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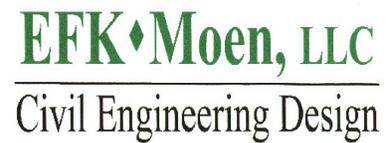
CITY OF ST. CLAIR
ENVISION 2020
COMPREHENSIVE PLAN



Prepared By



In Association With



September, 2009

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EXECUTIVE SUMMARY

According to the Census 2000 information, the official population count for the City of St. Clair was 4,390 persons. The 2007 estimated population count from the U.S. Census Bureau was 4,429 persons. Between 2000 and the estimated 2007 population count only 39 persons (0.9% increase) have been added.

The Census 2000 results identified a total of 1,765 households, with 1,143 of those being family households. The average household size was 2.44 persons. The total number of housing units were 1,900. The percentage of owner-occupied units was 61%, with a vacancy rate of only 2%.

The median value of housing in 2000 for the City of St. Clair was \$67,200 which compares to a national median value of \$119,600. This could provide an indication of a somewhat depressed housing value in the region. However, viewed from a different perspective, this results in the housing value being considerably more affordable than in many other areas of the country.

According to data collected from Census 2000, most of the employed persons are working in the production, transportation, and material moving occupations (33%), followed by those in management, professional, and related occupations (20%), and sales and office occupations (20%).

The City of St. Clair, with a total incorporated land area of over three square miles is located along Interstate 44 between St. Louis and Rolla, Missouri. The City was originally known as Travelers Rest and is situated on the St. Louis and San Francisco Railway. The founder of the City, William Kerr, came to the area in 1854. The City was founded in 1859. The name was changed to St. Clair in honor of the resident engineer of the Southwest Branch Railroad.

The topography of the St. Clair area can be classified as rolling hills. Elevations in the area vary, ranging from a minimum of approximately 620 feet above sea level to a maximum of approximately 790 feet at the highest known benchmark. The City's official elevation is classified at 764 feet.

The City is located on a ridge running from the southwest to the northeast along the railroad right-of-way. This ridge essentially divides the City into two major watersheds with the area south and east of the ridge sloping toward the Meramec River and the area to the north and west sloping toward the Bourbeuse River.

The continental climate characterizes this area and features long, humid summers, moderate winters and ample precipitation. This description of any particular season must be qualified, however, by frequent changes which may occur from day-to-day in Missouri.

The average growing season is 185 days. The last freeze generally occurs in mid-April and the first freeze during the third week of October. The climate is conducive to vegetative growth.

The closest hospitals to the City of St. Clair are St. John's Mercy Hospital located 13 miles to the north in the City of Washington; Missouri Baptist Hospital in Sullivan, 15 miles to the southwest; and St. Clare Hospital in Fenton, approximately 50 miles northeast.

There are a number of reliable utility providers for residents and businesses located in and around the Corporate Limits of the City of St. Clair. Electrical service is provided by Ameren UE. Gas is provided by either Marlen Gas (LP) for "bottled" gas or Missouri Natural Gas. The City of St. Clair provides

water and wastewater services, and solid waste collection. Telephone service is provided through AT&T. Data and other telecommunications providers include fidnet.com; earthlink.com; yhti.net; and charter.net.

The closest colleges and universities to the City of St. Clair include East Central College located in Union, Jefferson College in Hillsboro, Lindenwood University in St. Charles, the St. Charles Community College in Cottleville/St. Peters, the Missouri University of Science and Technology in Rolla, and the St. Louis Community College, Meramec campus.

The City of St. Clair operates three City parks; Orchard Park, Evergreen Park and Main Street Park which offer a variety of park and recreation facilities. The St. Clair Baseball Association operates the Iron Hill Sports Complex. Other park and recreation resources located near the City of St. Clair include the Bourbuese River and Meramec River; Meramec Caverns; Meramec Lakes Golf Course; and the St. Clair Historical Museum.

St. Clair is one of eight incorporated Cities in Franklin County. The City of St. Clair is a 4th Class City with a Mayor and four Aldermen elected from the City's two wards. The operational budget for 2009 is almost \$5.5 million. The City's personnel total just over 30 full-time employees.

A total of four public participation meetings were held throughout the Comprehensive Plan process. This public participation had direct input into development of the goals and objectives contained as part of this Plan. The public participation process used, as well as the results, are provided in detail under Section II, Needs Analysis.

An existing land use inventory was undertaken by the City Staff of St. Clair. From this inventory, an Existing Land Use map was prepared. In turn, this map was used as the basis for development of a Future Land Use map. The Future Land Use map can be used by the City's elected and appointed officials as a "guide" in making future land use and zoning decisions.

A Major Street Plan was also completed as part of the Comprehensive Plan process. The Major Street Plan identifies major roadway improvements, realignments, extensions, and new roadway construction projections envisioned during the planning period. As development occurs, the roadways shown on the Major Street Plan can be set-aside and/or constructed to complete the City's roadway network plan.

The most important part of the St. Clair Comprehensive Plan is the Implementation Strategy section of the Plan. This section presents 32 goals and almost 150 action objectives to meet those goals. The goals are divided into six key focus group topic areas:

- Transportation/Other Infrastructure
- Economic Development
- Parks, Recreation, and Open Space
- Aesthetics
- Land Use
- Civic Improvement

The goals and objectives will assist the City of St. Clair in getting from where it is at today-to where it would like to be in its future. The goals and objectives are not in any particular order of importance. An attempt will be made to achieve all of the goals and objectives during the planning period as resources

become available. Only through implementation of the identified goals and objectives will the City of St. Clair realize the future which the St. Clair Comprehensive Plan envisions.

I. EXISTING CONDITIONS

THE CENSUS AND DEMOGRAPHIC CHARACTERISTICS

The Census

The U.S. Constitution requires that there be a decennial census taken to determine the population count throughout the United States. The primary purpose of the population count is to determine how seats in the U.S. House of Representatives are to be apportioned. As such, the first census was undertaken in the year 1790 and has occurred every ten years since that time. It soon became evident that other useful information could also be gathered at the same time.

The amount of information collected during the Census has steadfastly increased throughout the nineteenth and twentieth centuries. By the early 1900's information on demographics, agriculture and the economy was being collected. In 1902, President Theodore Roosevelt asked Congress to convert the temporary Census Office into a permanent agency. The agency has since become established as a statistical clearinghouse for the federal government. The last census was conducted in the year 2000. The demographic information used for this Comprehensive Plan was taken from that census.

General Characteristics

According to the Census 2000 information, the official population count for the City of St. Clair was 4,390 persons. This compares with the official population count of the Census 1990 which was 3,917 persons. The 2007 estimated population count from the U.S. Census Bureau was 4,429 persons. Based upon the estimated 2007 population, the City of St. Clair would be the 159th largest City in the State of Missouri out of 1,263 incorporated places. It has a relatively low population density of 1,417 persons per square mile.

Based upon the official population counts, the City of St. Clair added 473 persons (12% increase) between the years 1990 and 2000. Between 2000 and the estimated 2007 population count, only 39 persons (0.9% increase) have been added. As such, the population growth for the City of St. Clair can best be characterized as stable, with no significant growth occurring over the past several years.

A review of the mapping geography from the 1990 census (Appendix A) compared to today's Corporate Limits for the City of St. Clair shows a moderate growth of the City's boundaries through annexation. For Census 2000 the City of St. Clair was included in an Urban Cluster which mapped a portion of the City of St. Clair, along with adjacent unincorporated properties and a portion of the community of Parkway.

Compared to the United States as-a-whole, the City of St. Clair is somewhat younger in median age (32 versus 35), has a smaller percentage of males (47% versus 49%), has a higher percentage of occupied housing units (93% versus 91%), and less overall owner-occupied units (61% versus 66%). Appendix B contains more detailed information on the General Characteristics from the 2000 Census.

Also, the Census 2000 results identified a total of 1,765 households, with 1,143 of those being family households. The average household size was 2.44 persons, with the family size being a little higher at

3.05 persons per family. The total number of housing units were 1,900. The percentage of owner-occupied units was 61%, with a vacancy rate of only 2%. The percentage of renter-occupied units was 39% with a corresponding vacancy rate of 8%.

Social Characteristics

A review of the social characteristics from the 2000 Census for the City of St. Clair reveals a lower percentage of the population with a high school education (69% versus 80%) when compared to the United States as-a-whole. Consequently, the percentage of persons with a bachelors degree or higher is also less (9% versus 24% nationally).

According to the Census 2000 data, there is also a somewhat lower percentage of civilian veterans (11% versus 13%), and significantly less foreign born residents (1% locally versus 11% nationally). As such, those that speak a language other than English at home are roughly 3% versus 18% nationally. This is reflective of the smaller overall percentage of foreign born residents living in the community.

The percentage of males who are married (61%) compares favorably with the national average (57%). This trend is reversed for females where 48% are married in St. Clair and 52% are married on a national basis. About ½ of the population (49%) had lived in the same house over the last five years prior to the Census.

Economic Characteristics

According to data collected from Census 2000, approximately 62% of St. Clair residents are in the labor force, compared with 64% nationally. Their mean travel time to work is about the same (29 minutes for St. Clair residents, versus 26 minutes for the population as-a-whole). The median household income, median family income, and per capita income are all less than the average United States population.

	<u>City of St. Clair</u>	<u>U.S. Population</u>
Median household income	\$35,716	\$41,994
Median family income	\$41,939	\$50,046
Per capita income	\$18,101	\$21,587

However, in spite of somewhat lower incomes, there remain less individuals and families living below the poverty level in the community. Also, according to the Census Bureau, the 2008 cost-of-living index was 76.1 which is low, with the U.S. average being at 100.

Most of the employed persons are working in the production, transportation, and material moving occupations (33%), followed by those in management, professional, and related occupations (20%), and sales and office occupations (20%).

The two biggest employment industries for residents were manufacturing (28%) and education, health, and social services (16%). Over 80% of workers were private wage and salary workers.

Housing Characteristics

The median value of housing in 2000 for the City of St. Clair was \$67,200 which compares to a national median value of \$119,600. This could provide an indication of a somewhat depressed housing

value in the region. However, viewed from a different perspective, this results in the housing value being considerably more affordable than in many other areas of the country.

There were a total of almost 1,900 housing units within the City limits in the year 2000. Around 64% of these were single-family detached units, with another 10% being three or four unit structures. Approximately 92% of the housing structures have been built since 1940. Of this 92%, almost 27% were built between 1940-1959 meaning that about 35% of the housing stock pre-dates 1960. About 14% of the housing structures contained four or five rooms. About 57% of St. Clair residents had moved into their housing units within the previous five years prior to the Census. Most units were heated by electricity (63%), followed by utility gas (17%), and bottled gas (11%).

The following table indicates the number and value for new single-family residences constructed within the City of St. Clair between 1996-2008.

<u>Year</u>	<u># of Houses</u>	<u>Average Value</u>
1996	10	\$64,600
1997	16	\$89,500
1998	9	\$91,800
1999	9	\$88,300
2000	13	\$99,600
2001	7	\$74,200
2002	6	\$86,800
2003	6	\$194,800
2004	7	\$164,800
2005	3	*
2006	5	\$171,700
2007	11	\$96,800
2008	13	\$121,200

* Average value information not available for this year

During the year 1999, the majority of household owners were paying between \$500-1,000 per month for their mortgage (47%). Only 9% were paying less than \$500 per month. On a positive note, the mortgage was less than 15 percent of the household income for 46% of the residents of St. Clair. For another 32%, it was between 15-24 percent of their household income.

For those renting their housing units, the majority paid between \$200-500 per month for rent (68%), with another 20% paying between \$500-750 per month. The overall percentage of the rental payment, as a percentage of household income, was at 67%. Unfortunately, the payment was 35 percent or more of the household income for almost 26% of St. Clair residents who rented.

CITY OF ST. CLAIR SETTING AND HISTORY

Setting

The City of St. Clair, with a total incorporated land area of over four square miles (4.25) is located along Interstate 44 between St. Louis and Rolla, Missouri. The City of St. Louis is located approximately 54 miles to the northeast along Interstate 44. Other nearby communities include Union (6.9 miles) and Washington (14.1 miles) to the north, and Sullivan (15.8 miles) to the southwest. Other major highways besides I-44 include Highways 30 and 47. The latitude of St. Clair is 38.345N. Its longitude is 90.98W.

History

The City of St. Clair was originally known as Travelers Repose and is situated on the St. Louis & San Francisco Railway. The first settler in the community was B.J. Luge who came to the area in 1849. The founder of the City, William Kerr, came to the area in 1854. The City was founded in 1859. William and D.M. Kerr were the first merchants, starting a store in 1858 which they ran for about two years. The City was officially incorporated in 1882.

The name was changed to St. Clair in honor of the resident engineer of the Southwest Branch Railroad. During the mid to late 1800's the railroad was the lifeline for many communities. During the 1900's the community was one of the towns located along the Historic Route 66 which extended from Chicago, Illinois to Los Angeles, California.

Two buildings located in the City of St. Clair; the International Shoe Company Building and the Panhorst Feed Store, are on the National Register of Historical Places. The International Shoe Company Building at 160 N. Main Street was an industrial facility whose historical period of significance was 1900-1949. The building was added to the Register in 1994. The Panhorst Feed Store, at 465 St. Clair Street had its historical period of significance from 1900-1924. The building was placed on the Register in 1990.

BASE MAP

PHYSICAL ENVIRONMENT

The information on the physical environment was generally taken from the City's previous Comprehensive Plan prepared by Missouri Engineering Corporation located in Rolla. The information is still valid. The physical environment of the St. Clair area is diverse and has had a major influence on the development of the area. This physical environment, which is comprised of soil, water resources, mineral resources, topography, and geology, is complex. Faults, rugged hills, and lowlands are all present in the area. Proper recognition of potential hazards and adequate remedial measures can

eliminate most, if not all, of the hazards posed by the physical environment.

Topography

Topography, the configuration of the land surface, is one of the most important physical aspects affecting urban planning. The topography of the St. Clair area can be classified as rolling hills. Elevations in the area vary, ranging from a minimum of approximately 620 feet above sea level to a maximum of approximately 790 feet at the highest known benchmark. Most of the area within the present City limits is between 700 feet and 750 feet in elevation. The City's official elevation is classified as 764 feet. Relief, which is the difference between the highest and lowest known elevations is 170 feet for the St. Clair area.

Streams and Watersheds

The City is located on a ridge running from the southwest to the northeast along the railroad right-of-way. This ridge essentially divides the City into two major watersheds with the area south and east of this ridge sloping towards the Meramec River and the area to the north and west sloping toward the Bourbeuse River.

Flood-Prone Areas

The only land in a designated flood area located within the St. Clair City limits is situated along State Highway AB just south of the City's Wastewater Treatment Facility. This area, situated along Happy Sac Creek, is, in part, designated Flood Zone A3 on the Federal Emergency Management Agency's Flood Insurance Rate Map.

Besides the property described above, the greatest potential for flooding will be during heavy rains along small creeks (such as Birch Creek to the northeast). These flood prone areas may require special consideration for development activity to occur.

Bedrock-General

One of the prime concerns about bedrock is its potential to supply water. In this part of Missouri most of the water supply comes from underground water supplies. This groundwater is a vital source of water supply especially in areas where dry summers or extended droughts cause stream flows to stop. After a rainfall, the water moves downward through the soil until it reaches a layer of subsurface rock or soil through which the water cannot penetrate. Rock and soil formations which contain and transmit groundwater are known as aquifers. Clay formations yield little water, while sand and gravel are excellent aquifers. If rainwater can percolate through soils into a source of well water, then it is also possible for sewage to percolate through the soils thereby contaminating sources of water supply. Waste disposal facilities should be designed in such a manner that they will not lead to pollution of the water supply.

Bedrock of the St. Clair Area

Surfacial and subsurface bedrock throughout most of the St. Clair region is predominantly Roubidoux Formation with outcroppings of Jefferson City Dolomite and Gasconade Dolomite.

Structure

Geologic structure refers to the placement and layering of the bedrock in a particular area, both at the surface and below. As a result of geologic processes over billions of years, the rocks in a particular area have been uplifted, compressed, tilted, folded, and broken (faulted) in places. Both regional and local geologic structures are of interest in planning and development because such structures may control groundwater movement, affect structural foundations, result in particular distribution of mineral resources, and contribute to environmental hazards such as earthquakes and rockfalls.

Faults are the most important type of geologic structure present in respect to planning and development. The largest fault in the State of Missouri is the New Madrid fault, whose epicenter is located in the southeast corner of the State.

The City of St. Clair is located in a Seismic Zone 1. Zone 1 areas are typically subject to relatively minor damage due to earthquakes. Structures that are required to resist the dynamic forces are subject to additional design loads.

Present within the St. Clair region are numerous inactive faults, including the Virginia Mines, the Jefferies Mines, Moselle and the St. Clair faults. The St. Clair fault line is located near the southwest portion of the City limits. This fault, much like the other faults in this region, is small and inactive, and was formed by a break or fracture in the earth's crust along which movement of opposite bedrock blocks. It may be acceptable to build small structures on, or close, to the fault; construction of structures such as large buildings, industrial plants, large water and sewer lines, and other large structures directly over the fault-line is not recommended. When it may be necessary to run gas, water, and sewer lines across the fault, proper engineering should be implemented to eliminate or at least reduce the potential for rupture of such lines by movement of the fault.

Soils-General

Soil is the thin covering of the earth's surface that is capable of supporting plant life. The physical and chemical properties of soils are due to the integrated effect of climate, underlying bedrock, relief, time and biological activity. Soils are composed of weathered rock materials, minerals, organic matter, water and air in varying proportions.

Soils in the St. Clair Area

The latest Soil Survey of Franklin County was conducted in 1987 and published by the USDA Soil Conservation Service (SCS) in 1989. The General Soil Map for the County indicates that the northeast portion of the City and the surrounding area consists primarily of the BUCKLICK-GATEWOOD-GASCONADE Association and the southwest portion is the HOBSON-LILY-RANSEY Association. Soils are primarily classified as Union silt loam, 2-5% slopes (1B2) with some 5-9% slopes (1C2) and Hobson loam, 5-9% slopes (14C) with some 9-14% slopes (14D). Three small areas, near the intersection of I-44 and Highway 47, is classified as Gatewood cherty silt loam, 14-20% slopes (24E).

Union silt loam soil, although excellent as prime farmland, presents several restrictions when used for development. Severe to moderate restrictions due to wetness and shrink-swell characteristics could cause special considerations for building site development and sanitary facilities.

Climate

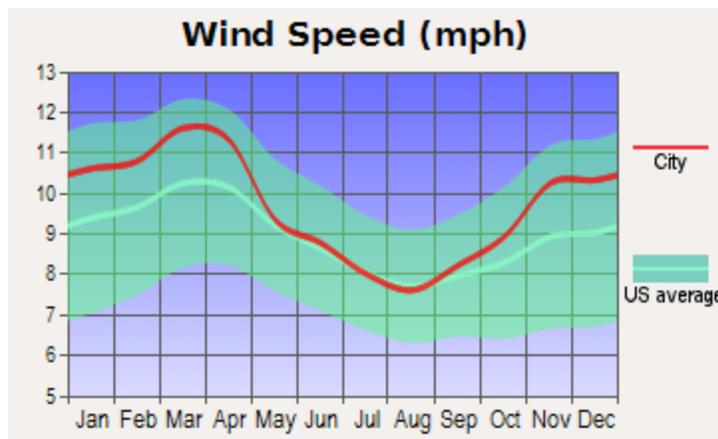
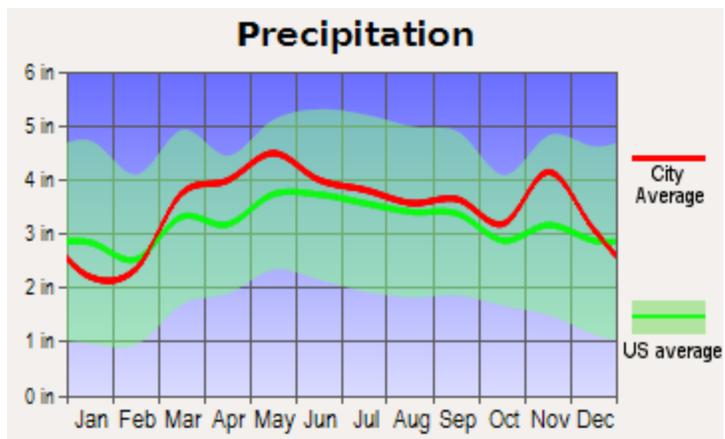
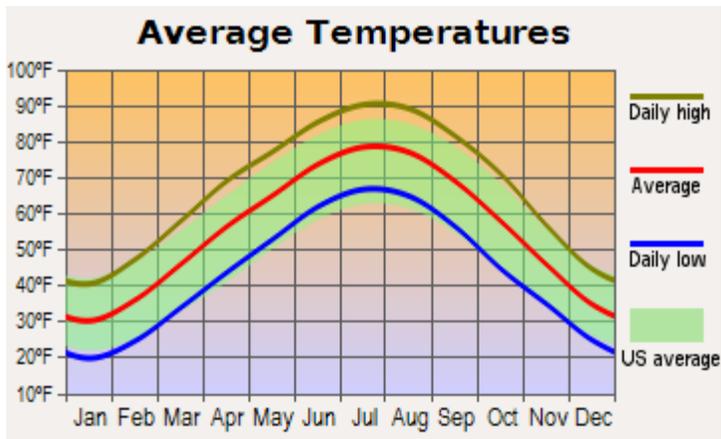
The continental climate characterizes this area and features long, humid summers, moderate winters and ample precipitation. This description of any particular season must be qualified, however, by frequent changes which may occur from day-to-day in Missouri. This fact is explained by Missouri's location with respect to the movements of three major air masses. Canadian air masses approach from the northwest as cold or cool high-pressure zones. Warm moist air comes from the Gulf of Mexico, and dry air approaches from the west. The mixing of two air masses often produces turbulence; with more than half of the annual precipitation falling during April through August during thunderstorm events. Thunderstorms from the colliding air masses are also the source of tornadoes.

Annual precipitation ranges from 38-42 inches with an average snowfall of about 22 inches. On-average 100 days of measurable precipitation occurs each year; fully half of these days occur during the thunderstorm season. The concentration of precipitation and the violence of atmospheric turbulence creating thunderstorms are significant factors to consider during development. Concentrated rainfall contributes to flash-flooding and erosion. Thunderstorms and their accompanying tornadoes are a recurring reality and can have significant consequences. The most deadly tornado in the area occurred on February 24, 1956 which was a Category 4 tornado located 8.2 miles from the center of St. Clair. The tornado killed 6 people and injured another 36.

The summer average temperatures are warm. The average daily range for July is 76-78 degrees Fahrenheit. On as many as 45 days, the high exceeds 90 degrees Fahrenheit; however 100 degrees Fahrenheit temperatures are infrequent. The average daily temperature for January is approximately 32 degrees Fahrenheit. Below freezing temperatures occur an average of 100 days. This continental climate produces temperature ranges from summer to winter that are much greater than the ranges encountered in coastal regions. Human comfort, and even health, can be accommodated if structural design recognizes the influences of weather. The alternative to sound design principles, particularly in Missouri, is very costly operating conditions for building heating and cooling.

The average growing season is 185 days. The last freeze generally occurs in mid-April and the first freeze during the third week of October. The climate is conducive to vegetative growth.

Prevailing winds are from the south-southwest and average between 10 to 12 miles per hour. Maximum velocities have exceeded 70 miles per hour. Following are several charts/graphs indicating climatic characteristics for the City of St. Clair.



COMMUNITY FACILITIES AND RESOURCES

Medical Facilities

The closest hospitals to the City of St. Clair are St. John's Mercy Hospital located 13 miles to the north

in the City of Washington; Missouri Baptist Hospital in Sullivan, 15 miles to the southwest; St. Clare Hospital in Fenton, approximately 50 miles northeast.

The closest hospital, St. John's Mercy, is located at 901 E. Fifth Street in Washington, Missouri. The hospital is an acute care hospital which offers comprehensive medical, surgical, obstetric and pediatric services. The hospital employs over 800 persons with almost 250 physicians serving the facility. With 187 licensed beds, it is the only Level III Trauma Center located between St. Louis and Jefferson City.

Airport Facilities

The three closest airports certified for carrier operations are the Spirit of St. Louis Airport (31 miles, St. Louis, MO, ID: SUS); Lambert – St. Louis International Airport (52 miles, St. Louis, MO, ID: STL); and St. Louis Regional Airport (76 miles, Alton, IL, ID: ALN).

Other public use airports include St. Clair Regional Airport (St. Clair, MO, ID: K39); Sullivan Regional Airport (15 miles, Sullivan, MO, ID: UUV); and Washington Memorial Airport (17 miles, Washington, MO, ID: MO6).

The St. Clair Regional Airport is owned and managed by the City of St. Clair. The airport was activated in January, 1965. The airfield sits at an elevation of 656 above mean sea level. The airport is open to the public and includes parking, hangars and tiedowns. Runway 2/20 consists of an asphalt surface with dimensions of 60 feet in width and 3,198 feet in length. There are runway end identifier lights and a beacon.

The latest airport operational statistics from 2006 indicate that there are 16 aircraft based on the field; consisting of 13 single-engine airplanes, 1 helicopter and 2 ultralights. Aircraft operations consist of an average of 92 per week, 62% for local general aviation, 37% for transient general aviation, and less than 1% for the military.

Other Transportation Services

Amtrak has a station in the City of Washington at 301 West Front Street (WAH station). The station building has a small waiting room, but offers no other services. The station is open from 7:30 a.m. to 8:00 p.m. seven days a week. The station provides twice daily service to Kansas City, Missouri.

Franklin County, and specifically the City of St. Clair, has no overall public/transportation system. However, the Franklin County Transportation Council is a transportation service located in Union, Missouri. The Council has as its mission to provide transportation for the handicapped, elderly, and general public to sheltered workshops, day programs and senior centers. The Transportation Council is listed as a charity by the Missouri Attorney General's office.

Other transportation services in the City include taxi and limousine services, along with charter bus tours and similar carriers.

Utility Service Providers

There are a number of reliable utility service providers for residents and businesses located in and around the Corporate Limits of the City of St. Clair. Electrical service is provided by Ameren UE with a local office located in Union. Gas is provided by either Marlen Gas (LP) for “bottled” gas or Missouri Natural Gas. The City of St. Clair provides water and wastewater services, and solid waste collection.

The water system has an available capacity of 21 million gallons per month with a pumping capacity of 36 million gallons. Wastewater treatment capacity is almost 32 million gallons per month, with 13 million gallons per month presently being utilized. Telephone service is provided through AT&T. Data and other telecommunication providers include fidnet.com; earthlink.com; yhti.net; and charter.net.

Other Service Providers

Fire protection is handled by the St. Clair Fire Protection District. In 1928, the St. Clair Volunteer Fire Department was formed. St. Clair continued with a volunteer fire department until the St. Clair Fire Protection District was approved by voters in 1973. The District has four stations to serve its patrons; Station 1 at 470 E. North St. serves as headquarters for District operations. Station 2 is located at 104 Lefler Lane in Londell and services the Londell area. Station 3 was built in 1994 and is at 2028 Highway K in St. Clair. The newest station, Station 4, was built in 2001 and is situated at 3545 Hwy. 47 South, also in Londell. The District has a full-time staff of 11 with a volunteer staff of 65 persons. The insurance rating within the City of St. Clair is a 4 with areas outside the City being at 5-10. Services provided by the St. Clair Fire Protection District include fire suppression, fire prevention, emergency medical services, rescue, hazmat and community outreach programs.

Emergency medical services are provided by the Saint Clair Ambulance District. In 1969, the St. Clair Ambulance Service was formed. In 1973, the Saint Clair Ambulance District was established through voter approval. The District serves a 286 square mile area divided into six different sub-districts. The purpose of the District is to “provide effective and efficient emergency care and emergency transportation for the sick and injured of the District, and further provide non emergency care and transportation of those who require such services.”

The District has two stations (houses) which platoon personnel into three shifts so that service is provided on a continual basis. District House 1 is located in the City of St. Clair on Paul Parks Drive near the St. Clair City Hall. District House 2 is located on Highway 30 in Londell. The District has six pieces of primary equipment.

St. Clair is also a member of Air Evac Lifeteam. Operated by Air Evac EMS, Inc., it is the largest independently owned and operated membership-supported air medical service in the United States. The service operates in 14 states at more than 80 supported air medical bases. The air evaluation service is available to those in critical need as determined by first-response providers. Critical need patients are taken to various area hospitals dependent upon the necessary level-of-care.

Schools/Colleges/Universities

The City of St. Clair is served by the St. Clair R-XIII School District. The District typically has an enrollment of approximately 2,400 students. The District has projected that same basic enrollment through FY 2011. The District consists of St. Clair Elementary (grades K-2), Edgar Murray Elementary (grades 3-5), St. Clair Junior High School and the St. Clair High School located on High School Drive. St. Clair High School is “Home of the Bulldogs”. The School District employs approximately 200 and has an assessed valuation of approximately \$145 million.

Colleges and Universities with an enrollment of over 2,000 full-time students located nearest to the City of St. Clair are as follows:

- East Central College (10 miles, Union, 5,160 students)
- Jefferson College (30 miles, Hillsboro, 2,568 students)
- Lindenwood University (38 miles, St. Charles, 5,116 students)
- St. Charles Community College (39 miles, Cottleville/St. Peters, 3,301 students)
- St. Louis Community College (42 miles, Kirkwood, 7,507 students)
- Maryville University of St. Louis (43 miles, St. Louis, 2,094 students)
- Webster University (47 miles, St. Louis, 8,252 students)
- Saint Louis University (50 miles, St. Louis, 12,034 students)
- Washington University (51 miles, St. Louis, 10,939 students)
- Missouri University of Science and Technology (55 miles, Rolla, 5,858 students)
- University of Missouri – Saint Louis (59 miles, St. Louis, 15,527 students)

East Central College is a community college established in April, 1968, when the community voted by a 73% majority to establish the District. The college is located in the City of Union. The geographic boundaries of the community college district consist of several public school districts including Washington, Union, St. Clair, New Haven, Sullivan and Bourbon, Missouri. The college began its operations with approximately 500 students enrolled. Today that enrollment has substantially increased to 5,160 students. This figure is calculated as an “Unduplicated Head Count” which means that each student is counted only once during the academic year regardless of the number of semesters they are enrolled. This count includes the off-campus sites at Washington, Sullivan, and Rolla. The Union campuses is over 200 acres in size. Both day and evening classes are available offering a wide variety of degree programs.

Financial Institutions

According to available 2007 data, there are several banks with branches in the City of St. Clair. These financial institutions are as follows:

- Farmers and Merchants Bank of St. Clair
The main bank is located at 530 South Main with a branch at 905 St. Clair Plaza Drive. The bank was established in 1913 (the branch in 1984) and has assets of over \$159 million and deposits exceeding \$133 million. The bank is headquartered in St. Clair and has a total of five offices with a commercial lending specialization.
- U.S. Bank
This is a large national bank with a branch at 900 North Main Street established in 1995. The bank has assets of over \$2 trillion, and deposits of \$1.36 trillion. Headquartered in Cincinnati, Ohio the branch has over 2,500 locations nationwide.
- Heartland Bank
Located at 815 North Commercial Avenue, the Heartland Bank was established in St. Clair in 1887. With its headquarters in St. Louis, the bank has over \$750 million in assets and \$627 million in deposits. There are a total of 12 offices in the Heartland Bank system.

Parks and Recreation Facilities

According to the City of St. Clair website, City residents can enjoy the following parks and recreation

amenities.

- Orchard Park

Orchard Park is a 24-acre municipal park located along Orchard Drive and the South Service Road at I-44. Orchard Park is the home of Reed Field, a baseball and softball diamond that is used throughout the spring and summer by various softball/baseball organizations. Orchard Park provides a wide array of scenery through the natural beauty of trees and decorative landscaping. There is a 1 mile figure-8 asphalt path that winds its way through the center of this park along with a regulation size soccer field, two handball courts, a basketball court, a memorial stage for performing arts, playground equipment, and multiple pavilions that may be reserved for a small fee. Orchard Park hosts the annual Freedom Festival, the annual Fireworks Display, and the community Movies in the Park.

- Evergreen Park

Evergreen Park is an approximately 16-acre municipal park located on Park Street across from the St. Clair Community Center and Public Works Facility. Evergreen Park is the home of Veteran's Field, a baseball and softball diamond that is currently being used by a local traveling youth team, the St. Clair Red Raiders. Evergreen Park is also the home of the St. Clair Municipal Pool. Evergreen Park offers a natural setting, a nature trail, multiple pavilions, playground equipment, a basketball court, and a shuffleboard deck.



- Main Street Park

The St. Clair Main Street Park located on Main Street in the Central Business District is nestled between the famed Frisco Railroad and a large portion of the downtown business area. Main Street Park is the newest addition to the City of St. Clair park system and is currently home to a Frisco Caboose as well as a gazebo and a decorative brick walking area. Main Street Park is currently used by local musicians and store owners for weekend events throughout the Spring and Summer. This municipal park went through a decorative renovation in the Summer of 2008.



- St. Clair Baseball Association Iron Hill Sports Complex
The City of St. Clair is home to a sports complex owned and operated by the St. Clair Baseball Association on Iron Hill Road. The Iron Hill Sports Complex contains several baseball diamonds that meet the softball and baseball needs of boys and girls of various ages throughout the St. Clair area.

Other nearby parks and recreation resources (and local attractions), not owned and/or operated by the City of St. Clair, include:

- Meramec Lakes Golf Course – 5 miles to the east
- St. Clair Historical Museum – Downtown St. Clair
- Bourbeuse River – 8 miles to the northeast
- Meramec Caverns – 12 miles to the southwest
- Meramec River – 10 miles to the northeast
- Meramec State Park – 17 miles to the southwest
- Onondoga Cave State Park – 33 miles to the southwest
- Purina Farms – 17 miles to the north
- Six Flags St. Louis – 27 miles to the northeast
- Shaw Nature Preserve – 13 miles to the northeast

Cultural Resources

The Scenic Regional Library is the 10th largest library system in the State of Missouri, based on the total of books and materials. The library is headquartered in Union, but has a branch at 570 South Main in St. Clair.

The library services Franklin, Gasconade, and Warren Counties. The library system operates seven libraries and provides bookmobile services to rural communities and schools in the three-County area.

The Franklin County Library District was established by a vote of the people in 1958. A year later, the

District joined the newly formed Gasconade and Warren County Library Districts to form Scenic Regional Library.

The St. Clair Historical Museum, located at 208 Hibbard Street was established in the 1980's by Jack and Margie Roberts. The museum is near the downtown business district and captures the local history of the St. Clair community. The museum also offers traveling exhibits throughout the year.

Municipal Structure and Resources

The City of St. Clair is a 4th Class City with a Mayor, and four Aldermen elected from the City's two wards. The City consists of several Departments/activity areas:

- Administration
- Airport
- Community Center
- Industrial Development
- Inspections
- Municipal Court
- Parks
- Planning & Zoning
- Public Works/Streets

St. Clair is one of eight incorporated Cities in Franklin County. The County also consists of four incorporated Villages, twelve Townships, and eleven unincorporated communities.

The City of St. Clair has a property tax rate of .9700% and a sales tax rate of 8.725%. The City's fiscal year matches the calendar year. The City's 2009 budget is compressed of seven funds, General; Park; Water/Sewer; Street Improvement; Debt Service; ½ cent; and Transportation. The total operational budget for 2009 is almost \$5.5 million. This is a 15% budgetary decrease from 2008 with a \$6.2 million budget. The City's personnel total just over 30 full-time employees.

Municipal Facilities

The St. Clair City Hall is located at the corner of Paul Parks Drive and Commercial (old Route 66) and was built in 1988. The City Hall houses the offices of the City Court Clerk, Building Inspector, City Clerk, City Collector, City Administrator, and the Mayor. City Hall also houses the St. Clair Police Department, the Board of Aldermen Council Chambers, the Municipal Court Room, and a public gymnasium.

The Public Works Facility is located on Park Street directly across from Evergreen Park. The Public Works Facility houses the office of the Public Works Director and staff. The facility houses most of the City's construction equipment and provides a location for storage of maintenance materials and supplies. The Public Works facility was built in 1985.

The Park Maintenance Facility is located at the entrance of Orchard Park on Orchard Drive. The facility houses the offices of the park maintenance employees. The facility is used to store park equipment, materials, and supplies. The facility was constructed in the late 1970's.

The Sanitary Sewer Plant is located at the intersection of Happy Sac Road and Highway AB. The plant serves as the office for the sanitary sewer plant employees. The facility is a mechanical activated sludge plant which was expanded in 2000. It was originally built in the early 1980's.

The St. Clair Community Center is located on Park Street next to the Public Works Facility and directly across from Veteran's Field in Evergreen Park. The Community Center is leased to the Mid East Area Agency on Aging for its use as a Senior Center throughout the daytime hours on Monday-Friday. The Community Center was remodeled in 2008.

Service Providers

There are a number of service providers located throughout Franklin County which lend assistance to residents in the City of St. Clair. The Franklin County Service Providers group meets on a monthly basis to coordinate support assistance. The group presently includes almost 200 agencies/organizations. A sample list of these agencies/organizations include:

- Show-Me Healthy Women
- Family Planning Clinic
- Head Start
- St. John's Mercy Hospital/Hospice
- Jefferson – Franklin Community Action
- Habitat for Humanity
- Union Food Pantry
- The Crossroads Program
- Family Wellness Program
- Adult Education & Literacy Program
- Franklin County Area United Way

Several of the agencies which are part of the Franklin County Service Providers have offices in the City of St. Clair. These include the Family Planning Clinic, Head Start and Jefferson-Franklin Community Action, among others.

Religious Institutions

These are a number of religious institutions which provide services to the residents of the City of St. Clair. The identified institutions are as follows:

- Assembly of God Church
- Canaan Land Ministries
- Central Missionary Baptist Church
- Church of Christ
- Church of the Nazarene
- Duly Baptist Church
- First Baptist Church of Saint Clair
- First United Pentecostal Church
- Friendship Baptist Church
- Green Mound Baptist Church

- Holy Trinity Lutheran Church
- Liberty Baptist Church
- Mt. Zion Baptist Church
- St. Clair Christian Church
- St. Clair Southern Baptist Church
- St. Clair United Methodist Church
- St. Clair Catholic Church
- St. John United Church of Christ
- Victory Church

Service Organizations

There are a number of civic and service organizations which interact with and engage the citizens of St. Clair. These organizations include the following:

- American Legion Post 347 & Auxiliary
- Boy Scout Troop and Cub Pack 449
- Cove Extension Club
- Daughters of Isabella
- Future Farmers of America (FFA) & 4-H
- Girl Scouts of America
- Highway 30 Car Club
- Knights of Columbus
- Lions Club
- Masonic & Eastern Lodge #575
- Rotary Club
- Route 66 Car Club
- St. Clair Elks Lodge 2651 & Auxiliary
- St. Clair Jaycees
- St. Clair Kiwanis Club
- VFW Post 2150 & Ladies Auxiliary 2482

Business Organizations

The St. Clair Area Chamber of Commerce exists, “To welcome, promote and encourage growth in and around St. Clair.” Business resources include general membership meetings, business after hours networking events, home show and website listing. Services offered to the community include legislative information, community education meetings, business crime watch and recognition programs. The Chamber contains a membership of over 110 businesses and individuals. The Chamber office is presently located at 920 Plaza Drive in the City of St. Clair.

II. NEEDS ANALYSIS

PUBLIC PARTICIPATION

One of the most important elements of any Comprehensive Plan is public participation. Although a Comprehensive Plan could be adopted with only minimal public input, the Plan would not be as thorough or as complete. The City of St. Clair recognized the importance of public input and provided four public participation opportunities at key points throughout development of the Comprehensive Plan. Following is a summary from those meetings.

The focus topic questions; scribe summaries from the first public participation meeting; a sample public participation and Task Force meeting notice/agenda; newspaper articles; a letter received from a member of the public who was unable to attend the first meeting; and voting results from the second public participation meeting, are contained in Appendix C.

First Public Participation Meeting

The first public participation meeting was held on December 2, 2008 from 6:00-8:00 p.m. at the Budget

Lodging Hotel in the City of St. Clair. The primary purpose of this first meeting was to solicit public opinion in six key focus topic areas: Transportation/Other Infrastructure; Economic Development; Land Use; Civic Improvement; Parks, Recreation, and Open Space; and Aesthetics.

The meeting was well attended with 50 persons participating in the roundtable discussions. The meeting format involved having the attendees visit each focus topic table on a 15-minute rotational basis to answer questions related to that focus topic. In addition to the attendees, each table consisted of a facilitator and a note-taker/scribe. The role of the facilitator was to ask pre-selected questions and “facilitate” discussion among the attendees. The note-taker/scribe recorded the discussion for later review by the Task Force members. The focus group topic questions and responses are contained in Appendix C.

The information obtained from this public participation exercise was a key to development of the draft goals proposed for consideration at the second public participation meeting. As a direct result of the input provided by the community at this first meeting, a total of 34 draft goals were developed by the City of St. Clair Envision 2020 Comprehensive Plan Task Force.

Second Public Participation Meeting

The second public participation meeting was held on March 10, 2009 from 6:00-8:00 p.m. at the Budget Hotel in the City of St. Clair. The primary purpose of this second meeting was to allow attendees the opportunity to provide their input on the relative importance of the proposed draft goals; provide suggestions on the best objectives to fulfill those goals; and to offer consideration of additional goals to be reviewed by the Comprehensive Plan Task Force members.

The meeting was well attended. A total of 56 people were in attendance, in addition to the Task Force members. The meeting format involved each attendee receiving a total of 16 stars. These stars were used by each attendee to “vote” on the goal/goals which each felt were most important for the future of the St. Clair community. Since there were a total of 34 draft goals and only 16 stars, each attendee had to make choices about the goals they considered the most important.

In addition, each attendee was given one green and one red dot. The green dot was to be placed on the one goal (out of the 34) which they considered to be the single-most important goal for the City to achieve. Conversely, the red dot was to be used for what they considered to be the least important goal.

The 34 proposed draft goals were under six focus topic areas: Transportation/Other Infrastructure; Economic Development; Land Use; Civic Improvement; Parks, Recreation, and Open Space, and, Aesthetics.

The “vote” totals are summarized in Appendix C. It should be noted that even though some draft goals did not receive many star votes, they still may be a part of the final Comprehensive Plan. This is because the goal may be of importance to the overall community, but not necessarily to an individual within the community. This public participation exercise is intended to show the relative importance the citizens place on various community issues. Following is an analysis of the information provided at the meeting:

Transportation/Other Infrastructure

There were seven (7) draft goals under this focus topic. The goal receiving the most support from

attendees was Goal 1:

Goal 1. Improve the existing street network within the City of St. Clair with adequate lighting, pedestrian access, enhanced maintenance, and widening (where appropriate).

This goal received 28 star votes and 1 green dot top-rated vote. Goals 4 and 6 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 3 which received only 2 star votes and 4 red dot least-rated votes:

Goal 3. Investigate various alternate transportation opportunities for St. Clair residents.

Goal 2 also did not receive much support from attendees.

Overall, the Transportation/Other infrastructure category received 89 star votes, 2 green dot top-rated votes, and 5 red dot least-rated votes.

Economic Development

There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Strengthen the City's commercial and industrial base to provide goods, services, and jobs for St. Clair residents.

This goal received 60 star votes and 9 green dot top-rated votes, and received more votes than any other draft goal. Goals 1 and 3 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 4 which still received 20 star votes, 2 green dot top-rated votes and 0 red dot least-rated votes:

Goal 4. Develop a unified marketing approach which promotes the City of St. Clair as a community which is "Open for Business!"

Overall, the Economic Development category received 211 star votes, 19 green dot top-rated votes, and only 1 red dot least-rated vote.

Clearly, the Economic Development focus topic was seen by attendees to be a key area for the City to pursue in the future.

Land Use

There were eight (8) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 6:

Goal 6. Continue the City's efforts to pursue development of the I-44 Corridor.

This goal received 50 star votes and 8 green dot top-rated votes. In addition to being a land use issue,

this goal also relates to economic development activity – as such, it further supports the strong desire of attendees to pursue economic development for the community. Goal 8 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 7 which received only 1 star vote and 3 red dot least-rated votes:

Goal 7. Investigate the establishment of a rental occupancy permit program.

Goal 4 also did not receive much support from attendees.

Overall, the Land Use category received 193 star votes, 23 green dot top-rated votes, and 14 red dot least-rated votes.

Civic Improvement

There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 5:

Goal 5. Attract and retrain a qualified professional staff with high ethical standards to efficiently and fairly provide exceptional City services.

This goal received 24 star votes, but 0 green dot top-rated votes. Goal 4 and 3 also received strong support from attendees with 23 and 20 votes, respectively.

The goal receiving the least support in this category from attendees was Goal 1 which received 6 star votes and 1 red dot least-rated vote:

Goal 1. Create additional opportunities for area residents and visitors to gather.

Goal 2 received similar support from attendees with 8 star votes.

Overall, the Civic Improvement category received 81 star votes, 0 green dot top-rated votes, and only 1 red dot least-rated vote.

Parks, Recreation, and Open Space

There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Explore construction of a new pool and/or recreation center for the residents of St. Clair.

This goal received 33 star votes and 2 green dot top-rated votes and was clearly the most favored goal in this category.

The goal receiving the least support in this category from attendees was Goal 5 which received 0 star votes and 3 red dot least-rated votes. This was the only draft goal to not receive any positive votes:

Goal 5. Work towards reducing adverse environmental impacts on the citizens of the community.

Goal 3 also did not receive much support from attendees.

Overall, the Parks, Recreation, and Open Space category received 62 star votes, 2 green dot top-rated votes, and 6 red dot least-rated votes.

Aesthetics

There were four (4) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Pursue a maintenance and enforcement program which focuses on improving the appearance of St. Clair.

This goal received 39 star votes. Goal 1 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 4 which received only 2 star votes:

Goal 4. Review building materials and architectural styles to determine their applicability within the community.

The Aesthetics category received 82 star votes, 2 green dot top-rated votes, and 0 red dot votes.

Other Goal Considerations

Attendees were provided the opportunity to suggest other goals for consideration. Four basic suggestions made were:

1. Improve the airport.
2. Redevelop the airport property.
3. Explore the best use of valuable property.
4. Consider two city-wide cleanup days per year.

The first two suggested goals both relate to Goal 8 under the Land Use category which states:

Goal 8. Continue to explore alternative uses for the airport property.

The first suggested goal of improving the airport is counter to Goal 8. Clearly, the airport matter is a divided issue. On this suggested goal there were 132 star votes, 7 green dot top-rated votes, and 22 red dot least-rated votes.

The second suggested goal of redeveloping the airport property is consistent with Goal 8 under the Land Use Category. This suggested goal received 2 star votes and 2 green dot top-rated votes. The Task Force will revisit this issue, along with all 34 draft goals, to decide on whether or not alternative wording should be considered.

The third suggested goal of, "Explore the best use of valuable property" closely corresponds with Goal 1 under the Land Use category.

Goal 1. Pursue development of an appropriate mix of commercial, industrial, and residential land uses.

Once again, the Task Force members will discuss whether or not changes should be made in the wording related to this issue.

The last suggested goal, “Consider two city-wide cleanup days per year” is likely more appropriate as an objective rather than as a goal and will be considered in that context.

Top Identified Goals

As a result of the first two public participation meetings, and the “votes” which occurred at the second meeting, the top five (5) goals identified by attendees were as follows:

1. ECONOMIC DEVELOPMENT GOAL 2. STRENGTHEN THE CITY'S COMMERCIAL AND INDUSTRIAL BASE TO PROVIDE GOODS, SERVICES, AND JOBS FOR ST. CLAIR RESIDENTS. (60 votes)

2. ECONOMIC DEVELOPMENT GOAL 1. PURSUE AN ECONOMIC DEVELOPMENT STRATEGY WHICH CREATES OPPORTUNITIES FOR BUSINESS ENTERPRISES TO BE SUCCESSFUL. (53 votes)

3. LAND USE GOAL 6. CONTINUE THE CITY'S EFFORTS TO PURSUE DEVELOPMENT OF THE I-44 CORRIDOR. (50 votes)

4. ECONOMIC DEVELOPMENT GOAL 3. UTILIZE VARIOUS ECONOMIC DEVELOPMENT INCENTIVES TO ATTRACT AND RETAIN AREA BUSINESS. (49 votes)

5. LAND USE GOAL 8. CONTINUE TO EXPLORE ALTERNATIVE USES FOR THE AIRPORT PROPERTY. (44 votes)

The bottom five (5) goals, as identified by attendees, were as follows:

1. PARKS, RECREATION, AND OPEN SPACE GOAL 5. WORK TOWARDS REDUCING ADVERSE ENVIRONMENTAL IMPACTS ON THE CITIZENS OF THE COMMUNITY. (0 votes)

2. LAND USE GOAL 7. INVESTIGATE THE ESTABLISHMENT OF A RENTAL OCCUPANCY PERMIT PROGRAM. (1 vote)

3. TRANSPORTATION/OTHER INFRASTRUCTURE GOAL 3. INVESTIGATE VARIOUS ALTERNATIVE TRANSPORTATION OPPORTUNITIES FOR ST. CLAIR RESIDENTS. (2 votes)

4. LAND USE GOAL 4. PURSUE A COORDINATED LAND USE PLANNING APPROACH WHICH INTEGRATES NEW WITH EXISTING USES. (2 votes)

5. AESTHETICS GOAL 4. REVIEW BUILDING MATERIALS AND ARCHITECTURAL STYLES TO DETERMINE THEIR APPLICABILITY WITHIN THE COMMUNITY. (2 votes)

Third Public Participation Meeting

The third participation meeting was held on June 2, 2009 from 6:00-8:00 p.m. at the Budget Lodging

Hotel in the City of St. Clair. The purpose of this meeting was to allow attendees the opportunity to gauge their level of agreement/disagreement with the 147 draft objectives developed by the Comprehensive Plan Task Force.

The meeting was not very well attended with only 17 questionnaires being completed for each focus topic. However, given the significant write-up in the local newspaper just prior to the meeting, it is believed that the public were likely generally supportive of the overall objectives and therefore did not see the need to attend the meeting.

The attendees were asked to complete a questionnaire for each of the focus topics and indicate for each objective, their degree of support. The range of responses were Strongly Disagree (1), Disagree (2), Agree (3), or Strongly Agree (4). Thus, the closer the responses averaged toward 4.0, the more agreeable were the responses. Conversely, the closer the average to 1.0, the more the respondents disagreed with the stated objective.

Following is a brief summary of each focus topic:

Transportation/Other Infrastructure

There were thirty (30) draft objectives under this focus topic. The responses ranged from an average low of 2.9 (just under Agree @ 3.0), to 3.8 (with a 4.0 being Strongly Agree).

The three draft objectives receiving a 2.9 average were:

Goal 2, Objective 2.2. Decide on the basis of the parking inventory/study how to proceed in addressing these deficiencies, including possible public-private partnerships.

Goal 2, Objective 2.4. Investigate the adequacy of commuter parking lots in and around the City of St. Clair.

Goal 5, Objective 5.2. Promote the development of retention basins, rather than detention basins to create water-based amenities.

The draft objective receiving a 3.8 average was:

Goal 4, Objective 4.3. Partner with the appropriate Federal, State, and County agencies, and the East-West Gateway Council of Governments, to obtain maximum funding for identified projects.

Economic Development

There were twenty-four (24) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.9.

The draft objective receiving a 2.9 average was:

Goal 3, Objective 3.5. Investigate the possibility of establishing a hotel/motel tax whose revenues would be used to directly support tourism efforts.

The draft objective receiving a 3.9 average was:

Goal 2, Objective 2.3. Target commercial retail and service businesses opportunities along the City's principal highway and arterial corridors and interchanges.

It should be noted that this objective received the highest average of all 147 draft objectives.

Parks, Recreation, and Open Space

There were nineteen (19) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.5.

The draft objective receiving a 2.9 average was:

Goal 3, Objective 3.6. Identify special open space resources such as wetlands, stream corridors, and floodway areas and determine how to protect these resources.

The draft objective receiving a 3.5 average was:

Goal 2, Objective 2.1. Discuss with school district officials, and the YMCA, their interest in cooperating on construction of a new pool and/or recreation center.

Aesthetics

There were sixteen (16) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.6.

The three draft objectives receiving a 2.9 average were:

Goal 1, Objectives 1.3. Establish a street tree program along the major thoroughfares of the City.

Goal 1, Objective 1.6. Work to minimize off-premise signage along the major highway corridors.

Goal 3, Objective 3.2. Investigate the possibility of establishing design guidelines for various business areas of the City.

The two draft objectives receiving a 3.6 average were:

Goal 1, Objective 1.2. Aggressively pursue strong code enforcement efforts to keep weeds, derelict vehicles, and other negative aesthetic images controlled.

Goal 1, Objective 1.5. Work with the utility companies to locate overhead utility lines underground to aid in both aesthetics and more reliable service.

Land Use

There were thirty-six (36) draft objectives under this focus topic. The responses ranged from an average low of 2.6 to a high of 3.8.

The draft objective receiving a 2.6 average was:

Goal 8, Objective 8.3. Coordinate with airport users how to transition them to other area airports.

It should be noted that this objective received the lowest average of all 147 draft objectives.

Two other objectives which also received an average low under 3.0 were:

Goal 7, Objective 7.3. Consider only life/safety issues should such a program be implemented.

Goal 8, Objective 8.2. Contact other area airports to determine if any of the existing improvements at the St. Clair airport would be useful to them at their facility.

The three draft objectives receiving a 3.8 average were:

Goal 1, Objective 1.2. Undertake an annexation strategy which provides opportunities for housing, jobs, and services within the future planning area.

Goal 1, Objective 1.4. Actively pursue full development of Wagner Industrial Park and Harris Industrial Park.

Goal 6, Objective 6.1. Pursue an annexation strategy to bring all properties along the I-44 corridor into the City of St. Clair.

Civic Improvement

There were twenty-two (22) draft objectives under this focus topic. The responses ranged from an average low of 2.8 to a high of 3.6.

The draft objective receiving a 2.8 average was:

Goal 3, Objective 3.4. Review the latest technological advances such as remote meter reading, synchronized traffic signals, hybrid vehicles, and pedestrian activated crosswalks to determine their applicability to the City of St. Clair.

Two other objectives which also received an average low under 3.0 were:

Goal 3, Objective 3.3 Investigate the use of “green light” technology for emergency response vehicles.

Goal 5, Objective 5.6 Create a reward system which recognizes employees who perform an exceptional job on behalf of the residents and property owners in the City of St. Clair.

The Comprehensive Plan Task Force members closely evaluated each of the draft objective responses to determine if any should be reworded or eliminated. This final Comprehensive Plan contains revisions made on behalf of the questionnaire responses. Although no objectives were eliminated from further consideration, several were reworded to address input received from the third Public Participation meeting.

Official Public Hearing

The official Public Hearing was held on August 10, 2009 before the City of St. Clair Planning and Zoning Commission. The purpose of this meeting was to gather additional public input prior to final adoption of the Comprehensive Plan. Several positive comments concerning the Plan were received. The Board of Aldermen passed a Resolution in support of the Plan at their meeting on August 3. The final Comprehensive Plan was adopted at the September meeting of the Planning and Zoning Commission.

LAND USE

One of the key tasks associated with development of a Comprehensive Plan is the assessment of land use. The reason that this task is important, is because it provides the framework upon which to make land use decisions affecting the City of St. Clair.

The first step involved is the preparation of an Existing Land Use map. The Existing Land Use map shows the specific land use which is occurring on each individual parcel located within the St. Clair City Limits. The existing land use information was compiled by the St. Clair City Staff and placed on the Existing Land Use map by EFK Moen, LLC.

The major land use categories identified within the City of St. Clair, as shown on the Existing Land Use map are as follows:

- Quasi-Public/Public
- Commercial
- Industrial
- Low-Density Residential
- Medium-Density/High-Density Residential
- Office
- Mixed-Use
- Parks/Open Space
- Agricultural

Quasi-Public/Public

This category includes both governmental and non-governmental uses. Quasi-Public includes such facilities as churches, schools, fire stations, and social/civic organizations. Public uses would include City Hall, water towers, and other public works facilities. This category is generally not a revenue source to the City's budget. However, these facilities contribute significantly to the quality-of-life for the residents of the community. There are approximately 333 acres of land used for quasi-public/public functions.

Commercial

This land use category consists of both retail and service commercial activities. Retail commercial would include shopping centers, restaurants, and other shopping opportunities. Service commercial businesses are such uses as hotel/motels, title companies, banks, appraisers, automotive repair, appliance repair and other similar service businesses. There are approximately 162 acres of land in the commercial land use category.

Industrial

The industrial land use category consists of manufacturing, warehousing and storage type facilities either as stand-alone facilities or in industrial parks, such as the Wagner Industrial Park and Harris Industrial Park. Such facilities have the potential to be a significance source of jobs for a community. There are approximately 155 acres of land presently being used for industrial purposes.

Low-Density Residential

This category includes single-family detached or duplex residential housing. This housing can occur on platted lots in developed subdivisions, or be a part of larger tracts of ground. This is the single largest land use category in the City of St. Clair and consists of 426 acres.

Medium/High-Density Residential

This residential land use category includes multi-family town homes, apartments, condominiums, and mobile/manufactured homes in established parks. Due to the increased volume of traffic, these residential units are usually located near collector and/or arterial roadways. The use is also used as a buffer between lower-density housing and commercial activity. There are approximately 129 acres of this type of land use in the City.

Office

The office land use category consists of office buildings either as a stand-alone facility or as part of an office complex. There are no large office complexes/parks presently located in the City of St. Clair. There are a number of other offices, such as those for healthcare, insurance, or real estate which are part of a commercial shopping center and are not identified specifically as offices. As such, there is presently very little acreage devoted to office development (0.28 acres).

Mixed-Use

The mixed-use category was added to the Future Land Use map as a method to encourage development of mixed-use projects. A mixed-use project would consist of a combination of land use activities in a single master development plan. An example would be a combination of residential, commercial, and parks/open space. There are presently no mixed-use projects in the City.

Parks/Open Space

This land use category consists of property specifically set-aside to be used for parks/open space purposes. This would include established parks such as Orchard Park, Evergreen Park, and Main Street Park. Parks/Open Space can also be that owned by a private sports association, homeowner association, State, or Federal agencies. Such space provides recreational opportunities for area residents. There are approximately 52 acres of parks/open space existing in the City of St. Clair.

Agricultural

In developing communities, agricultural production is generally limited. However, there are properties which may be under active agricultural production and are identified as such on the Existing Land Use map. There are only 13 acres of land under active agricultural production in the City Limits.

Undeveloped

The remainder of the Existing Land Use map is shown in white. This is land which is presently vacant and is also not under active agricultural production. Having vacant ground is a positive attribute in a developing community. It provides opportunities for future growth to occur in a “planned” manner.

The Existing Land Use map is the base information used to create the Future Land Use map.

The Future Land Use map is one of the most important components of the Comprehensive Plan. This map serves as a guide in assisting the City in making future land use decisions. The boundaries shown on the Future Land Use map extend beyond the present City limits. This allows the Planning and Zoning Commission and the Board of Aldermen to make an informed recommendation and decisions on newly annexed areas. It also provides the City with the opportunity to respond to requests made for areas inside the City's future growth area, but located in unincorporated Franklin County. The Future Land Use map also has some other key functions. It allows recommendations and decisions to be made on rezoning requests for areas already within the City of St. Clair, and for considerations of future infrastructure extensions/improvements to serve areas that will eventually be a part of the City.

One of the goals of the Comprehensive Plan as stated in the Implementation Strategy section is to, "Create an effective growth management strategy to maintain a sustainable mix of land uses." Such an approach will likely involve both a voluntary and involuntary annexation effort. The Future Land Use map can be a useful tool to assist in this future annexation effort.

It should be noted that all of the areas within the City of St. Clairs' future growth boundary have been shown with some type of land use activity. It is recognized that full-buildout of this area is unlikely to occur through the future planning period. However, since it is unknown which areas will develop, all of the areas have been "colored". Thus, the map can serve as a useful guide for any areas annexed and/or developed over many years.

EXISTING LAND USE MAP

FUTURE LAND USE MAP

MAJOR STREET PLAN

The Major Street Plan is another important component of an approved Comprehensive Plan. The Major Street Plan is specifically addressed in the State of Missouri Revised Statutes, as follows:

89.460. Public improvements, how approved after adoption of major street plan. - Upon adoption of a major street plan and subdivision regulations, the municipality shall not accept, lay out, open, improve, grade, pave or light any street, lay or authorize the laying of water mains, sewers, connections or other utilities in any street within the municipality unless the street has received the legal status of a public street prior to the adoption of a city plan; or unless the street corresponds in its location and lines with a street shown on a subdivision plat approved by the council or planning commission or on a street plan made by and adopted by the commission. The council may locate and construct or may accept any other street if the ordinance or other measure for the location and construction or for the acceptance is first submitted to the commission for its approval and approved by the commission or, if disapproved by the commission, is passed by the affirmative vote of not less than two-thirds of the entire membership of the council.

89.470. No building permitted on streets not conforming to major street plan. - After the adoption of a major street plan, no building permit shall be issued for and no building shall be erected on any lot within the territorial jurisdiction of the commission unless the street giving access to the lot upon which the building is proposed to be placed conforms to the requirements of section 89.460.

89.480. Establishment of building lines – board of adjustment. - Whenever a plan for major streets has been adopted, the council, upon recommendation of the planning commission, is authorized and empowered to establish, regulate and limit and amend, by ordinance, building or setback lines on major streets, and to prohibit any new building being located within building or setback lines. When a plan for proposed major streets or other public improvements has been adopted, the council is authorized to prohibit any new building being located within the proposed site or right-of-way when the center line or the proposed street or the limits of the proposed sites have been carefully determined and are accurately delineated on maps approved by the planning commission and adopted by the council...

As can be seen from the preceding statute sections, the adoption of a Major Street Plan is a powerful tool which can be used by a municipality in determining future roadway improvements, extensions, and/or modifications. The accompanying Major Street Plan map was developed by the City of St. Clair in an effort to better regulate the overall transportation network of the community.

The primary purpose of the Major Street Plan map is to develop and identify an integrated street network and to ensure that adequate right-of-way is reserved to allow these transportation improvements to occur. A review of the map illustrates future roadway connections; extensions of existing roadways; and improvements to the existing street network. The street improvement efforts may consist of securing right-of-way to allow widening to occur as development activity may warrant. It should be noted that the proposed new alignments are not necessarily expected to be in the precise configuration shown on the map. Rather, these alignments would likely be integrated into the proposed development pattern, while still maintaining the integrity of the overall transportation system. It should be further noted that any roadway improvements/extensions/or modifications shown on the map in configuration with a proposed development – are expected to be constructed at the developer's expense. As stated, the configuration of new roadway extensions and realignments as shown on the Major Street

Plan are not intended to be precise. It is recognized that some deviations may occur upon the submittal of development plans and other physical characteristics “in the field” such as topography, stream resources and other special environmental factors.

It is expected that any roadway improvements/extensions/realignments shown on the map are primarily the responsibility of the property owner and/or developer. However, it is recognized that the City of St. Clair may decide to construct some of these improvements themselves based upon the needs of the community. At a minimum, it is expected that property owners will dedicate right-of-way to the City at no cost to allow improvements to be made.

The following are key elements of the Major Street Plan map:

1. Relocation of North Outer Roads along I-44
2. Widening and signalization of Highway 30 at Bardot and High School Drive
3. Improvements to Commercial from Highway 30 to Main Street
4. New road merging Happy Sac Road to Airport Road
5. New road linking Forrest Hill Drive with Oak Ridge Subdivision
6. New road linking Highway30 with Mill Hill Road
7. New road linking Mill Hill Road with Highway TT

MAJOR STREET PLAN MAP

TRANSPORTATION IMPROVEMENTS

There are a number of roadway improvements which were anticipated by the City of St. Clair beginning in Spring, 2005 and provided on plans prepared by Howard R. Green Company and Missouri

Engineering Company, as follows:

1. Springfield Road (Section A)
Mill and overlay with selective curb and gutter repair to improve drainage.
2. South Main Street (Section B)
Mill and overlay with selective curb and gutter repair, and selective drainage improvements.
3. North Main Street (Section C)
Full depth street reconstruction between existing curbs.
4. Moselle Road (Section D)
Complete street reconstruction with new curb and enclosed drainage to widen roadway.
5. Paul Parks Drive (Section E)
Mill and overlay, and replace all curb and gutter to enclose drainage.
6. St. Clair Plaza Drive (Section F)
Mill and overlay with selective curb and gutter repair to improve drainage.
7. Treva Lane/St. Clair Plaza Court (Section G)
Mill and overlay with selective curb and gutter repair, and selective drainage improvements.
8. Park Avenue (Section H)
Full depth street reconstruction between existing curbs.

Package 2 of the street resurfacing and reconstruction improvements included repairs to the following roadways:

1. Anne Avenue
2. Columbia Drive
3. Missouri Avenue
4. Pasadena Avenue
5. Park Drive
6. Park Avenue

Package 3 of the street resurfacing and reconstruction improvements included repairs to the following roadways:

1. Shady Street
2. North Street
3. Kitchell Street
4. Park Drive II

A number of these roadway improvement projects have been completed. These have been noted for two reasons. First, as a way to highlight the City's continuing commitment to improve the overall street network of the City. Secondly, to illustrate that the roadway improvements needs in the City of St. Clair far exceed the financial resources available. As such, the City must prioritize its needs and the Major Street Plan is one way to establish these priorities.

CAPITAL IMPROVEMENTS PLAN

The City of St. Clair maintains a 5-year Capital Improvements Plan (CIP). The CIP is used to make major equipment purchases and improvements. The Capital Improvements Plan budget comes from a variety of funding sources including the City's general fund, grants, and specialized infrastructure improvement accounts. The five year cost from 2009 through 2013 is estimated at a little more than \$15 million, with ½ of that amount occurring in 2013 for the I-44/Highway 47 Outer Road project. Fiscal year 2009 includes over thirty proposed projects at a projected cost of approximately \$1.1

million. The 5-year Capital Improvement Plan is an excellent way to plan for future community improvements and its continued use is strongly encouraged. Highlights through the next five years (subject to modifications) are as follows:

Fiscal Year 2009

1. Replacement of four City vehicles.
2. Replacement of various equipment such as a skip steer loader, durapatcher, automatic barscreen cleaner, and the playground wall and surface.
3. Various community improvements such as sealing of the Orchard Park path and courts, paving for the Harris Industrial Park, the annual street resurfacing, a sanitary sewer line rehabilitation, and the Overflow Lagoon #2 rehabilitation.

Fiscal Year 2010

1. Vehicle replacement including a dump trunk and a police detective vehicle.
2. Equipment purchases including a new street sweeper and a small backhoe.
3. Capital projects such as park bathroom renovations, benches for Evergreen Park, and a major expenditure for the renovation of Lift Station #1.

Fiscal Year 2011

1. Replacement vehicles for several Departments including Building, Public Works, and Police.
2. Capital outlay for equipment such as a replacement backhoe, a sewer camera, and City Hall generator.
3. A Major Capital project (Springfield Street Project) and minor projects such as additional playground equipment and the park maintenance building parking lot.
4. Capital property projects of a water complex and a 2,500 square foot sanitary sewer building.

Fiscal Year 2012

1. Replacement of a public works truck and police patrol vehicle.
2. Purchase of a commercial mower and vehicle camera unit.
3. Capital projects such as the Evergreen Park parking lot, Chestnut water main project and Overflow Lagoon #1 rehabilitation.

Fiscal Year 2013

1. Vehicle replacement for three City vehicles.
2. Equipment purchases for computer replacement.
3. Capital projects for a pavilion for Evergreen Park, park soccer field lights, and the I-44/47 Outer Road project mentioned previously.

Again it should be noted that the above-described projects are subject to change based upon future discussions and consideration. Many of the projects and purchases are consistent with the goals and objectives contained within this Comprehensive Plan.

A copy of the latest Capital Improvements Plan budget is contained in Appendix D.

PARKS, RECREATION, AND OPEN SPACE

As discussed in the Existing Conditions section of the Comprehensive Plan, the City of St. Clair has three City parks; Orchard Park, Evergreen Park, and Main Street Park. The St. Clair Baseball Association also maintains the Iron Hill Sports Complex.

The City of St. Clair had a plan developed for the St. Clair City Park (Orchard Park) which was developed by J.A.Ward Architects and P.H. Weis Consulting. The plan included the following elements:

- Wildlife and nature study area
- Picnic area
- Trails

- Campfire circle
- Future playground
- Future shelter
- Parking
- Shallow ponds
- Patio
- Children's playground
- Waterfall
- Bridge
- Multi-purpose court
- Bathhouse
- Pool
- Grassed game area
- Grass amphitheater
- Tennis courts
- Grass volleyball courts
- Tetherball circle
- Lighted combination baseball/football field
- Summer archery range
- Garden club area and civic monument

Each of the City's parks, and the Iron Hill Sports Complex, are actively used by the community. The parks are a sense of pride for the community. A dedicated park fund is used to make continual improvements.

In order to better evaluate the adequacy of park facilities, it would be useful to review applicable standards and guidelines developed for this purpose.

In 2001, Northern Arizona University prepared a narrative concerning the applicability of parks, recreation, and open space standards and guidelines which remain appropriate for guidance for the City of St. Clair. The information is repeated herein for your consideration.

“The Natural Recreation and Park Association (NRPA) recognizes the importance of establishing and using park and recreation standards as:

- A national expression or minimum acceptable facilities for the citizens of urban and rural communities.
- A guideline to determine land requirements for various kinds of park and recreation areas and facilities.
- A basis for relating recreational needs to spatial analysis within a community-wide system of parks and open space areas.
- One of the majoring structuring elements that can be used to guide and assist regional development.
- A means to justify the need for parks and open space within the overall land-use pattern of a region or community.

The purpose of these guidelines is to present park and recreation space standards that are applicable nationwide for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level.

These standards should be viewed as a guide. They address minimum, not maximum, goals to be achieved. The standards are interpreted according to the particular situation to which they are applied and specific local needs. A variety of standards have been developed by professional and trade associations which are used throughout the country.

The standard derived from early studies of park acreage located within metropolitan areas was the expression of acres of park land per unit of population. Over time, the figure of ten acres per 1,000 population came to be the commonly accepted standard used by a majority of communities.

Other standards adopted include the “percent of area” approach, needs determined by user characteristics and participation projects, and area use based on the carrying capacity of the land. The fact that some of the standards have changed substantially is not an indication of their obsolescence. Changes are a measure of the growing awareness and understanding of both participant and resource limitations. Parks are for people. Park, recreation, and planning professionals must integrate the art and science of park management in order to balance park and open space resources...”.

The following table was derived from the applicable 1990 Recreation, Park, and Open Space Standards and Guidelines, developed by the National Park and Recreation Association:

Recreation, Park and Open Space Standards/Guidelines

ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	RECOMMENDED SIZE AND DIMENSIONS	RECOMMENDED ORIENTATION	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Badminton	1620 sq. ft.	Singles – 17'x44' Doubles – 20'x44'	Long axis north-south	1 per 5000	¼ - 1/2 mile	Usually in school, recreation center or church facility. Safe walking or bike access.
Basketball	2400-3036 sq. ft. 5040-7280 sq. ft. 5600-7980 sq. ft.	46-50'x84' 50'x84' 50'x94' with 5' unobstructed	Long axis north-south	1 per 5000	¼ - ½ mile	Same as badminton. Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
<ul style="list-style-type: none"> ● Youth ● High School ● Collegiate 						

		space on all sides				
Handball (3-4 wall)	800 sq. ft. for 4-wall 1000 for 3-wall	20'x40' – Minimum of 10' to rear of 3-wall court. Minimum 20' overhead clearance	Long axis north-south. Front wall at north end.	1 per 20,000	15-30 minute travel time	4-wall usually indoor as part of multi-purpose facility. 3-wall usually outdoor in park or school setting
Ice Hockey	22,000 sq. ft. including support area	Rink 85'x200' (minimum 85'x185') Additional 5000 sq. ft. support area	Long axis north-south if outdoor	Indoor – 1 per 100,000 Outdoor – depends on climate	½ - 1 hour travel time	Climate important consideration affecting no. of units. Best as part of multi-purpose facility.
Tennis	Minimum of 7,200 sq. ft. single court (2 acres for complex)	36'x78'. 12' clearance on both sides; 21' clearance on both ends.	Long axis north – south	1 court per 2000	¼-1/2 mile	Best in batteries of 2-4. Located in neighborhood/comm unit park or adjacent to school
Volleyball	Minimum of 4,000 sq. ft.	30'X60'. Minimum 6' clearance on all sides	Long axis north-south	1 per 5000	¼ - ½ mile	Same as other court activities (e.g. badminton)
Baseball ● Official ● Little League	3.0-3.85 A minimum 1.2 A minimum	Baselines – 90' Pitching distance 60 ½' foul lines – min. 320' Center field – 400'+ Baselines – 60' Pitching distance – 46' Foul lines – 200' Center field – 200' – 250'	Locate home plate to pitcher throwing across sun and batter not facing it. Line from home plate through pitchers mound run east-north-east.	1 per 5000 Lighted 1 per 30,000	¼ - ½ mile	Part of neighborhood complex. Lighted fields part of community complex.
Field Hockey	Minimum 1.5 A	180' x 300' with a minimum of 6' clearance on all sides.	Fall season – long axis northwest to southwest. For longer periods north-south	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	Minimum 1.5 A	160' x 360' with a minimum of 6' clearance on all sides.	Same as field hockey.	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1.7 – 2.1 A	195' to 225'x330' to 360' with a minimum 10' clearance all sides.	Same as field hockey.	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
Golf-driving Range	13.5 A for minimum of 25 tees	900'x690' wide. Add 12' width for each additional tee.	Long axis south-west-northeast with golfer driving toward northeast.	1 per 50,000	30 minutes travel time.	Part of a golf course complex. As separate unit may be privately owned.
¼ Mile Running Track	4.3 A	Overall width – 276' Length – 600.02' Track width for 8 to 4 lanes is 32'.	Long axis in sector from north to south to north-west-south-east with finish line at northerly end.	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.

Softball	1.5 to 2.0 A	<p>Baselines – 60'</p> <p>Pitching distance- 46' min. 40' women.</p> <p>Fast pitch field</p> <p>Radius from Plate – 225' Between foul Lines.</p> <p>Slow Pitch – 275' (men) 250' (women)</p>	Same as baseball	1 per 5,000 (if also used for youth baseball)	¼ - ½ mile	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.
Multiple Recreation Court (basketball, volleyball, tennis)	9, 840 sq. ft.	120' x 80'	Long axis of courts with <i>primary</i> use is north-south	1 per 10,000	1-2 miles.	
Trails	N/A	Well defined head maximum 10' width, maximum average grade is 5% not to exceed 15%. Capacity rural trails – 40 hikers/day/mile. Urban trails – 90 hikers/day/mile.	N/A	1 system per region	N/A	
Archery Range	Minimum 0.65 A	300' Length x Minimum 10' wide between targets. Roped clear space on sides of range minimum 30', clear space behind targets minimum of 90'x45' with bunker.	Archer facing north = or – 45 degrees.	1 per 50,000	30 minutes travel time	Part of regional or metro park complex.
Combination Skeet and Trap Field (8 Stations)	Minimum 30 A	All walks and structures occur within an area approximately 130' wide by 115' deep. Minimum cleared area is contained within 2 superimposed segments with 100-yard radii (4 acres). Shot-fall danger zone is contained within 2 superimposed segments with 300-yard radii (36 acres).	Center line of length runs northeast-southwest with shooter facing northeast.	1 per 50,000	30 minutes travel time	Part of regional/metro park complex

Golf <ul style="list-style-type: none"> ● Par 3 (18 hole) ● 9-hole standard ● 18-hole standard 	50-60 A	Average length vary 600-2700 yd.	Majority of holes on north-south axis	--	½ to 1 hour travel time	9 hole course can accommodate 350 people/day.
	Minimum 50 A	Average length – 2250 yards		1/25,000		18 hole course can accommodate 500-550 people/day.
	Minimum 110 A	Average length 6500 yards		1/50,000		Course may be located in community or district park, but should not be over 20 miles from population center.
Swimming Pools	Varies on size of pool and amenities. Usually ½ to 2 A site.	<i>Teaching-</i> minimum of 25 yards x 45' even depth of 3 to 4 ft. <i>Competitive –</i> minimum of 25 m x 16 m. Minimum of 27 square feet of water surface per swimmer. Ratios of 2:1 deck vs. water.	None-although care must be taken in siting of lifeguard stations in relation to afternoon sun.	1 per 20,000 (Pools should accommodate 3 to 5% of total population at a time.)	15 to 30 minutes travel time	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community park or school site.
Beach Areas	N/A	Beach area should have 50 sq. ft. of land and 50 sq. ft. of water per user. Turnover rate is 3. There should be 3-4 A supporting land per A of beach.	N/A	N/A	N/A	Should have sand bottom with slope maximum of 5 % (flat preferable). Boating areas completely segregated from swimming areas.

ECONOMIC DEVELOPMENT

As this Comprehensive Plan is being prepared, the United States is experiencing an economic slow-down. A Missouri Economic Report 2008 was prepared by the Missouri Economic Research & Information Center. This Center is part of the Missouri Department of Economic Development. The highlights from the 2008 Report are as follows:

- Nationally, economic growth has been slowing. Missouri's economic growth generally follows U.S. trends.
- Employment in Missouri began to slow in 2007, then declined somewhat in early 2008. By May 2008, Missouri employment had decreased by 0.3 percent over the year, compared to the 0.2 percent national decline.
- Unemployment in Missouri has averaged a little higher than the U.S. rate.
- The services sector is the fastest growing portion of the State's economy, led by growth in education and health services. However, there have been declines across several industries in Missouri in the past year.
- Manufacturing employment has been declining in Missouri and across the U.S.
- Missouri exports totaled \$13.4 billion in sales during 2007.
- Personal income growth in Missouri has trended just above the national rate in two of the last

three quarters.

- Consumer spending across the U.S. economy has been slowing, and Missouri taxable sales have followed a similar trend.

The economic development plans for the City of St. Clair will be influenced by the interests of the development community, the financial resources available to assist economic development projects, and the willingness of the City to use those resources. The Implementation Strategy section highlights some of the economic development programs available through the State of Missouri.

III. IMPLEMENTATION STRATEGY

The Implementation Strategy section of the St. Clair Comprehensive Plan is the key to the City's successful future. The goals and objectives presented in this section provide a solid foundation upon which to build the St. Clair of tomorrow. The goals and objectives were developed based upon the information obtained from the public participation process described elsewhere in this Plan. The goals and objectives were refined by the Task Force members and presented to the Planning and Zoning Commission for their consideration and adoption.

The goals and objectives are divided into six key focus group topic areas as follows:

- Transportation/Other Infrastructure
- Economic Development
- Parks, Recreation, and Open Space
- Aesthetics
- Land Use
- Civic Improvements

The goals number 32 (out of an original 34), and there are approximately 150 objectives. It should be noted that although a goal or objective may be listed as number 1, this does not suggest that the goal/objective is the most important. The goals and objectives are in no particular order. The public

participation process did indicate attendee preferences for certain goals and objectives. This information can be found in Appendix C.

However, it should be emphasized that goals/objectives should not necessarily be accomplished in any particular order. Rather, the goals/objectives should be undertaken based upon resources available to the community. By way of an example, should a new Federal funding program become available which would fulfill one of the goals/objectives, this should be pursued by the City.

Given the relative length of the planning period (ten years), it should be recognized that there is no way to accurately forecast which goals and objectives will be accomplished. It is possible that not every goal and objective contained within the Plan will be achieved. However, all of the goals and objectives are important and could be accomplished by the City of St. Clair given a concentrated effort and the right available resources. Hence, every effort should be made to successfully implement all of the stated goals and objectives.

CITY OF ST. CLAIR GOALS AND OBJECTIVES

TRANSPORTATION/OTHER INFRASTRUCTURE

Goal 1. Improve the existing street network within the City of St. Clair with adequate lighting, pedestrian access, enhanced maintenance, and widening (where appropriate).

Objective 1.1 Conduct a street light inventory throughout the community and work with the electric utility company to establish adequate lighting based upon acceptable industry standards.

Objective 1.2 Develop a pedestrian access strategy and fund additional pedestrian enhancements such as sidewalks and safe street crossing locations.

Objective 1.3 Continue to pursue an aggressive street maintenance and repair program through utilization of monies from the Capital Improvements Program (CIP) budget.

Objective 1.4 Utilize the Major Street Plan map as the guide to develop future roadway improvements, widening, realignments, extensions, and new construction.

Objective 1.5 Develop a plan to pave all gravel roadways within the St. Clair City Limits.

Objective 1.6 Create a comprehensive and consistent policy/standards for new roadway construction.

Objective 1.7 Construct sidewalks along all arterial and collector roadways in the City.

Goal 2. Review both on-street and off-street parking throughout the community to ensure that it is adequate.

Objective 2.1 Undertake a parking inventory/study to determine where parking deficiencies exist.

Objective 2.2 Decide on the basis of the parking inventory/study how to proceed in addressing these deficiencies, including possible public – private partnerships.

Objective 2.3 Review the City's parking regulations to ensure that they are appropriate.

Objective 2.4 Investigate the adequacy of commuter parking lots in and around the City of St. Clair.

Goal 3. Investigate various alternate transportation opportunities for St. Clair residents.

THIS GOAL WAS ELIMINATED BY THE ENVISION 2020 TASK FORCE BASED UPON INPUT FROM THE PUBLIC PARTICIPATION WORKSHOP.

Goal 4. Coordinate development activities and street improvements to maintain acceptable traffic flows and minimize traffic congestion.

Objective 4.1 Undertake a transportation/traffic study of St. Clair to determine the adequacy of the existing roadway network and identify where deficiencies exist.

Objective 4.2 Continue with implementation of the Capital Improvements Program (CIP) for roadway improvements consistent with the adopted Major Street Plan.

Objective 4.3 Partner with the appropriate Federal, State, and County agencies, and the East – West Gateway Council of Governments, to obtain maximum funding for identified projects.

Objective 4.4 Incorporate newer design features such as roundabouts, traffic – calming elements, and synchronized traffic signals into roadway projects, as appropriate.

Objective 4.5 Adopt regulations which require developers to coordinate access points to improve traffic circulation.

Objective 4.6 Design an adequate level – of – service (LOS) standard into new roadway projects, such as a LOS of C or better for arterial and collector roadways.

Objective 4.7 Adopt regulations to require developers to dedicate the right – of – way and construct roads/improvements consistent with the City's adopted Major Street Plan.

Goal 5. Create a comprehensive and coordinated stormwater management program for the City.

Objective 5.1 Conduct an inventory of stormwater issues affecting the City of St. Clair, and within the identified future land use planning areas, and develop a strategy to address inadequacies.

Objective 5.2 Promote the development of retention basins, rather than detention basins, to create community water – based amenities.

Objective 5.3 Explore opportunities to reduce the overall number of basins through the development of regional/sub – regional basins, and underground storage for commercial developments.

Objective 5.4 Work on ways to improve overall stormwater management through adequate erosion control measures.

Goal 6. Maintain an exemplary solid waste (trash service and recycling) management program for the citizens of St. Clair.

Objective 6.1 Aggressively pursue markets for recyclables and expand the amount and diversity of recyclable material accepted.

Objective 6.2 Work with the City's contracted waste hauler to explore cost – effective strategies to improve operational efficiency and thus reduce the overall cost to residents.

Goal 7. Aggressively address the sanitary sewer system within the St. Clair community.

Objective 7.1 Conduct a video camera inspection of the City of St. Clair sanitary sewer lines to determine where problems occur, and fix those areas.

Objective 7.2 Conduct a sanitary sewer system evaluation study to determine how to best service both the existing and future planning area needs.

Objective 7.3 Establish a policy to oversize water and sanitary sewer lines which will be providing service to future planning areas.

Objective 7.4 Review the City's Capital Improvements Program (CIP) budget to allocate monies to repair/replace inadequate sanitary sewer lines and make repairs on a regular basis.

Objective 7.5 Keep informed on the latest technologies and processes for both the collection and treatment of wastewater.

Objective 7.6 Set user rate charges such that users of the system are paying for the systems' upkeep and maintenance.

ECONOMIC DEVELOPMENT

Goal 1. Pursue an economic development strategy which creates opportunities for business enterprises to be successful.

Objective 1.1 Maintain an up – to – date inventory, and have land available with suitable infrastructure

and topography, to support the needs of both new and expanding businesses.

Objective 1.2 Investigate the feasibility of hiring a Community Development Director to focus on both the planning and economic development needs of the City of St. Clair.

Objective 1.3 Work closely with the existing business community to ascertain their needs and develop a business plan to meet those needs.

Objective 1.4 Continue to foster a pro – development approach in City government to facilitate opportunities for business development and enhancement.

Objective 1.5 Work with the St. Clair School District and East Central College to develop programs which provide the training skills needed by new and expanding businesses in the region.

Objective 1.6 Continue to promote and expand the Business of the Month program through City Hall.

Goal 2. Strengthen the City's commercial and industrial base to provide goods, services, and jobs for St. Clair residents.

Objective 2.1 Identify and pursue “targeted” businesses in the commercial and industrial sectors.

Objective 2.2 Work closely with the Industrial Development Authority and commercial/industrial real estate brokers to create additional business development opportunities.

Objective 2.3 Target commercial retail and service business opportunities along the City's principal highway and arterial corridors and interchanges.

Objective 2.4 Cooperate with the railroad to expand rail opportunities within the City of St. Clair.

Objective 2.5 Coordinate with Franklin County and the State of Missouri to make them aware of key development opportunities available in the City of St. Clair.

Goal 3. Utilize various economic development incentives to attract and retain area business.

Objective 3.1 Continue to use Tax Increment Financing (TIF), Neighborhood Improvement District (NID), Community Improvement District (CID), and Transportation Development District (TDD) techniques to assist in supporting key development projects needing financial assistance.

Objective 3.2 Maintain an active economic development committee(s) to oversee the creation and development of projects requiring financial assistance.

Objective 3.3 Work cooperatively with the school district(s) and other taxing entities to educate them about the application of these various financial mechanisms to support development proposals.

Objective 3.4 Participate in public – private partnerships on economic development initiatives through investment in infrastructure and/or other development assistance.

Objective 3.5 Investigate the possibility of establishing a hotel/motel tax whose revenues would be used to directly support tourism efforts.

Goal 4. Develop a unified marketing approach which promotes the City of St. Clair as a community which is “Open for Business!”.

Objective 4.1 Develop a database of key commercial and industrial developers in the region who might have an interest in developing in St. Clair.

Objective 4.2 Work on producing a high – quality marketing brochure and distribute the brochure to selected developers and key economic development officials.

Objective 4.3 Enhance the City's website to create an electronic version of the marketing brochure.

Objective 4.4 Work with the Chamber of Commerce and existing business community to incorporate this unified marketing approach into their advertising, as well.

Objective 4.5 Produce and maintain a unique “branding” campaign, such as the Hot and Cold water tanks, which distinguishes the City of St, Clair as “the place” to do business in the region.

Goal 5. Strengthen the vitality of the City's downtown business district.

Objective 5.1 Promote the use of historic tax credits for historic downtown buildings and work with the Hibbard – St. Clair Historical Society to enhance the historical value of the downtown area.

Objective 5.2 Encourage the development, adoption, and implementation of a downtown redevelopment plan designed to create an appealing downtown for merchants and customers alike.

Objective 5.3 Encourage the creation of a Merchants Association.

PARKS, RECREATION, AND OPEN SPACE

Goal 1. Enhance the existing, and create new, opportunities for recreational programs/services for the citizens of the area.

Objective 1.1 Develop a matrix of existing recreational programs/services offered throughout the City of St. Clair by both the public and private sectors and place this information on the City's website.

Objective 1.2 Determine where gaps exist in these recreation programs/services and work on a strategy to meet those unfulfilled needs.

Objective 1.3 Conduct an annual assessment/survey of citizen interest in various recreational pursuits

and make appropriate adjustments in the City's programming to respond to those expressed needs.

Goal 2. Explore construction of a new pool and/or recreation center for the residents of St. Clair.

Objective 2.1 Discuss with school district officials, and the YMCA, their interest in cooperating on construction of a new pool and/or recreation center.

Objective 2.2 Conduct a brief survey asking what facilities users would want in a recreation center, identify a possible location, and whether they favor an indoor or outdoor pool.

Objective 2.3 Have City officials visit other recreational centers in the St. Louis Metropolitan Area to gain a better understanding about how such facilities are constructed and operated.

Objective 2.4 Determine an approach(es), such as TIF/GO bonds, to fund such a facility.

Objective 2.5 Educate the public about the costs associated with both the construction and operation of a pool and/or recreation center.

Goal 3. Investigate the need for additional open space throughout the community.

Objective 3.1 Identify open space resources in the community.

Objective 3.2 Identify land areas on the Future Land Use map to be set – aside for future open space.

Objective 3.3 Review the current zoning and subdivision regulations to determine whether the opportunity exists to create more open space.

Objective 3.4 Work with the development community to create open space as part of their projects and integrate landscaped public spaces within larger projects.

Objective 3.5 Investigate opportunities to expand/acquire additional land area around the City's existing City parks – Orchard Park and Evergreen Park.

Objective 3.6 Identify special open space resources such as wetlands, stream corridors, and floodway areas and determine how to protect these resources.

Goal 4. Provide a superior system of park facilities which serve neighborhood and community needs.

Objective 4.1 Develop a priority listing of needs to be met in the City's existing parks, and work on a strategy to address those needs.

Objective 4.2 Investigate the establishment of an enhanced funding source to respond to these needs.

Objective 4.3 Look for opportunities to expand park facilities in the City of St. Clair.

Objective 4.4 Cooperate with the school district(s), local sports leagues, and others offering parks and

recreation facilities in working on ways to improve their facilities for the benefit of the community.

Objective 4.5 Work on efforts to maintain the status of St. Clair as a Tree City USA.

Goal 5. Work towards reducing adverse environmental impacts on the citizens of the community.

THIS GOAL WAS ELIMINATED BY THE ENVISION 2020 TASK FORCE BASED UPON INPUT FROM THE PUBLIC PARTICIPATION WORKSHOP.

AESTHETICS

Goal 1. Develop an overall coordinated program of visual enhancement throughout the City of St. Clair.

Objective 1.1 Conduct two City – wide cleanup weeks per year.

Objective 1.2 Aggressively pursue strong code enforcement efforts to keep weeds, derelict vehicles, and other negative aesthetic images controlled.

Objective 1.3 Establish a street tree program along the major thoroughfares of the City.

Objective 1.4 Develop a standardized street and parking lot lighting program considering both fixture design and illumination type.

Objective 1.5 Work with the utility companies to locate overhead utility lines underground to aid in both aesthetics and more reliable service.

Objective 1.6 Work to minimize off – premise signage (billboards) along the major highway corridors.

Objective 1.7 Continue to promote and expand the Community Pride program through City Hall.

Goal 2. Pursue a maintenance and enforcement program which focuses on improving the appearance of St. Clair.

Objective 2.1 Aggressively enforce the City's existing property maintenance code.

Objective 2.2 Aggressively conduct street sweeping throughout the City, especially on major roadways.

Objective 2.3 Design and maintain government and civic facilities to serve as examples to the development community of the City's commitment to high – quality.

Objective 2.4 Coordinate with business owners the establishment of a facade easement program to

improve the exterior of buildings throughout the City.

Objective 2.5 Pursue grant funding to assist homeowners with property improvements.

Goal 3. Create building and site development review which includes aesthetic considerations.

Objective 3.1 Modify the existing Zoning & Subdivision Regulations to establish a methodology for architectural review as part of the City's site plan review criteria for commercial and industrial developments.

Objective 3.2 Investigate the possibility of establishing design guidelines for various business areas of the City.

Goal 4. Review building materials and architectural styles to determine their applicability within the community.

Objective 4.1 Consider a restriction on the construction of “plain metal” buildings in the community.

Objective 4.2 Coordinate building materials and architectural design to create a complementary appearance for commercial and industrial buildings constructed in the City of St. Clair.

LAND USE

Goal 1. Pursue development of an appropriate mix of commercial, industrial, and residential land uses.

Objective 1.1 Develop and maintain a Future Land Use map which provides a balance of the principal land use categories.

Objective 1.2 Undertake an annexation strategy which provides opportunities for housing, jobs, and services within the future planning area.

Objective 1.3 Make land use and zoning decisions on the basis of providing a sustainable mix of land uses throughout the community.

Objective 1.4 Actively pursue full development of Wagner Industrial Park and Harris Industrial Park.

Goal 2. Develop a program to reduce commercial and industrial vacancy rates throughout the community.

Objective 2.1 Inventory St. Clair to identify vacant spaces, identify possible uses for this space, and actively work with owners/agents to reduce vacancy rates throughout the City.

Objective 2.2 Decide on the appropriate application of special financing incentives, such as Tax Increment Financing (TIF) to fill blighted and underutilized commercial/industrial space.

Goal 3. Create an effective growth management strategy to maintain a sustainable mix of land uses.

Objective 3.1 Maintain a sufficient inventory of undeveloped land to meet the future needs of the community for residential, commercial, industrial, and office development.

Objective 3.2 Support an annexation growth management strategy which provides a coordinated development pattern and allows future infrastructure needs to be adequately met.

Objective 3.3 Utilize both voluntary and involuntary annexation procedures to expand the City's boundaries within the identified future planning area identified on the Future Land Use map.

Objective 3.4 Coordinate infrastructure improvements while attempting to avoid the “leap – frogging” of areas.

Objective 3.5 Use the City's Future Land Use map as a guide in making zoning and land use decisions.

Objective 3.6 Use Planned Development as a means to coordinate a sustainable mix of uses.

Goal 4. Pursue a coordinated land use planning approach which integrates new with existing land uses.

Objective 4.1 Minimize land use conflicts between new and existing land uses through enactment of provisions which buffer incompatible land uses from one another.

Objective 4.2 Coordinate with Franklin County to ensure that decisions made by the County which are in the identified future planning area for the City of St. Clair are consistent with City interests.

Objective 4.3 Review the Zoning Code to determine whether some land use activities should be more closely scrutinized to avoid potential conflicts.

Objective 4.4 Require developers to make roadway improvements which will satisfactorily “link” new projects with existing development.

Goal 5. Increase neighborhood stability through effective code enforcement, the provision of public amenities, and compatibility standards.

Objective 5.1 Provide close coordination between the Police Department and the Building Department to provide effective code enforcement.

Objective 5.2 Pursue a program which provides for the linkage of neighborhoods to the community at – large through sidewalks, pedestrian and biking trails.

Objective 5.3 Work with neighborhoods to create accessible open space for neighborhood residents.

Objective 5.4 Develop a housing strategy to assist renters in becoming homeowners in the community.

Objective 5.5 Strengthen the Neighborhood Watch program to create safer, more secure neighborhoods.

Objective 5.6 Review the City's Zoning & Subdivision Regulations to determine if compatibility design standards should be adopted to help stabilize neighborhoods.

Goal 6. Continue the City's efforts to pursue development of the I-44 Corridor.

Objective 6.1 Pursue an annexation strategy to bring all properties along the I-44 Corridor into the City of St. Clair.

Objective 6.2 Create an inventory of undeveloped properties along the I-44 Corridor.

Objective 6.3 Utilize both existing and new funding sources to ensure that adequate infrastructure is in place to allow development to proceed.

Objective 6.4 Solicit Master Developer proposals to create coordinated and integrated Corridor development.

Objective 6.5 Review the Zoning & Subdivision Regulations to ensure that adequate measures are in place to create a viable Planned Development district along the I-44 Corridor.

Objective 6.6 Expand the I-44 Corridor planning area to encompass a portion of Historic Route 66.

Objective 6.7 Focus development strategies along the I-44 Corridor at the key interchanges of Highway 30, Highway 47, and Highway AH.

Goal 7. Investigate the establishment of a rental occupancy permit program.

Objective 7.1 Research what other communities have done to establish such a program.

Objective 7.2 Meet with the rental community to discuss how such a program might benefit the community.

Objective 7.3 Consider only life/safety issues should such a program be implemented.

Goal 8. Continue to explore alternative uses for the airport property.

Objective 8.1 Continue to coordinate with the appropriate Federal and State agencies to determine what needs to be accomplished in order to close the facility.

Objective 8.2 Contact other area airports to determine if there is any interest in purchasing equipment/structures at the St. Clair airport. **Note: This Objective was clarified by the Task Force based upon the responses at the Public Participation meeting.**

Objective 8.3 Coordinate with airport users how to transition them to other area airports.

Objective 8.4 Work with the selected I-44 Corridor Master Developer to create an alternative plan for

redevelopment of the airport property.

CIVIC IMPROVEMENT

Goal 1. Create additional opportunities for area residents and visitors to gather.

Objective 1.1 Coordinate a downtown festival to bring more customers to shop and visit.

Objective 1.2 Work with the St. Clair Baseball Association to offer a community – wide activity festival at the Iron Hill Sports Complex.

Objective 1.3 Review use of the current Community Center and investigate the need for an expanded space.

Goal 2. Determine ways that the City of St. Clair can improve the services it provides to its citizens.

Objective 2.1 Investigate methods to supplement existing City funds with grants, tax incentives, tax credits, and other viable funding sources.

Objective 2.2 Evaluate all City services and establish guidelines for what is considered to be acceptable and achievable levels of performance.

Objective 2.3 Continue to review the budget to determine the most cost-effective way to deliver exceptional government services.

Objective 2.4 Periodically undertake an internal review of City services to make sure they are being provided to City residents in a fair and equitable manner.

Objective 2.5 Establish mutual – aid agreements with other governmental and non – governmental agencies to ensure that adequate resources are available during an emergency.

Objective 2.6 Maintain the City's Building Code enforcement efforts to ensure that adequate life/safety issues are being addressed.

Goal 3. Seek cost-effective strategies which utilizes technology to improve the community.

Objective 3.1 Utilize proven technologies, such as reverse 911, to improve overall community safety.

Objective 3.2 Explore using Leadership in Energy and Environmental Design (LEED) concepts on any new City facility construction project.

Objective 3.3 Investigate the use of “green light” technology for emergency response vehicles.

Objective 3.4 Review the latest technological advances such as remote meter reading, synchronized traffic signals, hybrid vehicles, and pedestrian activated crosswalks to determine their applicability to

the City of St. Clair.

Goal 4. Encourage collaborative efforts with other communities and institutions in and around the City of St. Clair.

Objective 4.1 Cooperate with the City of Union to establish a Growth Boundary Agreement to define the area of future growth for both communities.

Objective 4.2 Work with the adjacent community of Parkway for them to adopt uniform building code regulations in exchange for St. Clair providing utility service.

Objective 4.3 Establish a joint committee with the St. Clair School District, library district, and other service providers to evaluate ways to further cooperate to enhance services offered to both residents and patrons.

Goal 5. Attract and retain a qualified professional staff with high ethical standards to efficiently and fairly provide exceptional City services.

Objective 5.1 Create job descriptions to establish skills and qualifications for City positions.

Objective 5.2 Compare the City of St. Clair's pay scale with other communities (with similar budgets and demographics), and fund positions accordingly.

Objective 5.3 Establish a policy of maintaining high ethical standards and convey to City Staff the expectations for dealing with the public.

Objective 5.4 Provide customer service training for those employees who deal with the public.

Objective 5.5 Provide specific training opportunities for other City Staff members to keep them current in their knowledge of the jobs they perform on behalf of the City of St. Clair.

Objective 5.6 Create a reward system which recognizes employees who perform an exceptional job on behalf of the residents and property owners in the City of St. Clair.

ECONOMIC DEVELOPMENT PROGRAMS/FUNDING

Following is a brief summary of the various tax incentive programs offered by the State of Missouri through the Missouri Department of Economic Development (DED) and local communities as indicated on the State of Missouri website:

Business Facility Tax Credit Program

Provides tax incentives to facilitate the expansion of new or existing businesses in Missouri which occurred prior to January 1, 2005.

Chapter 353 Tax Abatement

Tax abatement is available to for-profit urban redevelopment corporations organized pursuant to the Urban Redevelopment Corporation Law. Tax abatement under this law is extended to real property which has been found to be a “blighted area” by the City.

Enhanced Enterprise Zone

Provides State of Missouri tax credits to new or expanding businesses in a Missouri Enhanced Enterprise Zone.

Enterprise Zone Tax Benefit Program

Provides tax incentives to facilitate the expansion of new or existing businesses in Missouri which occurred prior to January 1, 2005.

Film Production Tax Credit Program

Provides a State of Missouri tax credit to qualified film production companies up to 50% of the company's expenditures in Missouri for production or production related activities necessary to make the film (not to exceed \$1 million in tax credits per project).

Loan Guarantee Fee Tax Credit Program

Provides State of Missouri tax credits to an “eligible small business” for the amount of a guarantee fee paid to either to the U.S. Small Business Administration or the U.S. Department of Agriculture for a small business loan.

Mutual Fund Tax Apportionment

Assists in stimulating the mutual fund industry in the State by allowing those certified by the DED to utilize a more favorable State income apportionment method for tax purposes.

Quality Jobs Program

Facilitates new quality jobs by targeting various business projects.

Rebuilding Communities Tax Credit Program

Helps to stimulate eligible business activity in Missouri's “distressed communities” by providing State tax credits to eligible businesses that locate, relocate, or expand their businesses within these identified “distressed communities”.

Sales Tax Exemption

Machinery and equipment used to establish a new manufacturing facility, or to expand an existing

manufacturing facility, is exempt from local and State sales /use taxes, provided that such machinery/equipment is used directly to manufacture a product ultimately intended for sale.

Small Business Incubator Tax Credit Program

The DED may issue a 50% State of Missouri tax credit to a taxpayer who makes a contribution to an approved incubator sponsor in Missouri.

Wine and Grape Tax Credit Program

Assists vineyards and wine producers with the purchase of needed new equipment and materials by granting a State tax credit for a portion of the purchase price.

In addition to State tax credits, the State of Missouri also has various public infrastructure programs to provide economic enhancement to a project. Following is a brief summary of those programs:

Brownfield Program

Provides financial incentives for the redevelopment of commercial or industrial sites that are contaminated with hazardous substances and have been abandoned or underutilized for at least three years.

Industrial Development Bond

Cities or Counties may purchase or construct various types of projects with bond proceeds, and sell or lease the project to a private company. Costs which may be eligible are the purchase, construction, extension, and improvements to warehouses, distribution facilities, or industrial plants.

Industrial Infrastructure Grant

Assists local governments with the development of public infrastructure which allows industries to locate new facilities, expand existing facilities, or prevent the relocation or closing of a facility. Grants must be made in cooperation with a City or County sponsor. Priority projects include manufacturing, processing, and assembly companies.

Tax Credit for Contribution Program

This program grants a tax credit equal to 50% of the monies contributed by a taxpayer to one of three “funds” established by the Statutes including the “industrial development and reserve fund”, “infrastructure development fund”, or the “export finance fund”.

The Missouri Department of Economic Development, and other State and Federal agencies have resources available to facilitate capital development for new and expanding high-growth businesses in the State of Missouri. Following is a brief description of some of those available financial resources:

Seed Venture Capital

Venture capital is called equity financing and therefore involves no direct obligation for the business to repay the fund. As such, the investor usually has a stake in the business and is concerned about the long-term success and profitability of the enterprise.

New Enterprise Creation Act

This Act is intended to generate investment in new start-up Missouri businesses that have not developed to the point where they can secure conventional financing or significant venture capital.

Certified Capital Companies (CAPCO)

A CAPCO may invest in an eligible business, which is in need of venture capital but is unable to secure conventional financing. The eligible business must derive their revenue primarily from manufacturing, processing, or assembling of products; conducting research and development; or service businesses which derive more than 33% of their revenue from outside the State of Missouri.

U.S. Small Business Administration

The Small Business Administration has a venture capital program available to businesses from around the United States which may have applicability to local projects.

The State of Missouri also offers various financing programs as further described herein:

Action Fund Loan

Manufacturing, processing, and assembly companies located in a non-entitlement area may be eligible for a loan that may be used for the purchase of new machinery and equipment or working capital. The loan must have a City or County sponsor.

Industrial Development Bonds

Cities or Counties may purchase or construct certain types of projects with bond proceeds and then sell or lease the project to a company. Costs which may be eligible are for the purchase, construction, extension, and improvement of warehouses, distribution facilities, and/or industrial plants.

Urban Enterprise Loan Program

This program assists small business owners only in the St. Louis and Kansas City urban areas by offering low-interest loans and would not be available to the City of St. Clair.

In addition to the programs described above, the State of Missouri offers various workforce initiatives. The Missouri Department of Economic Development can provide details of these resources to interested business owners.

In addition to assisting business enterprises, there are a number of revenue sources which are available to Missouri municipalities. These revenue sources include six sales taxes, including: general revenue; capital improvements; economic development; transportation; storm water/parks; and, fire protection. All of these sales taxes are applied to the receipts from retail sales within the City limits. Following is a brief description of each of these sales taxes as highlighted in a recent article in the *Missouri Municipal Review* magazine published by the Missouri Municipal League:

General Revenue Sales Tax

Municipalities may impose a general revenue sales tax of one-half of one percent, seven-eighths of one percent, or one percent as approved by voters. The revenue can be used for any City purpose.

Capital Improvements Sales Tax

The capital improvements sales tax can be used for the funding, operation, or maintenance of a capital improvement and/or the repayment of bonds to finance a capital improvement. The tax may be at a rate of one-eighth, one-fourth, three-eighths, or one-half of one percent.

Economic Development Sales Tax

This tax allows municipalities to enact a sales tax of up to one-half of one percent. The revenue can be used for acquiring land, installing and improving infrastructure and/or public facilities relating to a long-term economic development project. Only retail development located in a historic district or as part of a downtown redevelopment project is eligible. Funds may also be used for a marketing program.

Transportation Sales Tax

The transportation sales tax can be up to one-half of one percent and is to be used for transportation purposes. This would include such things as public mass transit systems; the construction, repair, and maintenance of streets, bridges and airports; and the acquisition of land and/or right-of-way for these purposes. The revenue can also be used to pay off bonds used for transportation purposes.

Storm Water/Parks Sales Tax

This sales tax may also be up to one-half of one percent to be used for either or both stormwater control and parks as indicated by the ballot language.

Fire Protection Sales Tax

While very few municipalities have their own Fire Department, the State Statutes do allow Cities to enact a sales tax of as much as one-fourth of one percent for fire protection purposes. The funds generated from this tax must be deposited in a special trust fund and used only for the operation of a municipal Fire Department.

Local Use Tax

Another type of tax is the local use tax which can be applied in lieu of the local sales tax on sales transactions that both individuals and businesses conduct with out-of-state vendors. The rate to be applied is at the same rate as the local sales tax. This tax, along with each of those previously described, must be approved by voters.

Other Revenue Sources

Besides for sales taxes, there are other revenue sources which are available to Cities to fund various aspects of the elements contained within this Comprehensive Plan. These funding sources provide a means to assist the City with those aspects of the Plan requiring financial support in order to be successfully implemented. These additional funding sources are described, as follows. Some are already being used by the City as a means to “run” City government:

Municipal Property Taxes

Property tax rates are set each year by the municipality. The upper limits are set by the State Constitution and State Statutes. The State Auditor is mandated to set the maximum levy through a complicated formula. Municipalities can increase the maximum levy only through a vote of the citizens. The revenue can be used for any legitimate governmental purpose.

General Operating Levy

The general operating levy may be imposed at a rate of up to \$1.00 per \$100 of assessed valuation. Also, the municipality may impose an additional levy of as much as \$0.30 per \$100 of assessed valuation over the maximum for a period not to exceed four years if approved by a two-thirds majority of the voters. This revenue is used for general operation of City government.

Parks/Recreation Levy

The Missouri State Statutes authorize a tax levy of up to \$0.20 per \$100 of assessed valuation to be

used for park and recreation purposes. This levy also requires two-thirds voter approval. The revenue can also be used for the purchase and maintenance of park land if approved by a majority of voters. The monies are to be administered by a nine-member administrative park board who have control over how funds are spent.

Health/Solid Waste/Museum Levy

Municipalities are also authorized to establish a levy not to exceed \$0.20 per \$100 of assessed valuation for hospital, public health, solid waste, and/or museum purposes.

Library Levy

While libraries are many times a part of a separate library district, Cities do have the authority to start and maintain their own public libraries. The tax rate levy is included in a petition from at least 5% of the qualified voters and must be approved through a majority vote on the issue.

Municipal Motor Vehicle License Tax

A municipality can establish a motor vehicle license tax either as a flat tax or based upon the horsepower of the vehicle. The tax rate must be approved by a majority of voters.

Business License

The Missouri State Statutes provides a listing of businesses which may be subjected to a license tax. These occupations, merchants, and manufacturers' licenses may be based upon a percentage of gross receipts, number of employees, square footage of the business, or a flat tax based upon the type of business.

Liquor License

Municipalities may charge up to one and one-half times the rate charged by the State of Missouri to license liquor providers.

Municipal Utility Gross Receipts Taxes

Missouri municipalities can levy a utility tax on the basis of either gross receipts or as a flat tax. The most common rate is five percent of gross receipts. City-owned utilities can transfer from the utility fund to the general fund in-lieu-of-taxes.

Municipal Court Revenue

Third and fourth-class Cities in Missouri are authorized to collect fines up to \$500 for violations of the Municipal Code. In addition, they can impose a court fee of \$12.00-15.00; incarceration reimbursement charges; a \$2.00 law enforcement training fee; and, a charge to recoup the costs for alcohol or drug related traffic arrests.

Motor Vehicle Fuel Tax

All municipalities in the State (over 100 persons) share in 15 percent of the State Highway Fund which includes revenues from the motor fuel tax, license and registration fees, and one-half of the State sales tax on the purchase of automobiles. These funds may only be used for transportation purposes.

Hotel/Motel Tax

The State of Missouri recently adopted legislation granting municipalities which meet certain criteria the ability to adopt a hotel/motel tax.

Lastly, there are a number of other programs and/or funding techniques established by the Missouri

State Statutes which may be appropriate to achieve the goals and objectives set forth in this Comprehensive Plan. These funding programs/techniques include Chapter 100 financing; Neighborhood Improvement District (NID); Transportation Development District (TDD); Tax Increment Financing (TIF); and Chapter 353 financing. Following is a brief description of these programs:

Chapter 100

Chapter 100 of the Missouri Revised Statutes provides a financing mechanism which is sometimes used for manufacturing and industrial development. This provision provides for the relocation or expansion of a business with a higher number of employees. It can be used to finance property improvement or major equipment acquisition.

The City of St. Clair could issue revenue bonds under Chapter 100 to purchase property. During the bond period, St. Clair would hold title to the property. A business would enter into a lease for the property. If the property is equipment rather than real estate, the property would be acquired under St. Clair's sales tax extension certificate.

At the end of the bond term, the property is deeded from the City of St. Clair to the business enterprise. A common practice in some areas of the State is to provide payments in-lieu-of-taxes to the local school district. These payments are usually negotiated between the City and appropriate school district.

Neighborhood Improvement District (NID)

Another financing technique to encourage business development is the creation of a Neighborhood Improvement District, which is used to make public improvements. Although the NID does not contribute directly to the relocation or expansion of a business, the improvements funded by the NID bonds could serve as a supplement for development.

As an example, a Neighborhood Improvement District could be used for road construction or utility extensions into an area which might require significant capital contributions for infrastructure. This technique can also be used to fund a parking garage or other public facility.

Under a Neighborhood Improvement District, the City could issue bonds which are repaid through special assessments on the benefited property. This would allow the private sector to finance the improvements through the City of St. Clair, while "spreading" the payment of essential infrastructure over a period of years. The financing could be future enhanced by the City through repayment of the bonds from general fund revenue. Those additional contributions could lessen the amount of individual payments made by the development.

Transportation Development District (TDD)

A Transportation Development District is generally used to fund transportation facilities such as roads and bridges. The process would begin with a petition filed with the Franklin County Circuit Court by either registered voters, property owners, or the local government. The petition would identify all qualified voters or property owners within the District; District boundaries; a description of the project; the name of the District; the number of Board members and their proposal terms within the District; and the proposed funding method.

The Circuit Court would then hear the petition without a jury and determine any legal issues relative to formation of the District. If the petition were filed by the City of St. Clair or voters, the Circuit Court would order an election to be held. If the petition was filed by property owners, the Court could declare the District organized and certify the appropriate funding mechanism.

Projects under a Transportation Development can be financed through a variety of methods, such as a special assessment, property levy, business license tax, tolls, or a sales tax levy of up to one percent on certain retail sales. The revenue bonds may not exceed a period of 40 years.

Tax Increment Financing (TIF)

Under Tax Increment Financing, any increase in tax which results from the development/redevelopment of land is determined to be an “increment” and is paid by the developer. In addition, the TIF “captures” 50 percent of the economic activity taxes generated at the site such as sales, earnings, and utility taxes. Those monies are available for financing bonds or reimbursing eligible project costs to the developer.

To qualify for Tax Increment Financing, a development plan must be approved. The project area must be proven to be a blighted, conservation, or economic development area. Additionally, the developer must have sufficient data demonstrating that the process would not proceed without the TIF. This process is commonly referred to as the “but-for” test. Also, some pass-through to the school district or other tax entities can be provided. However, it should be realized that this decreases the amount of money available to fund the project.

Chapter 353

Under Chapter 353 of the Missouri Revised Statutes, a developer can receive the power of the condemnation and tax abatement on a project. From a tax standpoint, the value of the land is “frozen” for up to ten years. Once the ten year period expires, taxes are paid at a level of 50 percent of the land and improvements for a second duration of time (not to exceed 15 years).

As in the case of Tax Increment Financing, a development plan must be approved, and the land blighted, to qualify under a 353. Also, the project developer is limited to eight percent on earnings determined over the life of the project (not to exceed 25 years).

Other Development Assistance Programs

Since 1977 when the Neighborhood Assistance Tax Credit was created by the Missouri Legislature, over 60 programs for funding methods to assist projects have been created. These programs have included tax credits, general revenue appropriations for grants and loans, tax diversion, tax apportionment, exemptions, abatements, and new taxes on assessments. These programs are administered by various Missouri State agencies and other political subdivisions.