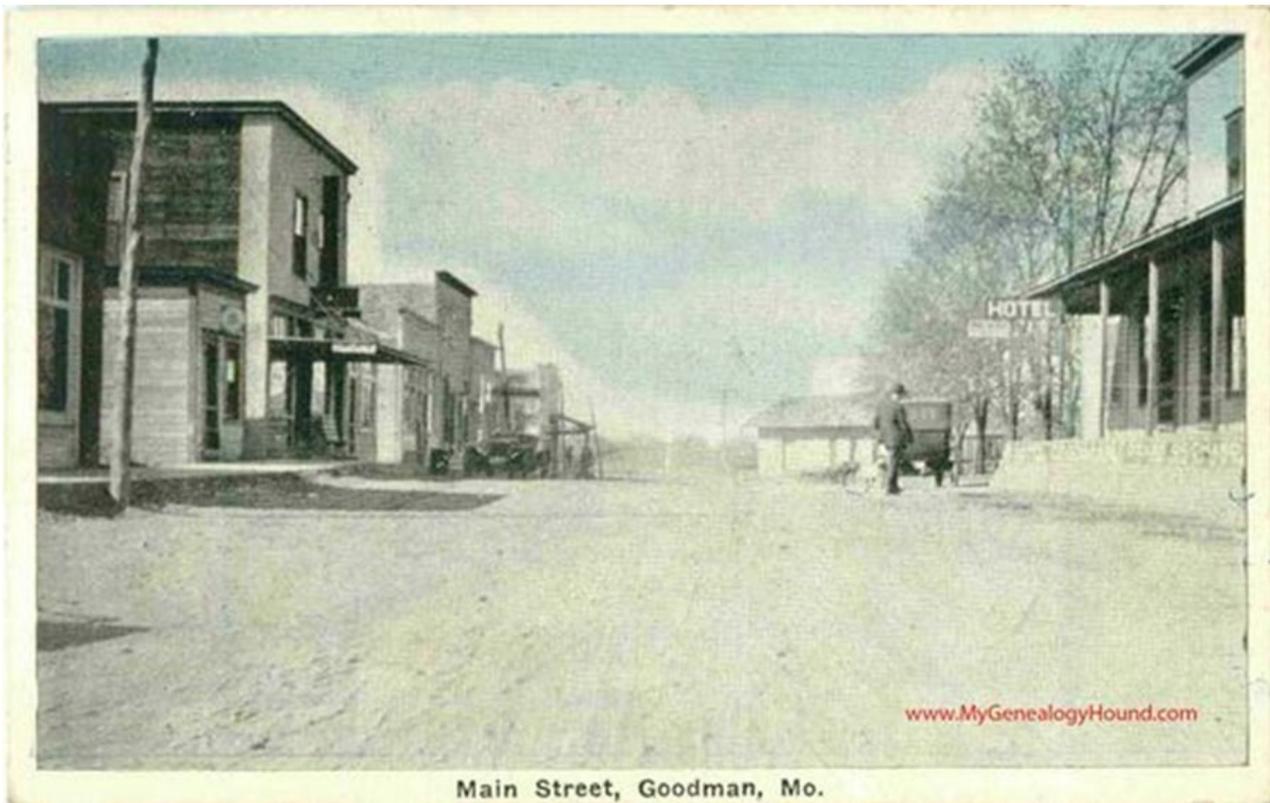


Figure 11: Main St. in Goodman from a vintage postcard

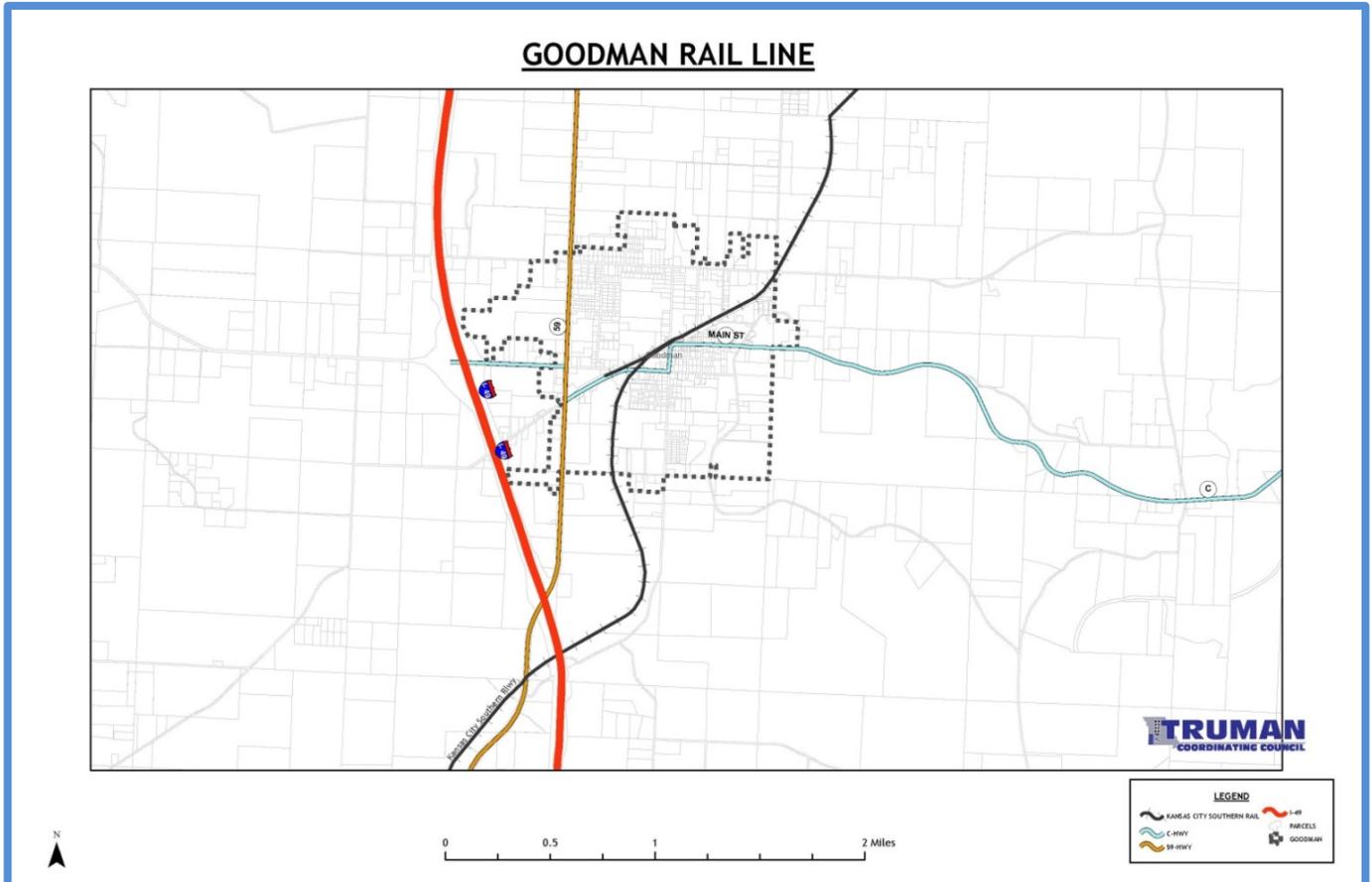
MAJOR CORRIDORS: The most significant major corridor that could affect the City of Goodman’s economic development is Interstate 49 (“I-49”). This major north-south is designed to provide an efficient and direct connection from Canada to the Gulf of Mexico. By design this Interstate is a major element in the North American Free Trade Agreement. Along the I-49 corridor there are several intermodal facilities that efficiently transfer freight from rail to semis and vice-versa.

U.S. Hwy. 59 travels north and south, somewhat parallel to I-49. Hwy. 59 and U.S. Hwy. 71, in various locations, served as the predecessors to I-49. They continue to serve vehicular traffic that prefers not to travel the interstate.

The City of Goodman's footprint does not include land directly along the I-49 corridor. The following improvements to the I-49 corridor are worthy of consideration:

- Annex land to the west of Goodman at the I-49/C Hwy interchange
- Annex land to the south at the I-49/Hwy 59 interchange
- Annex land on which the Kansas City Southern Rail line is located from the southern border of the city limits to the I-49/Hwy. 71 interchange
- Extend sewer and water main lines to those locations, if annexed.

RAILROADS: The Kansas City Southern Railroad (KCS) runs north/south, directly through the City of Goodman, with a station located in the middle of town. The KCS rail line connects Kansas City to the Gulf of Mexico, including Goodman’s neighbor communities, Joplin, Neosho, Anderson, and Siloam Springs, Ark.



Kansas City Southern uses an intermodal system to transfer freight to and from trains onto semi-tractor trailers, moving smaller loads to more specific locations. In Missouri, there is only one intermodal facility serving KCS. That facility is located south of Kansas City. The opportunity to construct an additional intermodal facility in the southern part of the state exists, to those communities seeking to use it as an economic development tool.

The presence of a functioning intermodal is an attractor to trucking companies, and warehouse/distribution facilities.

The City of Goodman's footprint does not include land where the KCS line crosses I-49. The following improvements to the I-49 corridor are worthy of consideration:

- Annex land to the west of Goodman at the I-49/KCS interchange
- Purchase parcels of land along KCI to clear and prepare for enhanced rail line operations.
- Establish a task force with other communities along the Kansas City Southern Rail Line to plan a future Intermodal Facility.



Section 3.3 Housing

According to the U.S. Census, there are currently 504 “housing units” houses in the city limits. The following chart displays the occupancy status of the housing units.

Total Housing Units	504 (100%)
Owner Occupied HU	292 (57.9%)
Renter Occupied HU	122 (24.2%)
Vacant Housing Units	90 (17.9%)
Median Home Value	\$71,753
Average Home Value	\$80,479

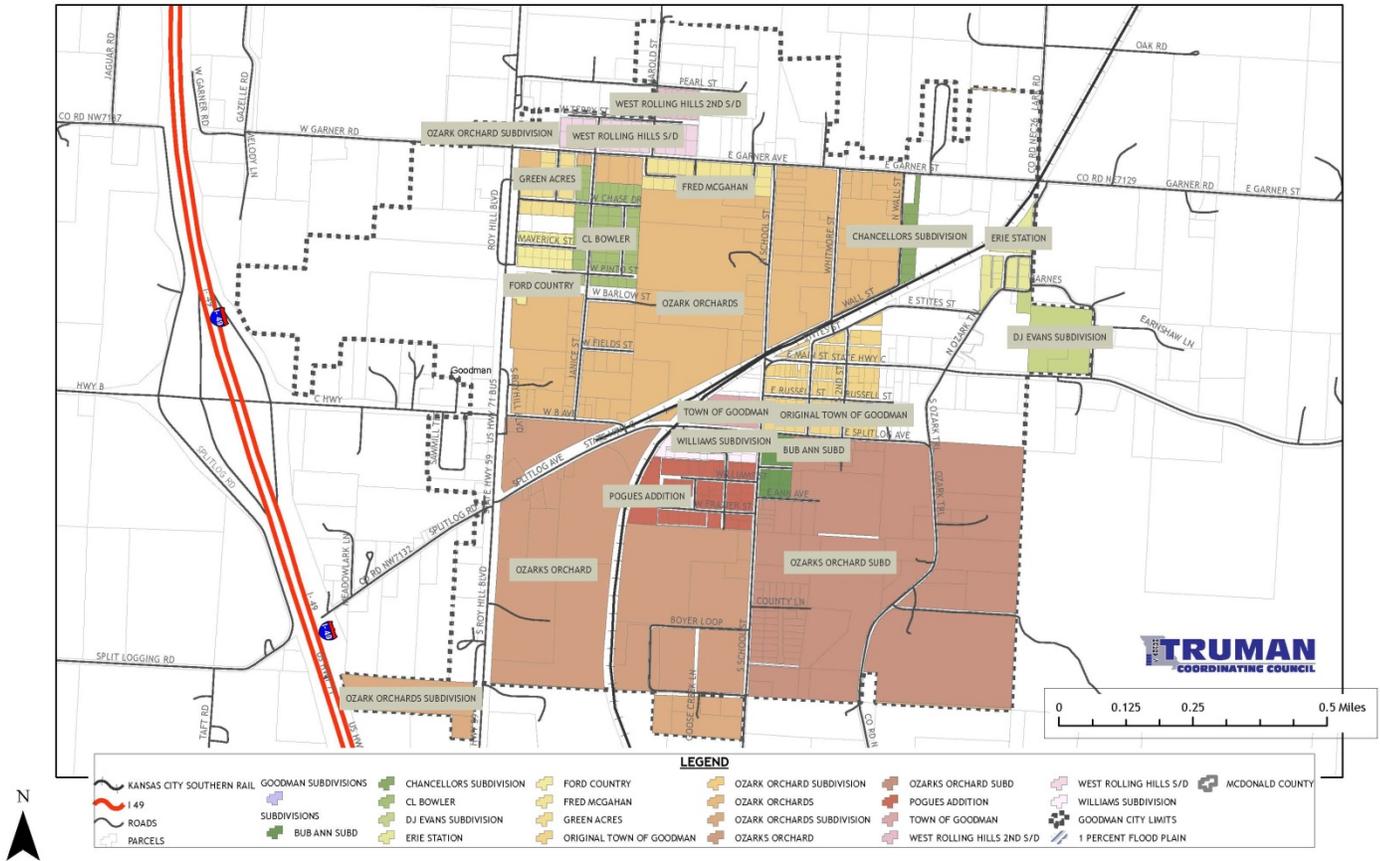
There have been very few housing starts in Goodman in the recent past.

The City Clerk estimates the average age of homes in Goodman to be approximately 35-50 years old. By appearance, that estimate is correct. Most homes are modest-sized, and tend to be single-story ranch-style homes. Others are quite small. Others are mobile home units.

There is very little delineation between neighborhoods. Goodman seems to have developed as builders and developers desired, without any formal land use plan or community design. The McDonald County Assessor’s Department provided data displayed in the map below. (See Appendix F for greater detail).

While the parent parcels appear to have been subdivided, no particular land use was assigned to the subdivisions, resulting in a mix of residential, commercial and industrial in various locations throughout the city.

SUBDIVISIONS IN GOODMAN, MO



Residential areas exist alongside business, industry and agricultural lands. There are three small industries in town: one pet breeding operation and two wood processing operations. All three are located adjacent to homes and agricultural land.

The future land use plan in this document outlines preferences for any further industrial development to be located on the northeast side of town, close to the City’s wastewater facility. Land north of the City limits in that location may be annexed for industrial expansion.

Additionally, the land that lies on the north end of Goodman is close to the Camp Crowder Military Enhancement Area. This Military Enhancement Area is designed to protect the current land use in and within a half-mile perimeter of the National Guard training facility on the southeast end of Neosho. The guidance of the JLUS Implementation Memorandum of Understanding, signed by stakeholder in the area, suggests that no new homes be constructed within ½ mile of the Camp Crowder boundary, *unless* the new home is on a parcel of land at least 10 acres large.

This agreement shall be signed by the Mayor of Goodman.

While the desire for new and/or improved housing did not appear in the top 10 areas of concern on the survey, 48% of the respondents indicated it was needed.

The City of Goodman may select to discuss housing needs with the local and area businesses, and the school district, to determine what types of housing are most desired. The following ideas for housing development are worthy of consideration:

- Use Comprehensive Future Land Use Map (Appendix G) to reset Zoning in the City, to establish preferred areas for residential use.
- City may purchase available land in residential use areas and sell at a discount to qualified developers.
- City may create a housing study to determine what kind of housing is most desirable to those who live, or plan to live, in and around Goodman.
- City may opt to enact stronger enforcement of codes to bring dilapidated and unoccupied houses up to code.
- City may pursue funding for demolition of blighted properties, including abandoned houses.

Section 3.4 Quality of Life

One of the recurring themes in the survey results was a desire for “Expanded Family Recreational Activities and After-School Activities,” a “Community Center,” and “Enhanced Park Facilities.” These items fit well under Quality of Life issues. Residents of the City are indicating a lack of organized activities for family and youth.

The City has 2 large parks. The first is a small playground adjacent to City Hall. The other is a large sports complex on the north end of town. Both of these facilities could benefit from new and/or expanded playground equipment. Goodman does not have a City swimming pool. And, due to its geographic location, does not have immediate access to the recreational opportunities offered by the popular Elk River, Indian Creek and Big Sugar Creek to the south.

The City began construction of a Community Center, but the facility was destroyed by the 2017 tornado before it was completed and available for use. The City is considering how to replace that planned facility.

The following ideas for Parks and Recreation development are worthy of consideration:

- Seek funding for enhanced playground equipment

- Work with local churches and businesses to determine whether private money is available.
- Establish a Parks & Recreation Board that may offer ideas and guidance on the improvements to the existing facilities and the possible expansion of the system.
- Develop programming that might provide transportation to southern McDonald County for outings at the rivers.
- Recruit volunteers to provide classes and activities for family and youth.

CHAPTER 4: COMMUNITY GOALS, OBJECTIVES & IMPLEMENTATION STRATEGIES

As stated early in this document, the driving force for the development of a Comprehensive Plan was to establish mutually beneficial land use goals for the City of Goodman and the Department of Defense National Guard Training Facility at Camp Crowder in Newton County.

These land use goals will be addressed in a Memorandum of Understanding signed by Newton County, McDonald County, the City of Neosho, the City of Goodman and several state agencies.

However, the common value of a Comprehensive Plan serves a much broader purpose. The Plan should be designed and used to serve the interests of the citizens and businesses in the City. The Plan should present the history and current status of the community, to allow the reader to understand “how we got here.”

Building on that history, the Comprehensive Plan establishes a vision for the community, including: Goals, Objectives, Short and Long-Term Actions/Plans.

Each of the above items of concern are addressed in Chapter 3 within the topic areas. To present a specific consensus on moving forward these subjects are listed below with the Goals, Objectives, Short and Long Term actions.

SECTION 4.1 ECONOMIC DEVELOPMENT

Goals:

- Enhance Economic Development
- Improve Climate for Business
- Provide new opportunities for citizens

Objectives:

- Create and retain jobs that pay a living wage
- Increase tax revenues by increasing number of businesses and citizens paying taxes
- Enhance retail shopping for citizens and visitors

Short Term Actions:

- Assign task force to explore economic development opportunities
- Work with neighboring communities to determine where new businesses and industries are best suited.
- Work with area Economic Development entities (ie, Grow Neosho, McDonald County Chamber of Commerce)

Long Term Plans:

- Research economic development sales tax and consider to place question to voters.
- Extend sewer and water main lines to those locations, if annexed.

SECTION 4.2 TRANSPORTATION

Goals:

- Improve all solid surface transportation/parking areas
- Improve Pedestrian Corridors
- Explore opportunities to improve Economic Development by attracting businesses to I-49
- Explore opportunities to improve Economic Development by attracting businesses Kansas City Southern Rail Line

Objectives:

- Improve roads and sidewalks to create safer and more attractive corridors
- Beautify corridors to attract visitors and news businesses
- Take advantage of existing transportation infrastructure to attract new business and industry.

Short Term Actions:

- Explore opportunities for wayfinding signage and other beautification efforts for both vehicular and pedestrian traffic
- Schedule regular maintenance and repairs to roads with a 5-7 Capital Improvements Plan and Budget
- Attend and participate in Transportation Advisory Committee meetings
- Contact MODOT to visit Goodman and discuss where state dollars may address local transportation needs.

Long Term Plans:

- Form a Transportation Task Force to research trends in transportation-related subjects, and funding opportunities.
- Review existing Transportation tax structure and learn whether additional taxation is available for street maintenance and repairs.

SECTION 4.3 HOUSING

Goals:

- Increase housing units available for low- to moderate-income families and seniors
- Minimize number of vacant properties and houses where illegal activities are taking place
- Bring developers to Goodman to build market-rate homes

Objectives:

- Create an environment where people want to move to Goodman
- Increase the number of owner-occupied dwellings
- Reduce blight and crime
- Beautify neighborhoods

Short Term Actions:

- Enforce existing building and nuisance codes
- Review codes and zoning ordinances to ensure they meet current needs and desires of the citizens
- Talk to neighboring communities where new homes are being built to learn how they attracted developers

Long Term Plans:

- Purchase abandoned and/or blighted properties and resell to potential builders for infill.
- Purchase vacant land in Comprehensive Plan's "residential use" area and resell to potential builders for infill.
- Contract outside consultant for housing study to learn what type of housing makes best sense for Goodman.
- Work with local Agency on Aging to discuss possible development of housing units for seniors.

SECTION 4.4 QUALITY OF LIFE**Goals:**

- Create value in community to retain and attract residents
- Provide recreational opportunities for citizens and visitors
- Improve existing Park facilities to encourage use

Objectives:

- Attract and retain residents and visitors
- Reduce loss of population
- Reduce petty crime by providing recreational opportunities
- Create an environment where people want to move to Goodman

Short Term Actions:

- Inspect all Parks grounds and equipment to ensure it is safe and functional
- Create Parks Advisory Board to assist in research and planning
- Contact churches and businesses to learn whether they are able and willing to contribute to Parks and "Quality of Life" issues
- Continue to host public events, such as the Orchard Festival, to attract visitors to the community.

Long Term Plans:

- Purchase abandoned and/or blighted properties and develop small Parks
- Explore opportunities for enhancing ADA-compliant equipment and facilities in Park properties
- Develop opportunities for senior activities and exercises/equipment

A recurring theme in the Implementation Strategies is to learn more about the opportunities that may be open to the City of Goodman. With its very small City staff and limited resources, this effort would necessitate recruiting volunteers, assigning committees or task forces, reaching out to neighboring communities and working together to find solutions.

None of the ideas in this Comprehensive Plan are unachievable. However, the effort required is immense. With this Comprehensive Plan in place, the elected officials, City staff and citizens may prioritize their goals. In doing so, the participants may discover individuals and parties who have a passion for one subject they are willing to devote time, energy and resources to.

It is not the intent of a Comprehensive Plan to lay out all of the concerns, ideas and solutions to be addressed at one time, or even within a limited time.

The Plan is a dynamic document, which reflects the ideas of the present. It should be reviewed and revised from time to time, to ensure it continues to meet the needs of the ever-changing community and its citizens.

No single person can implement the Comprehensive Plan. It belongs to the City and its citizens. And it will require the efforts of those people to implement the ideas and recommended actions listed within.

The most important strategy with any plan is ensuring all stakeholders are engaged and involved. A Comprehensive Plan requires several opportunities for public participation and input. That is why the City has held Public Meetings, distributed a survey, worked with the media to share information. Staff and others have reached out directly to citizens, churches, local agencies and businesses to inform and invite them to participate in this planning process.

Where does the City of Goodman go from here? That is a decision to be made by the citizens. Public engagement is the key to the successful implementation of any Comprehensive Plan.

RESOURCES

“American Community Survey,” United States Census Bureau. Online data sources. Accessed January – November 2017).

Bradbury, Susan L., “Planning Transportation Corridors in Post-NAFTA North America.” *Journal of the American Planning Association*. Nov. 27, 2017.

Brown, Trish H. “Living Wage vs. Minimum Wage: What’s the Difference?” (August 3, 2015. www.howmoneywalks.com. (Accessed 11/2/2017).

Chandler, Michael. “Ten Steps in Preparing a Comprehensive Plan.” *Planning Commissioners Journal*. No. 39. Summer 2000.

Camp Crowder Joint Land Use Study, Harry S Truman Coordinating Council, April 23, 2014.

Goodman Comprehensive Plan Citizen Survey, conducted by Harry S Truman Coordinating Council.

King, Stephen.”Municipal Land Planning Law in Missouri – Further Observations and Analyses.” *Journal of the Missouri Bar*. Volume 58. No.1. Jan-Feb. 2002.

Revised Statutes of the State of Missouri, Chapter 89, “Planning and Zoning. Updated Aug. 28, 2016.

Morrow, Lynn (ed.) “The Ozarks in Missouri History: Discoveries in an American Region.” *Missouri Historical Review*, Dec. 29, 2013.

“Standard State Zoning Enabling Act and Standard City Planning Act,” www.planning.org/growingsmart/enablingacts.htm. (Accessed 10/16/2017)

Understanding the Basics of Land Use and Planning. Institute for Local Government. 2010.
Revised Statutes of the State of Missouri. Chapter 79

APPENDICES

APPENDIX A:	HSTCC contract for services
APPENDIX B:	Comprehensive Plan Survey Document
APPENDIX C:	Percentile Breakdown of Survey Responses
APPENDIX D:	Percentile Breakdown of “Strongly Agree Responses”
APPENDIX E:	SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis
APPENDIX F:	Current Land Use Map
APPENDIX G:	Future Land Use Map
APPENDIX H:	Transportation Map
APPENDIX I:	Land Cover Map

