



Ste. Genevieve[®]
Missouri

Comprehensive
Plan 2024



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A: INTRODUCTION

Purpose & Scope

A periodic review as well as an update of a municipal comprehensive plan is an essential and vital component of a community’s continued planning process. The reason for developing and compiling a comprehensive plan is to provide a basis for future growth and development in an orderly fashion. In 1978, the city of Ste. Genevieve contracted to have a comprehensive plan completed. It was formally updated 19 years later, in 1997. Following two-plus decades, the city entered into an agreement with Southeast Missouri Regional Planning & Economic Development Commission in November 2021 to work to update its comprehensive plan.

The comprehensive plan is not considered a concrete, permanent work. Rather, it is prepared through a collaborative effort and series of steps, including the compiling of goals and objectives, preparing the plan, formally adopting the plan, and, finally, the official implementation of the plan. This last portion is often considered to be the most challenging aspect. The comprehensive plan should be monitored and reviewed periodically to account for changes and updates, as needed. Each situation is unique, and every community has changing dynamics and elements. No comprehensive plan is developed as an official “cure-all” for every one of the unique and specific conditions and challenges within a municipality. Depending on the needs and desires of the community, a number of other issues may need to be addressed in order to develop long-term plans for the needs of a particular community.

This update to the city’s comprehensive plan is the first official revision since 1997. The city has undergone many changes in the past two decades. The following document works to incorporate these changes as well as provide guidance as more changes occur in the future.

The implementation of a sound planning program can lead to a safer and healthier community, increase property values, improve traffic flow, and improve city services for residents.

Statutory Authority

Each municipality in the state of Missouri is considered a governmental subdivision of the state. As so defined, each municipality is empowered to create planning and zoning in an effort to enhance and improve the health, safety, and welfare of their residents. The authority for the ability to create, adapt and implement planning and zoning ordinances is contained in Chapter 89 of the Revised Statutes of the State of Missouri:

89.020-Powers of Municipal Legislative Body

For the purpose of promoting health, safety, morals or the general welfare of the community, the legislative body of all cities, towns, and villages is hereby empowered to regulate and restrict the height, number of stories, and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, the

preservation of features of historical significance, and the location and use of buildings, structures and land for trade, industry, residence or other purposes.

89.040-Purpose of Regulations

Such regulations shall be made in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to preserve features of historical significance; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. Such regulations shall be made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses and with a view to conserving the values of buildings and encouraging the most appropriate use of land throughout such municipality.

89.340-City Plan, Contents – Zoning Plan

The commission shall make and adopt a city (or county) plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the commission's recommendations for the physical development uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, the places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas. The commission may also prepare a zoning plan for the regulation of the height, area, bulk, location and use of private, nonprofit, and public structures and premises, and of population density, but the adoption, enforcement and administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250.

89.350-Plan, Prepared how – Purposes

In the preparation of the city plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future growth of the municipality. The plan shall be made with the general purpose of guiding and accomplishing a coordinated development of the municipality, which will, in accordance with existing and future needs, best promote the general welfare, as well as the efficiency and economy in the process of development.

89.360-Adoption of Plan, Procedure

The commission may adopt the plan as a whole by a single resolution, or, as the work of making the whole city plan progresses, may from time to time adopt a part of parts thereof, any part to correspond generally with one or more of the functional subdivisions of the subject matter of the plan. Before the adoption, amendment or extension of the plan or portion thereof the commission shall hold at least one public hearing thereon. Fifteen days' notice of the time and place of such hearing shall be published in at least one newspaper having general circulation within the municipality. The hearing may be adjourned from time to time. The adoption of the plan requires

a majority vote of the full membership of the planning commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the commission to form the whole or part of the plan and the action taken shall be recorded on the adopted plan or part thereof by the identifying signature of the secretary of the commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the commission to form the whole or part of the plan and the action taken shall be recorded on the adopted plan or part thereof by the identifying signature of the secretary of the commission and filed in the office of the commission, identified properly by the file number, and a copy of the plan or part thereof shall be certified to the council and the municipal clerk, and a copy shall be available in the office of the county recorder of deeds and shall be available at the municipal clerk's office for public inspection during normal office hours.

B: COMPREHENSIVE PLANNING PROGRAM

The implementation of a comprehensive plan is an integral and continuing part in the overall growth and development within the community. The city of Ste. Genevieve last completed such a program in 1997, with the preparation and adoption of a comprehensive plan. Several of the specific goals of the city from the 1997 plan were achieved and the community has surpassed several of the previous expectations and planning projections. This continued growth and development of the city brought about the need to update and revise the comprehensive plan.

The entire process for this comprehensive plan began in November 2021 with an approved scope of services. Specific chapters will outline goals and objectives in the following areas: planning, physical environment, population, economic analysis, land use, transportation plan, community facilities, tourism, capital improvements, strategic planning, and an implementation plan.

Goals & Objectives

The goals and objectives of this comprehensive plan were developed through an open dialogue and direct communication with local residents, city officials, as well as local civic groups. During the formation of this updated plan, goals and objectives underwent a process of continual refinement, with adjustments and revisions made along the way. The plan in its totality should be looked at and reviewed periodically in an effort to reflect changes experienced within the community. Goals tend to be broad, general statements of social, economic, or physical achievements that the community wishes to accomplish. In contrast, the objectives are more limited and precise statements of specific aims the community wishes to undertake in order to achieve its goals. The carefully prepared statements serve to inform the general public as well as other agencies and units of government of policies with regard to specific developments. This plays an important role in the ability to accomplish a given set of goals. In developing a list of long-term goals, there is an effort to reflect the combined desires and aspirations of the citizenry, the planning and zoning commission, and the elected officials. With objectives, the focus is on a community's principal means outlined to attain the established goal.

A planning program, when properly constituted and carried out, can result in a more desirable community to live and work in, improved and affordable housing, more appealing neighborhoods, better traffic flow, and, overall, a more desirable and efficient use of land than if no planning or foresight was taken.

Before any of the plans can be made, it is necessary to examine and analyze all of the pertinent information. Analysis on the study should be able to reveal a municipality's needs and problems as well as help to identify a community's objectives. Once the goals and objectives have been stated and the research is conducted, a plan can be prepared. The comprehensive plan is an effort to indicate how goals and policies of the communities can be achieved and realized over the next 10 to 20 years. This is done through both private and public action. A successful municipal plan

makes use of the available information and then organizes it in multiple ways to meet and address specific problems. Above all, the developed plan should not be looked at as a rigid and set design for future growth but instead viewed as a series of recommended actions to address ongoing or future problems. It is a planning program for action as well as a guide to the city's future development. In order to be effective, the plan needs to be implemented by the community and reviewed frequently to gather much-needed feedback and input from community stakeholders. The current goals and objectives are divided into the following areas: 1) land use; 2) residential; 3) economic; 4) community facilities; 5) transportation; and 6) recreation and historic preservation.

1. **Land use** - Land use planning should attempt to conserve sufficient land to satisfy the anticipated needs of the city during the 20-year planning period for each type of identified broad use: residential, commercial, industrial, recreational and public. The city should strive to utilize the land to its highest potential while encouraging compact, but not overcrowded, development to efficiently utilize community facilities.
2. **Residential** – Encourage the development of residential areas that provide a variety of housing units in a good environment at prices all citizens can afford.
3. **Economic** – Strive for a well-balanced economic base by utilizing the resources available for expansion of the current tourism industry, for the attraction of new industries, commercial and business service developments and improvement of the existing business climate, where possible; and increase employment and investment opportunities within the community.
4. **Community facilities** – Provide functional and efficient public utility systems that reduce or eliminate the duplication of services, ensure the maintenance of existing facilities, and extend services to potential growth areas; also to provide adequate flood protection to preserve both public and private investment.
5. **Transportation** – Provide a system of streets and highways designed to effectively channel vehicular traffic through the community for the safety, convenience, and economy of the residents, with appropriate focus on the impact and importance of freight which is transported via truck, rail or navigable waterways.
6. **Recreation and historic preservation** – Provide adequate recreational facilities for all citizens through the improvement of existing facilities, the acquisition of additional areas, and the preservation of open space and water resources for future needs; also continue to preserve the historic and cultural resources of the city.

Land Use

LU 1- Development should be guided so as to minimize the probability of conflicts between non-compatible uses.

LU 2- Development should be encouraged in those areas that best utilize existing facilities.

LU 3- The Future Land Use Plan should be used as a guide in considering zoning and subdivision proposals brought before the city.

LU 4- The Future Land Use Plan should be considered when regarding areas for annexation, and the annexations should take place as the need arises and it is economically feasible to extend the necessary and required services to the area.

Residential

R 1- Encourage residential development in areas with adequate access to commercial, institutional and industrial areas, but protected from the adverse effects of such areas to the extent possible.

R 2 - Encourage residential development primarily within those areas most easily served by existing and proposed water, natural gas, sewer, and stormwater systems.

R 3- Improve and protect the quality of housing within mobile home parks and/or mobile home subdivisions designated for this purpose.

R 4- Permit the location of mobile homes only within mobile home parks and mobile home subdivisions designated for this purpose.

R 5- Encourage the development of rental housing, both multiple- and single-family units, in appropriate locations in order to provide housing accommodations for all residents.

R 6 – Encourage preservation and rehabilitation of existing housing in the city in order to preserve the character of existing neighborhoods.

Economic

E 1 – Promote the development of adequate industrial land to provide needed space for the expansion of local industries and the location of new industries. Such land should be suitably located and provided with the necessary supporting facilities.

E 2 – Promote programs specifically designed to reduce unemployment and underemployment within the community.

E 3 – Encourage the revitalization and improvement of the existing business districts and promote concentrated commercial development only in areas that possess adequate transportation access and have compatible adjacent land uses.

E 4 –Support a countywide effort to fund and staff an economic development office.

E 5 – Assist in the development and funding of a city or countywide organization that is professionally staffed and charged with developing the travel/tourism industry.

Transportation

T 1- Initiate a capital improvements program designed for the construction, improvement and maintenance of the city street system as presented in the major street plan.

T 2 – Implement the recommendations of the major street plan as opportunities arise and conditions demand.

T 3- Protect rights-of-way needed to implement the major street plan through purchase of right-of-way as it becomes available and through careful review of proposed subdivisions and building permit requests.

T 4- Ensure the viability of adequate parking space, at appropriate locations, to serve public, private, commercial, and industrial interests of the community.

Community Facilities

CF 1 - Continue the development of adequate educational and health care facilities to serve the community and its major service area.

CF 2 – Improve the existing water, sewer and stormwater systems and increase the service areas by the extension of the systems into potential growth areas.

CF 3 – Develop adequate community facilities to improve the social environment of the community and support programs for providing services to the elderly and handicapped.

Recreation & Historic Preservation

R/HP 1- Encourage the provision of recreational sites in all new residential areas based upon an accepted standard of two acres per 100 residents.

R/HP 2- Promote the utilization of the community’s scenic, natural and historic attractions.

R/HP 3 - Continue planning for the acquisition and development of a complete system of smaller neighborhood parks of from two to 10 acres in size, based on a suitable distribution of such facilities, considering a standard one-quarter mile service area for such facilities.

R/HP 4 - Set aside public land in the city, wherever possible, for the purpose of recreational and open space facilities.

R/HP 5 - Upgrade existing park equipment to provide quality recreational experiences and eliminate broken, outdated or unsafe equipment.

R/HP 6- Protect historic structures against future demolition for development by encouraging development in areas outside of the city’s historic district.

C: PHYSICAL ENVIRONMENT

The site of the original city of Ste. Genevieve was chosen in part for its physical environment, particularly its river access and extensive fertile “common field”. This “old town” portion of Ste. Genevieve sat too close to the Mississippi River though and flooded regularly. After a catastrophic flood in 1785, settlers eventually chose to relocate the town to higher ground in an effort to avoid flooding on an annual basis. The town of Ste. Genevieve was relocated over the course of the next few years. This current location of the city of Ste. Genevieve was also chosen in part for its physical environment, particularly its higher ground and access to two streams.

Moderately rolling uplands, which drain into the North and South Gabouri creeks, comprise a majority of the area’s physical environment. Portions of land surrounding the city, primarily to the north, south and west, contain karst topography, which is common to much of the area. The karst topography typically features sinkholes, which often are viewed as “surficial areas” and can include caves, springs and other disappearing streams. The area’s karst topography is exhibited by multiple sinkholes within city limits including near Pere Marquette Park, the public school campus, Pointe Basse subdivision and others.

Most of the karst features found in Ste. Genevieve County are east of Interstate 55 between the Saline Creek and extending north of town to several quarries. Though all of the quarry properties are outside the city limits, the lime mines extend under some of the city and several mine ventilation shafts are present throughout the western parts of the city. Though much of the lime quarry development is underground or outside city limits, it continues to affect the physical environment of the city and nearby surrounding area.

The majority of land within city limits has been cleared of timber but there are still some wooded tracts mostly in low-lying areas and around the North and South Gabouri creeks. These low-lying areas around the creeks also fall within the base floodplain which also includes much of the agricultural fields on the eastern parts of the city just west of the urban design levee. The addition of the urban design levee in 2001 now protects much of the oldest parts of the historic district and residential areas north of the North Gabouri creek and along St. Mary’s Road.

The impact of the region’s physical environment upon the city continues to be felt throughout its current development and must continue to be contemplated for any future development. These physical features limit development in some parts of the city and warrant strong consideration as the city continues to develop and grow.

Topography, Streams, & Watersheds

The city of Ste. Genevieve’s land surface area, also known as its topography, greatly impacts the development of the city of Ste. Genevieve. This isn’t really a surprise and it’s not anything new as every urban area must contend with this issue. The city’s relationship between the topography, the streams that carry surface water through or within an area, and in turn, the size and nature of the watersheds drained by individual streams are of fundamental importance in modern urban development.

Topography

The topographic information for the city of Ste. Genevieve and its surrounding area is based on mapping prepared by the U.S. Corps of Engineers in 1976. The area's highest elevations are 520 feet above sea level and occur west of Missouri Highway 32 near the community center, but the majority of the city lies between 400 and 480 feet. On the lower end of the elevation scale, there are significant parts of the city east of the Union Pacific Railroad and St. Mary Road/Main Street with heights of 380 above sea level. Much of the city's land area adjacent to Highway 61 is between 400 and 420 feet above sea level while Highway 32 rises as it travels southwest from 420 to 500 feet. Market Street lies at 400 feet and below through most of the historic district but rises to elevation ranges from 460 to 490 feet as it travels west towards Highway 61. The topography detail can be found in **Exhibit No. C-1 Physical Environment**.

Streams

The city has three streams impacting the corporate limits and surrounding area that drain surface water. They include North Gabouri Creek, South Gabouri Creek and Valley Spring Branch. Both the North and South Gabouri Creek flow in a generally eastward direction from U.S. Highway 61 to the Urban Design Levee where they meet and flow through the pumphouse and into the Mississippi River. Valley Spring Branch flows east and passes just south of St. Jude Acres subdivision before turning north and flowing into the South Gabouri Creek. The remnants of what was a Mississippi River slough, just east of the railroad along North Main Street, also drains portions of the eastern most parts of the city; the slough flows south and empties into the North Gabouri creek.

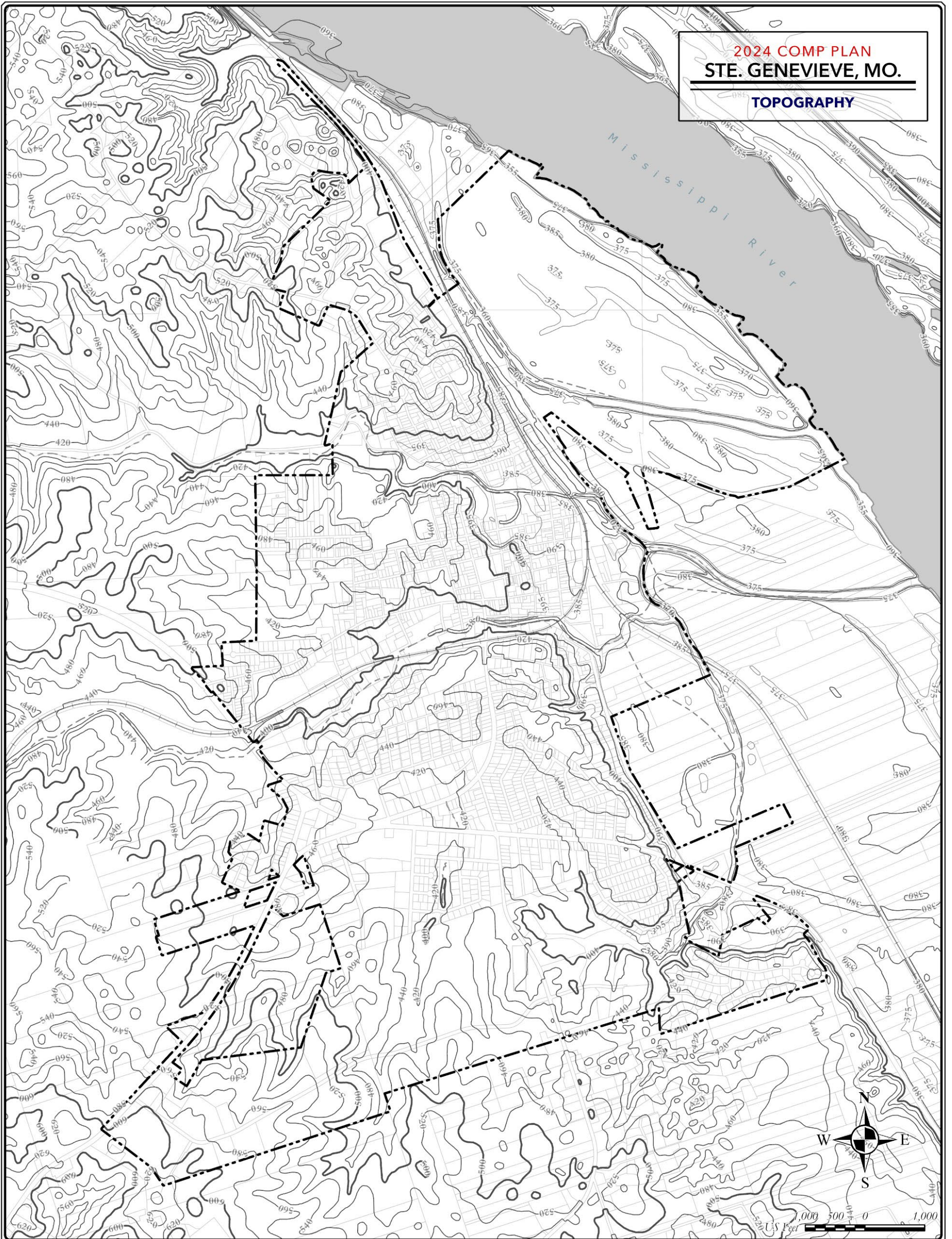
Watersheds

The main watersheds affecting the city of Ste. Genevieve and its surrounding area are found in more detail on **Exhibit No. C-2 Watersheds/Flood Prone Areas**.

Areas which are delimited by open-ended drainage divides (defined as higher areas separating adjacent watersheds) are often characterized by normal or near-normal surface drainage. The city's areas completely enclosed by drainage divides mark large sinkhole areas, or basins, which have full interior drainage. In these types of areas, all the surface water drains into sinkholes or swallow holes and flows into underground passageways. The lowest lying watershed area lies along the Mississippi River naturally and was a source of consistent flooding concern until the completion of the Urban Design Levee in 2001. Though the Urban Design Levee protects much of the area in that watershed including the oldest parts of the city, there remain some flood prone areas around the creeks. The original Army Corps of Engineers plan for the levee included a phase to address the creeks but proved to be too costly and was abandoned. The city qualifies for the federal flood insurance program and flood insurance is available to anyone residing in the city limits. Through the federal flood buyout program, the city acquired 42 properties within the 1993 flood zone and maintains those properties in accordance with federal guidelines. The urban design levee provides a much greater measure of protection than the temporary levees which were hastily constructed in the past but the areas around the creeks are still subject to flooding from internal waters.

Exhibit No. C-1 Physical Environment

2024 COMP PLAN
STE. GENEVIEVE, MO.
TOPOGRAPHY



Scale: 1:17,400
 Parcels Dated: 2021
 Topographic: USGS Quad 2013; Ste. Genevieve Contour
 Map Printed : 4/24/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

Legend

- | | |
|----------------------------|-------------|
| Elevation Intervals | City Limits |
| 5ft | Parcels |
| 10ft | Railroads |
| 100ft | Waterbodies |
| | Streams |



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TOPOGRAPHY

Levee Systems

Ste. Genevieve, in its past, was at risk from being inundated by Mississippi River floodwaters. This included major flooding more than 200 years ago, specifically in 1785. This particular flood event led the original settlement area to get shifted to a place of higher elevation.

The most recent noteworthy flood occurred in 1993 and since that time efforts were made to complete an “urban design levee.” This was finished in 2001 as the Ste. Genevieve No. 3 Levee System was created. The federally authorized and constructed levee reduces the risk of flooding to the Ste. Genevieve community. The new levee is 3.52 miles in length.

As of August 2023, it protects a population of 814 residents and 321 buildings, with an estimated value at \$37.8 million. It is a 970-acre levee protection area with a maximum height of 25 feet. The area within the protection place contains important archaeological sites, including the Louis Bolduc House, a National Historic Landmark completed in 1792, plus the remainder of Ste. Genevieve Historic District and agricultural bottomland. It is estimated the levee system prevented \$14 million in flood damages in 2016.

In 2002, excessive damage and unstable soil conditions were reported, according to the U.S. Army Corps of Engineers.

While the No. 3 levee system has successfully prevented flooding on several occasions since it was completed, the possibility remains that floodwaters could overtop or breach the levee. Levee failure could result in flooding depths exceeding 29 feet.

The system was given a “low” risk assessment in March 2017. Action steps for this level include to “verify risk information is current and implement routine monitoring program and interim risk reduction measures if appropriate; assure operation and maintenance is up to date; communicate risk characteristics to the community as appropriate; verify emergency plans and flood inundation maps are current; ensure community is aware of flood warning and evacuation procedures; and, recommend purchase of flood insurance; support risk reduction actions to further reduce risk to as low as practicable.”

Risk characteristics rated as “low” include the likelihood of inundation due to breach and/or system component malfunction in combination with loss of life, economic, or environmental consequences.

There are a total of five risk levels, ranging from very high (one) to very low (five) as well as “no verdict” when there is not enough information to assign risk.

In addition to the No. 3 Levee System protecting the downtown area, the Ste. Genevieve No. 2 Levee System ties into the No. 3 Levee. It runs east from the No. 3 system along Marina Avenue, just south of Seraphin Street. It was privately constructed, starting in 1978, and is maintained by the Ste. Genevieve County Levee District No. 2, a non-federal sponsor. It is an 11.03 mile earthen embankment reducing the flood risk of a few residents, agricultural land and an estimated four miles of rail line. The property value was \$1.91 million in August 2022. During flooding in both 1993 and 2016, failure occurred from overtopping which resulted in extensive

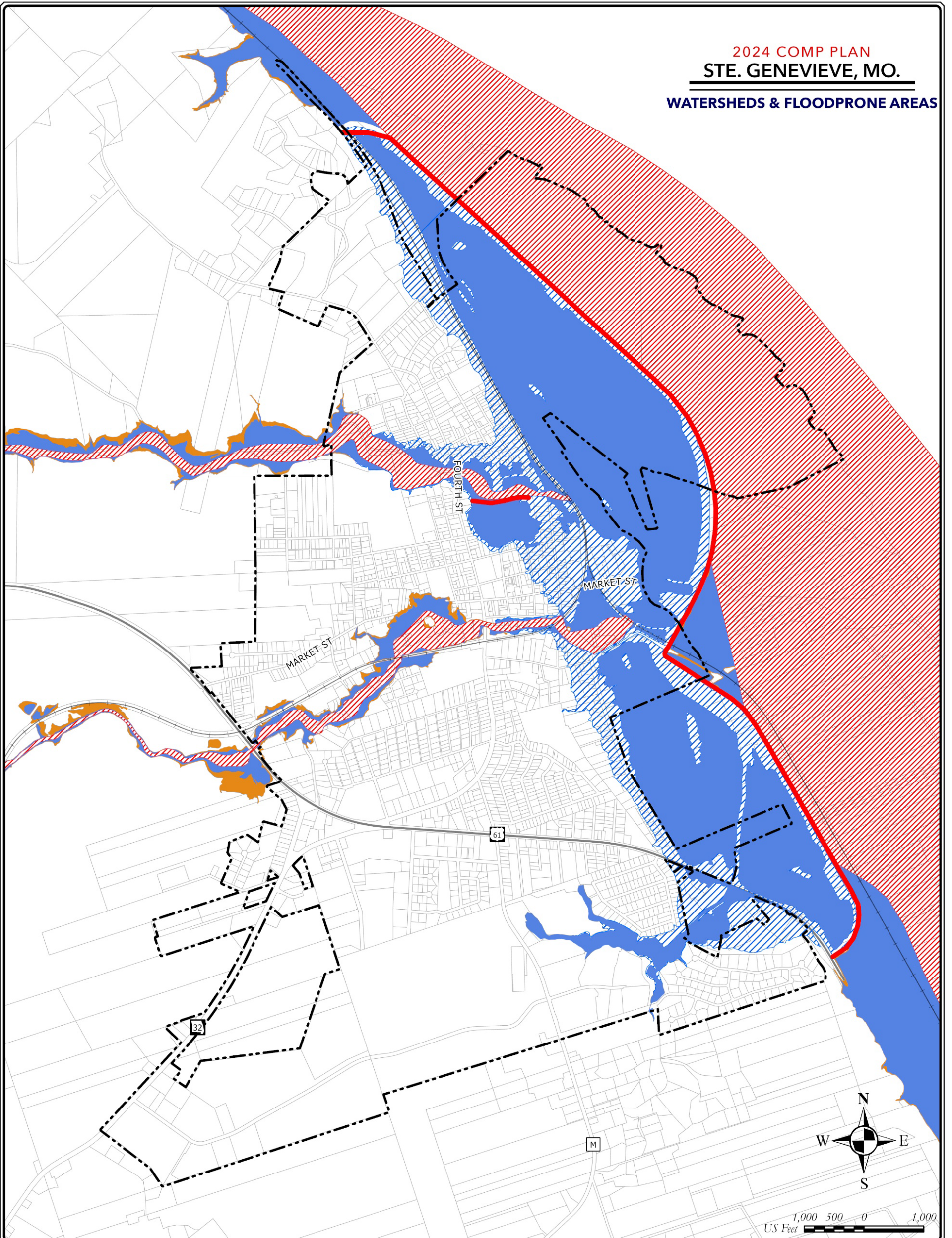
damage and flooding. Seepage has been reported in more recent flood events and this remains a risk to the levee system, according to the Army Corps of Engineers.

Protecting an estimated 7,700-acre area, this is nearly eight times as much as the acreage protection for the No. 3 system. It carries a “low risk” at this time. A failure of the system could result in flooding of depths of up to 14 feet, plus a loss of property and productive agricultural land.

At this time, flood prone areas are primarily limited to the downtown region as well as the areas surrounding North and South Gabouri creeks, which includes north to Riverview Drive and south to St. Mary Road where it connects with U.S. Highway 61 as well as a small portion of the St. Jude Acres subdivision south of Highway 61. The further west from the Mississippi River, the watershed flood-prone area is reduced. There are not as many flood prone areas west of South Fourth Street other than locations directly connected to the creeks. The general elevation in the city limits is right around 400 feet above sea level where the levee system starts. The Department of Homeland Security’s Federal Emergency Management Agency lists several areas in the city limits as within the special flood hazard area and in many cases this comes with a flood insurance and building code requirement. This map has been revised multiple times in the past two decades. The most recent FEMA-approved map was formally adopted in February 2019.

Exhibit No. C-2 Watersheds/Flood Prone Areas

2024 COMP PLAN
STE. GENEVIEVE, MO.
WATERSHEDS & FLOODPRONE AREAS



Scale: 1:17,400
 Parcels Dated: 2021
 Watershed & Flood Data: FEMA 2019
 Map Printed : 4/24/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

- Levee
- City Limits
- Highway
- Railroads
- Parcels

Legend

Flood Zone

- 1% Annual Chance (100 yrs)
- Floodway
- 0.2% Annual Chance (500 yrs)
- Levee Protected Area



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WATERSHEDS & FLOODPRONE AREAS

Soils & Geology

Soils

The federal Soil Conservation Service, created in 1935 by the passage of the Soil Conservation Act by Congress, is a part of the U.S. Department of Agriculture. Along with the U.S. Forest Service and the Missouri Agricultural Experimentation Station, the SCC conducted a soil survey of the entirety of Ste. Genevieve County and prepared a report called “Soil Survey of Ste. Genevieve County, Missouri.”

Field work for the soil survey was collected in 1981. The report was officially released in 1985. Soil data is updated on an annual basis. This was most recently completed in September 2022. The soil report provides extensive data on a variety of soils found in Ste. Genevieve County including maps providing the location of the said soil types.

Specifically for Ste. Genevieve, the city limits contain two separate soil classifications. This first is Menfro Association, a well-drained soil found in the area’s undulating to steep slopes on the karst uplands in the city of Ste. Genevieve and directly to the north and south of the city. It was reported that the upland soils are predominantly deep, silty soils with good drainage as well as high fertility. These particular soils formed in wind-blown silt deposits, also called loess, which were created by wind action during the Ice Age. The area’s loess soil levels vary but are typically less than 30 feet thick; the thickness decreases moving westward from the Mississippi River. Overall, the upland soil conditions present few problems for development in the city of Ste. Genevieve.

The area’s second soil classification is the Haynie-Wabash-Nameoki Association. This type is defined as moderately well drained to very poorly drained which is nearly level and often found on floodplains. The bottomland soils are variable in character, ranging from sandy to clayey in their texture. These soil layers formed in alluvium, a water-deposited sediment often from a stream, which is below the surface soils at varying depths. This soil contains a mixture of sand, silt, clay and gravel. Aside from the hazard of flooding in the river bottoms, the clay and silty-clay soil mixes show poor drainage, wetness and high shrink-swell potentials. This often limits the usage for urban settings. The potential for pollution with this type of soil is viewed as higher since the area’s alluvium deposits serve as a major groundwater source. The Big Field region near the city as well as lower sections of the city lying between the upland region and Mississippi River contain these soil types.

The types of soils found in a specific portion of the city of Ste. Genevieve have an impact on the area’s ability to withstand certain types of urban development. The entire report should be consulted for a more detailed analysis on this subject matter.

Geology

The area’s geologic characteristics are, for the most part, simple when compared to other more urban defined places in the state of Missouri. As with other factors, there are certain aspects within the city and its surrounding geological make-up that could present challenges for urban use. The potential constraints don’t prohibit future development. However, the issues should be

looked at further in depth when preparing for future growth and avoided when it is possible to do so. Not taking geologic conditions into consideration could possibly lead to higher construction costs. It also could result in problems with certain structure types unless they are designed specifically to be constructed in those geologic environments.

Bedrock Units

Research shows that bedrock units exposed at the surface in the city of Ste. Genevieve and its surrounding area are mainly comprised of limestone, which is technically calcium carbonate. In addition, there are small amounts of other rock types present. These limestone types were formed from sediments deposited in a continental sea region during the Mississippian Period of geologic history. The physical features of the rocks allow them to be classified into three separate formations. These formations are: Ste. Genevieve Limestone, St. Louis Limestone and Salem Limestone. Of the three distinct layers, the Ste. Genevieve Limestone is the uppermost. This makes it the youngest rock layer. It is approximately 80-feet in thickness and was given its name in recognition of the city of Ste. Genevieve in 1873. This type of limestone can be found among the exposed portions along the bluffs located west of U.S. Highway 61, south of the city limits. The St. Louis Limestone layer, believed to be 160-feet in thickness is found below the Ste. Genevieve layer and above the Salem Limestone, the lowest layer, which is also an estimated 160-feet thick. There are other rock units found below these three top layers, however, the three main formations are the only ones exposed at the surface in the area of the city of Ste. Genevieve.

In terms of the main geologic factor of concern with this comprehensive plan, it is viewed to be the existence of the karst features that develop within the bedrock and the overlying soil found in the region's upland area.

Sinkholes in the city serve as natural funnels for much of the surface water, linking together surface and underground waterways. The sinkhole formations and other limestone karst areas including caves and bedrock surfaces are the result of the solution of limestone bedrock by the area's groundwater. Researchers have been led to believe that many of the sinkholes in the Ste. Genevieve area may not have been formed in the bedrock but rather were created in the overlying soil. This was the result of water carrying the soil through the underground system through open holes or cracks in the bedrock.

The karst and sinkhole formations pose potential hazards in at least three manners. First, there is a risk of construction or structural problems which could lead to collapse if a building is erected near or above a sinkhole, cave, underground waterway or other type of beneath-ground passageway. This type of hazard becomes magnified when surface water ponds against or near a structure. In this case, water goes beneath the surface, penetrating the soil below a structure. If there is a suitable opening in the bedrock, the water can wash out the soil which supports the structure, eventually leading to a complete structural failure. There are no known examples of this occurring in the city, however, it has occurred in the vicinity of Ste. Genevieve County. A second concern, with karst features, is that surface flooding can occur in the sinkhole areas. Many of the sinkholes are unable to effectively drain water during large rain events. During these periods of heavier rainfall, water fills in faster than it can be drained out. In addition, the outlying

areas of sinkholes can often get plugged with silt and other debris, which forces the water to pond in these areas. Finally, a third hazard from the karst features is a relatively high potential for groundwater pollution in areas due to the occasional rapid connections between the surface water and underground water and an associated lack of filtration. Material such as raw sewage, landfill drainage, gasoline and other types of harmful chemicals can be carried below ground as quickly as water during considerable rain events. The substances have the potential to enter wells and springs, which are often at large distances from the entry point.

Mineral Resources

The main mineral resource in the Ste. Genevieve area is limestone. It is naturally occurring and is an abundant local sedimentary rock which contains high levels of both calcium and/or magnesium carbonate and/or dolomite (a combination of calcium and magnesium carbonate). The top uses for limestone include the production of calcium oxide (quicklime), calcium hydroxide, hydrated lime, dolomitic lime, ground calcium carbonate, precipitated calcium carbonate and crushed limestone (used mostly for paving and construction purposes).

Quicklime typically has a very high percent (97 percent or more) calcium oxide content with the magnesium oxide (MgO) levels measuring at less than 3 percent. According to the Missouri Department of Natural Resources, this area contains some of the highest-quality limestone in the state and tends to make excellent general purpose aggregate. The lime and limestone products produced serve a variety of purposes including steel making, flue gas treatment, water treatment, paper manufacturing, chemical manufacturing, construction materials, and use as an additive in the food, glass and fiberglass, plastics and agriculture industries.

In addition to limestone, sand and gravel also are important to the area, especially in the production of concrete. In 2009, Holcim built the largest single-kiln line in the world in northern Ste. Genevieve County to take advantage of the excellent limestone aggregate. It is believed the limestone resources in the region are extensive and well suited to meet the capacity and material need now and into the future.

Mississippi Lime as well as Chemical Lime Company (now operating as part of Lhoist North America) are two major suppliers of lime, limestone and other mineral products in the Ste. Genevieve area. Mississippi Lime was founded in 1907 and quickly grew by purchasing Western Lime company and Peerless & Ste. Genevieve Lime Company in the 1930s and 40s. They now operate a large plant on a 1,000+ acre area just west of the city limits. The Lhoist (Chemical Lime) plant was commissioned in 1995. The plant added a hydrator to help with the production of specialty hydrates in 2013.

Closer to the start of its original founding, Ste. Genevieve was an important commercial town for the early stages of mining industry but only for river access. Lead, copper, nickel, cobalt and iron were taken from areas to the west of Ste. Genevieve and loaded onto keelboats, destined for trading posts along the Mississippi and Ohio rivers. In terms of minerals in existence now, there are no known areas of significance though limited deposits of copper, cobalt and nickel were mined in the north central parts of the county in early parts of the late 19th and early 20th

century. There are not believed to be any major metallic or mineral fuel resources in Ste. Genevieve City or County.

Strategic Issues

The following issues have been identified and the following needs exist:

1. On-site inspections should be conducted prior to the issuance of any building permits to ensure that the topography of the area remains suitable for construction and that there is an absence of sinkholes on each individual site.
2. The city work with the state's Department of Natural Resources, Division of Land Survey and Geology, or a similarly qualified firm, to complete a dye-tracing project which will determine the flow of water entering area sinkholes and their eventual point of resurgence.
3. The city of Ste. Genevieve should participate in aerial photography and LiDAR acquisition projects. Current LiDAR allows the city to have high accuracy digital elevation models and generate topography maps of the city at intervals of its choice to provide sufficient data for future engineering and planning for stormwater, wastewater, and sewer line construction.
4. The city should identify and address any outstanding city-wide stormwater runoff issues which were laid out in a recent stormwater analysis the city has received.
5. A written boundary description of the city's legal boundaries should be prepared and marked by a licensed Missouri surveyor.

D: POPULATION

Population characteristics are an important component when developing a city's comprehensive plan. The unique attributes of the city's population must be taken into account due to the implications they have with regard to the future development of a city. A closer look of the previous trends in an area's population will provide an indication of the possible growth that might be expected and the type of developments that will be needed to support future population growth. As a part of this effort, it is also important to calculate population projections in an effort to assess the types of programs and facilities which will be needed to serve those in the future. Certain aspects of the city of Ste. Genevieve's population have been examined further in an effort to offer a basis for calculating the area's future population.

Historic Trends

Dating back to 1850, the city of Ste. Genevieve's population grew every decade until 1980, though there were periods when the growth was more pronounced. For example, between 1940 and 1950, there was a 43.24 percent increase in the city, as the resident count went from 2,787 to 3,992. There was a growth of 30.11 percent from 1920-1930, as the population went from 2,046 to 2,662 while the growth from 1900 to 1910 was 15.23 percent (1,707 to 1,967). These three occurrences mark the three highest decade to decade periods in terms of percent growth. The fourth highest was from 2010-2020, which saw an increase of 13.36 percent. The city's population from 2010 to 2020 went from 4,410 to 4,999.

Major growth from 1940-50 was largely attributed to the post-war baby boom which was common throughout much of the United States and World War II. The U.S. population as a whole grew by 19.1 million from 1940-50 while the state of Missouri saw an increase of 169,989 residents. Missouri overall had its population grow 4.5 percent over the course of that decade. An increase for the city of more than 1,200 residents to be part of Ste. Genevieve's growth was a big deal at the time. All but four U.S. states saw population growth that decade. There were 32 states which had an overall population growth of over 10 percent that decade and the growth over that time in the city of Ste. Genevieve was unprecedented.

In the 12 U.S. Censuses taken from 1910 to 2020, the state of Missouri saw growth of better than 9 percent just twice (9.3 percent in 2000 and 9.2 percent in 1950) while the Midwest Region saw growth of 10 percent or better in five of those 12 counts, though all of them occurred between 1910 and 1960. For the U.S. as a whole, it has experienced double-digit growth in seven of the past 12 census cycles, though just once since 1980 (11.5 percent growth) as the population from 2000 to 2010 grew by 13.2 percent.

Population Characteristics

A historical look at both the city of Ste. Genevieve and Ste. Genevieve County's population growth is included as part of **Exhibit No. D-1 County vs. city**. A similar collection of data with population counts from 1970-2020 are a part of **Exhibit No. D-2 Population Trends, 1970-2020**.

Exhibit No. D-1 County vs. City

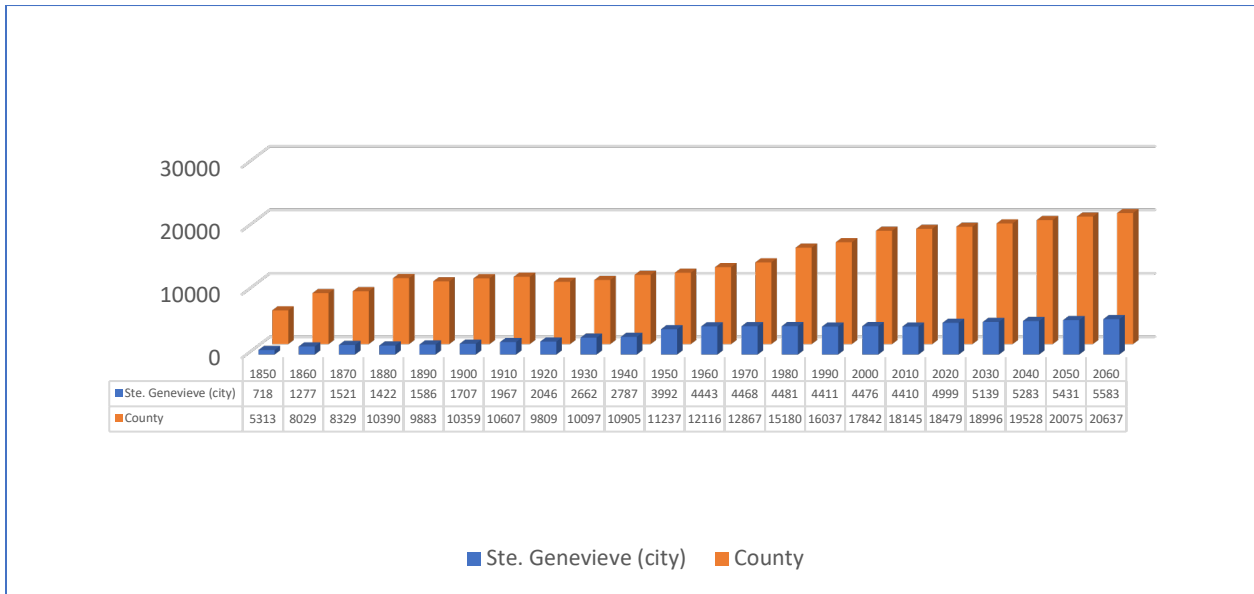
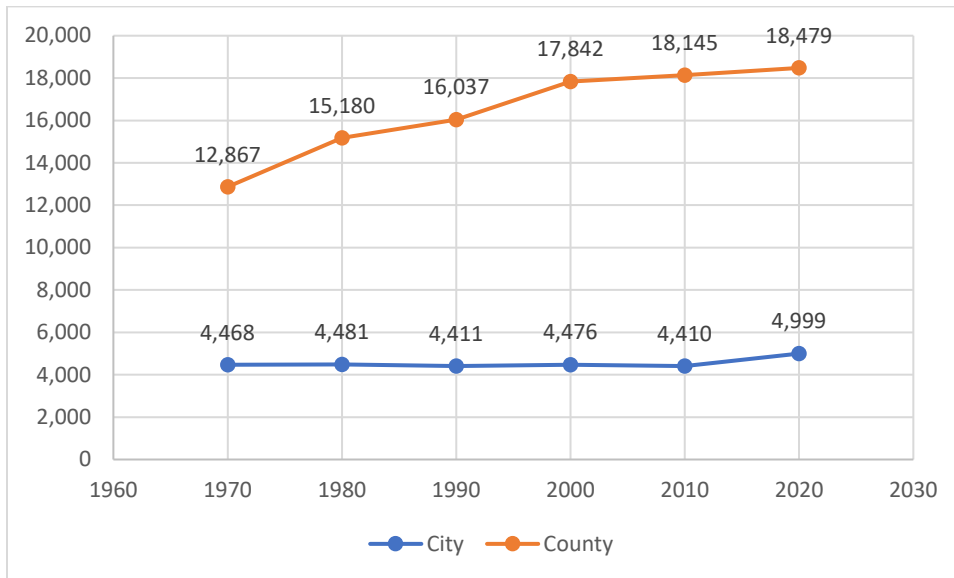


Exhibit No. D-2 Population Trends, 1970-2020



Excluding the city’s 2010-2020 double-digit growth from the 2020 U.S. Census, the more recent population trends – from 1960 to 2010 - have shown little growth for the city of Ste. Genevieve. The growth or decline in every 10-year census was no higher than 1.56 percent and no lower than 1.47 percent as the recorded count of residents from 1960 to 2010 was as follows: 4,443 in 1960, 4,468 in 1970, 4,481 in 1980, 4,411 in 1990, 4,476 in 2000 and 4,411 in 2010.

In 1997, the decline for the city of Ste. Genevieve was attributed to several factors, including a nation-wide decrease in family size, a lack of building sites for new homes within the city and a desire for families to live in proximity to but outside the corporate limits of cities. From 1910-2020 Ste. Genevieve County had a population decrease in just one decade, from 1910-1920, as it decreased by 7.54 percent. Since that time, there have been only two census cycles with population growth in double figures (17.98 percent from 1970-1980 and 11.26 percent from 1990-2000). The growth from 2000-2020 has been much lower as it averaged 1.77 percent over those two decades.

Using this same calculation of averaging the growth (or decline) from the census counts since 1920, the growth over the same period for the city of Ste. Genevieve stands at 2.42 percent though this is factoring in most of the 13.36 percent growth from 2010-2020 and dividing it into those five reporting cycles. Again, while the recent population growth trends for the city have not been that positive – from 1970-2020 the average growth per decade was a negative percentage, -0.14 – albeit a very small one. A growth or decline of that small of a percent equates to a little more than just six residents. Multiply that by 10 and a 1.42 percent change translates to about 62 residents, which isn't a significant change over the course of 10-40 years or longer. Perhaps the most recent percent growth from 2020 of 13.36 percent bodes well for the future. A growth rate of exactly 13.36 percent in 2030 would result in a net gain of 668 residents, putting the total population at approximately 5,667 in less than 10 years. Using the same percentage gain of 13.36 from 2010-20 for the next two decades would put the city of Ste. Genevieve's population at approximately 5,667 in 2030 and 6,224 in 2040. It is unlikely that a growth rate of 13.36 percent would occur as recent trends in both the county and state do not project the total increase to be in double figures in 2030 or 2040, though there have been occurrences in which the city's growth went well beyond the comparisons for the county, state and nation.

It should be noted that as an area's population increases, whether it is a city, county, state or the country as a whole, the larger the starting population, the more difficult it is for any increase or decrease to be a stark change from previous reporting cycles. The percentage increase (or decrease) tends to be flatter and not fluctuate as much.

Ste. Genevieve County's population has continued to increase with every decennial census dating back to 1850 with the exception of just three decades – 1880, 1920 and 2010– though overall it has shown significant positive trends since 1930 with the growth averaging 10.2 percent each decade. Overall, from 1860-2020, the percent growth experienced in Ste. Genevieve County is 13.58 percent. If measured from 1960-2020 that growth figure is at 3.43 percent. The overall resident count in Ste. Genevieve County has surpassed 10,000 every year since 1930 and, if using modest 2.8 percent growth over the next three decades, surpasses 20,000 by 2050.

The city of Ste. Genevieve's population has historically played an important role in the county's population. From 1900-90, the city has comprised between 16.5 percent (1,707 of 10,359 in 1900) and 36.7 percent (4,443 of 12,116 in 1960) though the city's percent of the county population has more recently been on a downward trend. It was 27.5 percent in 1990 (4,411 of 16,037) and down to 24.3 percent in 2010 (4,410 of 18,145) prior to bouncing back in 2020 up to 27.05 percent (4,999 of 18,479). More than 20 years ago, the reduction for the city's percentage

of the county’s overall population was connected to a lack of residential building lots in the city limits as well as a desire of people to reside in a more rural setting, which can come without the restraints often imposed by the ordinances in place in the city. A more detailed analysis with a historical look at the city’s percentage of Ste. Genevieve County’s population is included in **Exhibit No. D-3 City as a Percent of County’s Population**. Another way of looking at this is the county seat as a percentage of the overall county population. **Exhibit No. D-4 County Seat Percentage** provides this, along with a comparison from Perry County, the county seat of Perryville divided into the total population to arrive at the county seat percentage. It is significantly higher in Perryville as of 2020, at slightly more than 45 percent, though that is projected to drop slightly in the next two decades.

Exhibit No. D-3 City as a Percent of County’s Population

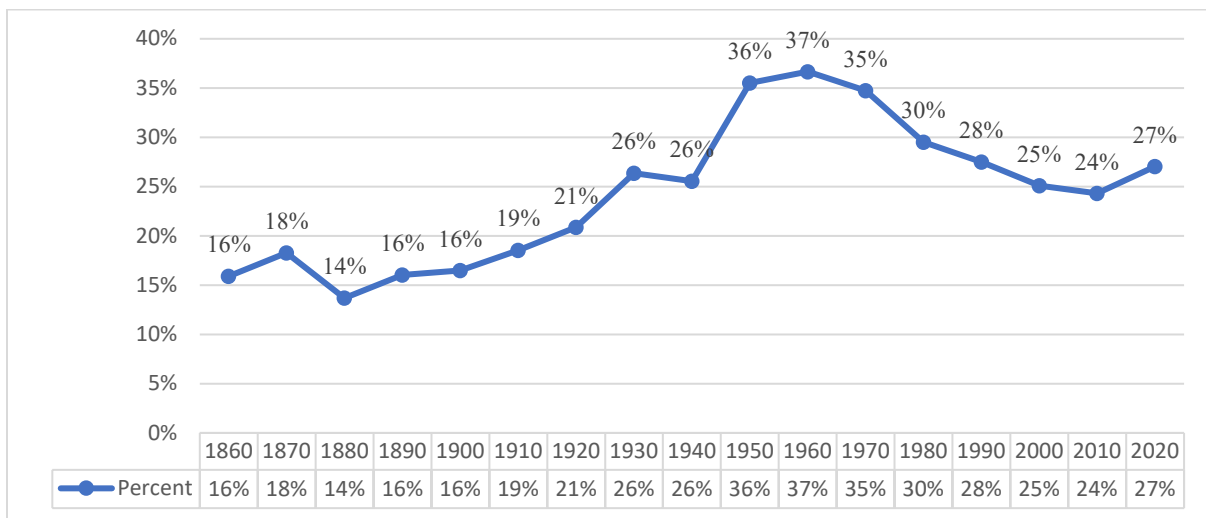
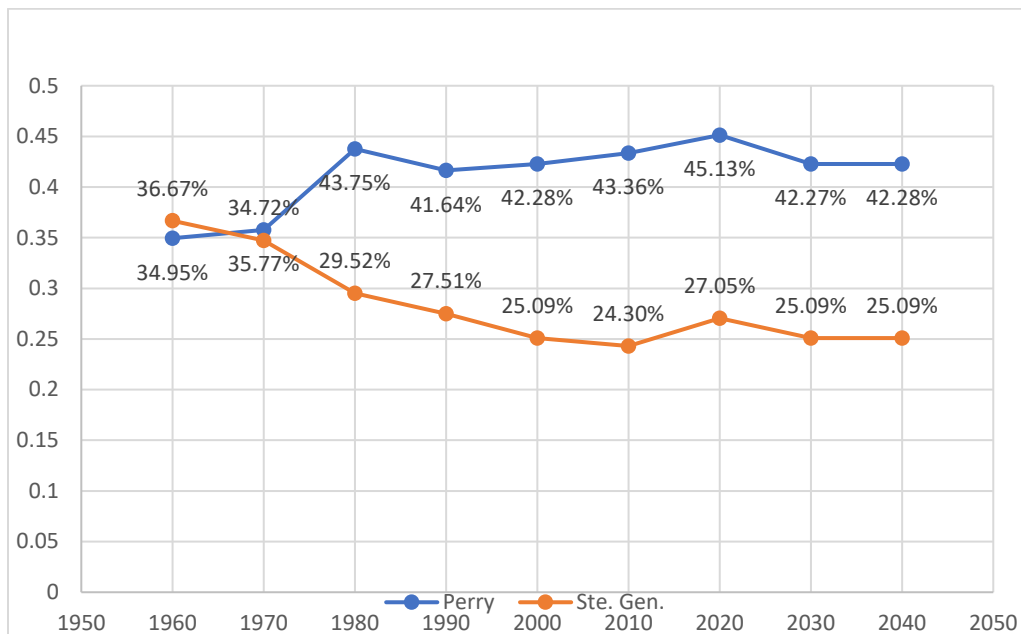


Exhibit No. D-4 County Seat Percentage



The most recent U.S. Census Bureau data for both the city and county in a 2022 estimate listed the city with 5,033 residents and the county at 18,644 residents, which put the city/county percentage at 26.99, a slight movement downward from 2020. Obviously, there are factors on the state and county level, as well as in cities and rural areas that impact growth on an annual basis, though a larger percent increase or decrease likely won't be arrived at unless the data is examined more on a longer-term basis, say in intervals of every five, 10 or 20 years.

Overall, the U.S. population grew at its slowest pace in 2021 than in any other time since the birth of the country. It was estimated that the 2020-2021 growth was just 0.1 percent due in part to the COVID-19 pandemic. Slower population growth is not a new topic of conversation. It has been a trend for several years, largely attributed to a decreasing fertility rate and a drop off in net international migration, which has been combined with an increasing mortality rate caused by an aging population. Another way of looking at this is that nationwide, since the mid-2010s, the total birth and net international migration amounts have been trending downward while deaths have been on the increase.

Exhibits No. D-5 and D-6 are provided to show a comparison of just how the city of Ste. Genevieve's recent population growth or decline with other cities of similar size, the first chart detailing a long historical (from 1930-2020) municipal population growth while the second chart is limited to 1990-2040.

Exhibit No. D-5 Population Comparison, 1930-2020

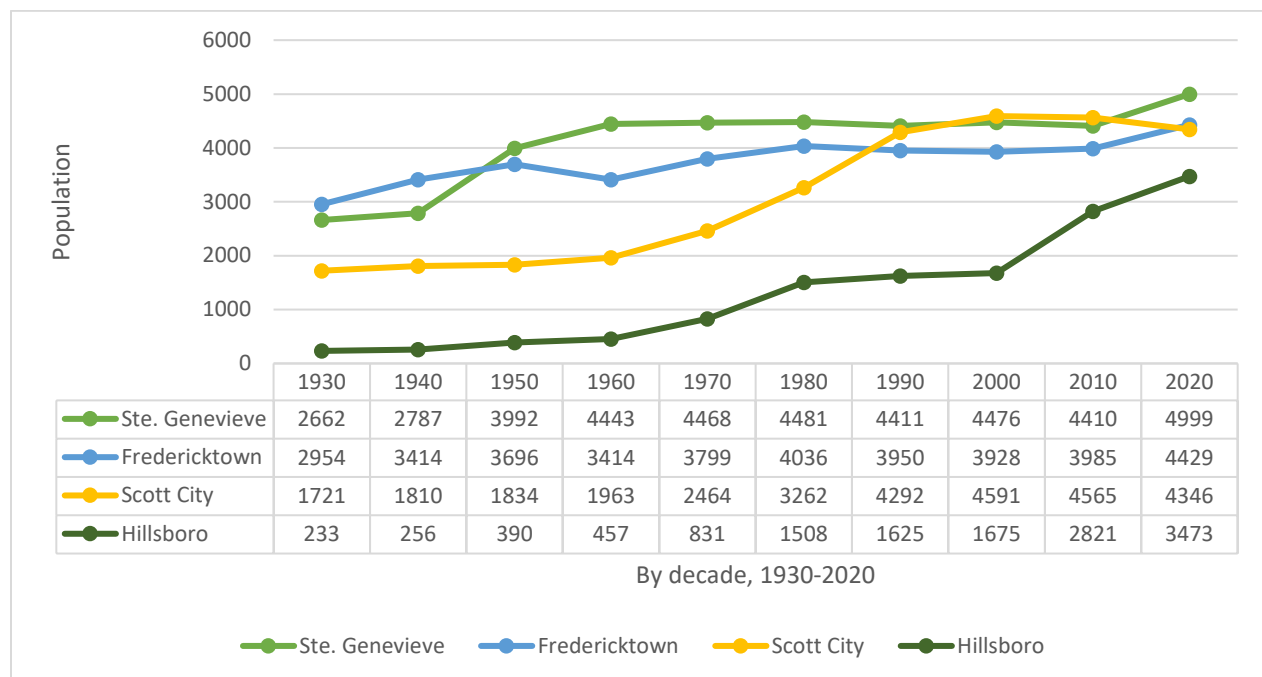
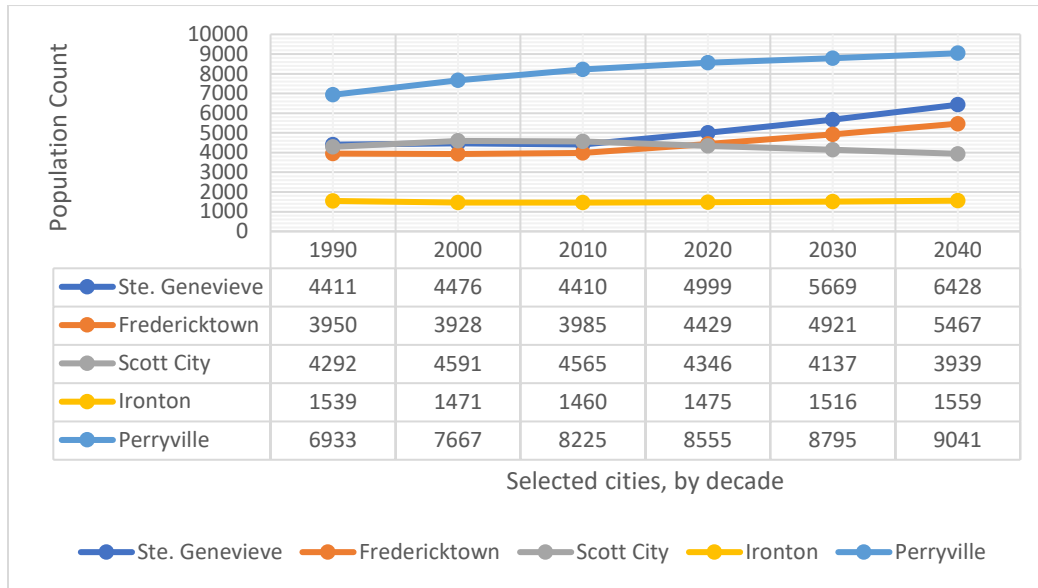


Exhibit No. D-6 Population Comparison, 1990-2040



Exhibits No. D-7 and D-8 show just how the city of Ste. Genevieve compares in terms of population growth or decline with Ste. Genevieve County, the state of Missouri and the country. The shorter timeframe may be a better perspective on more recent population trends.

A sustained population loss is viewed as incompatible with economic growth. A decrease in people leads to a reduction in business activity, labor shortages and a changing age imbalance which could lead to senior citizens not having enough caregivers. Promoting a healthy birth rate and possessing a welcoming attitude toward newcomers or immigrants would go a long way toward maintaining positive population growth.

Exhibit No. D-7 Percent Change in Population, 1900-2020

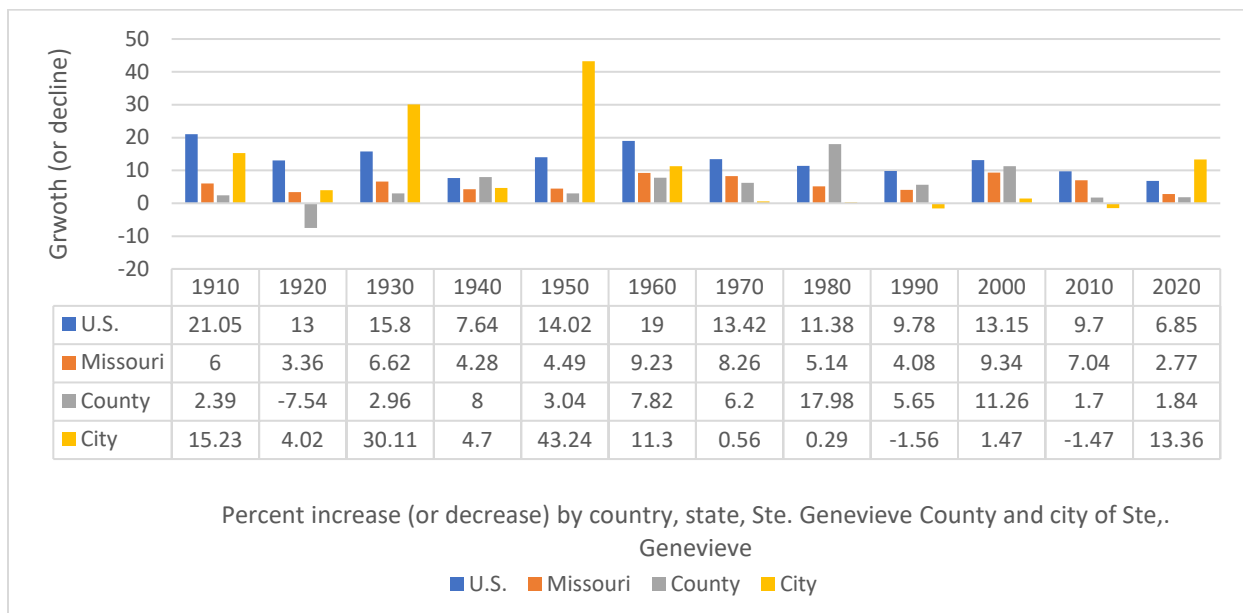
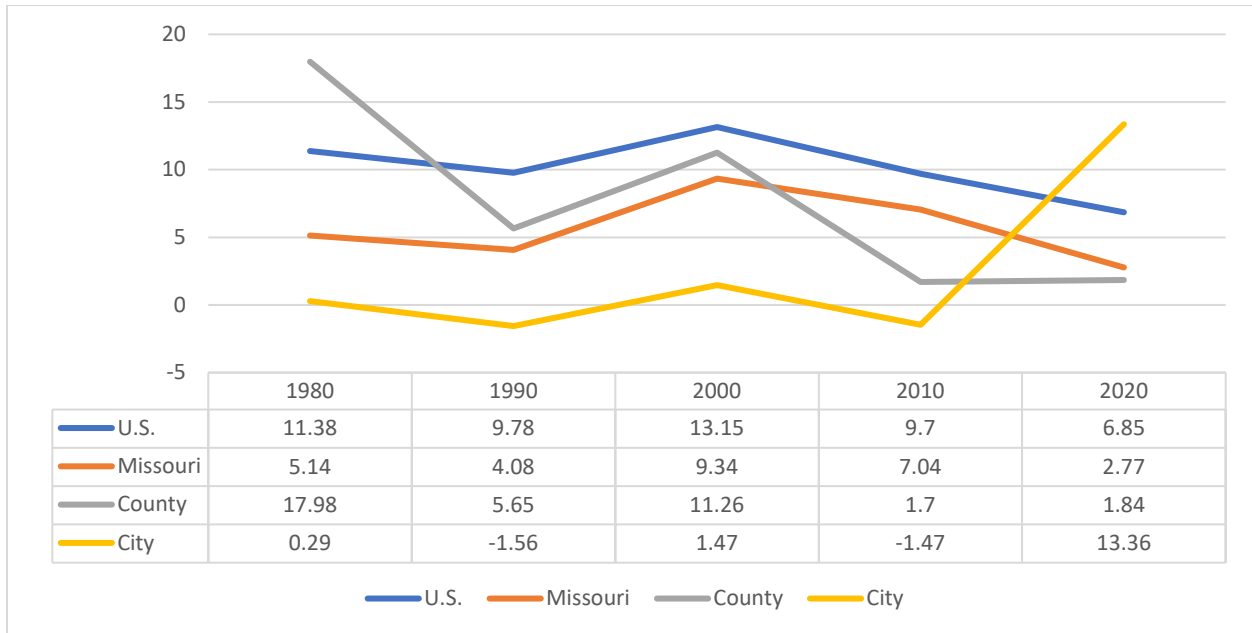


Exhibit No. D-8 Population Growth/Decline, 1990-2020

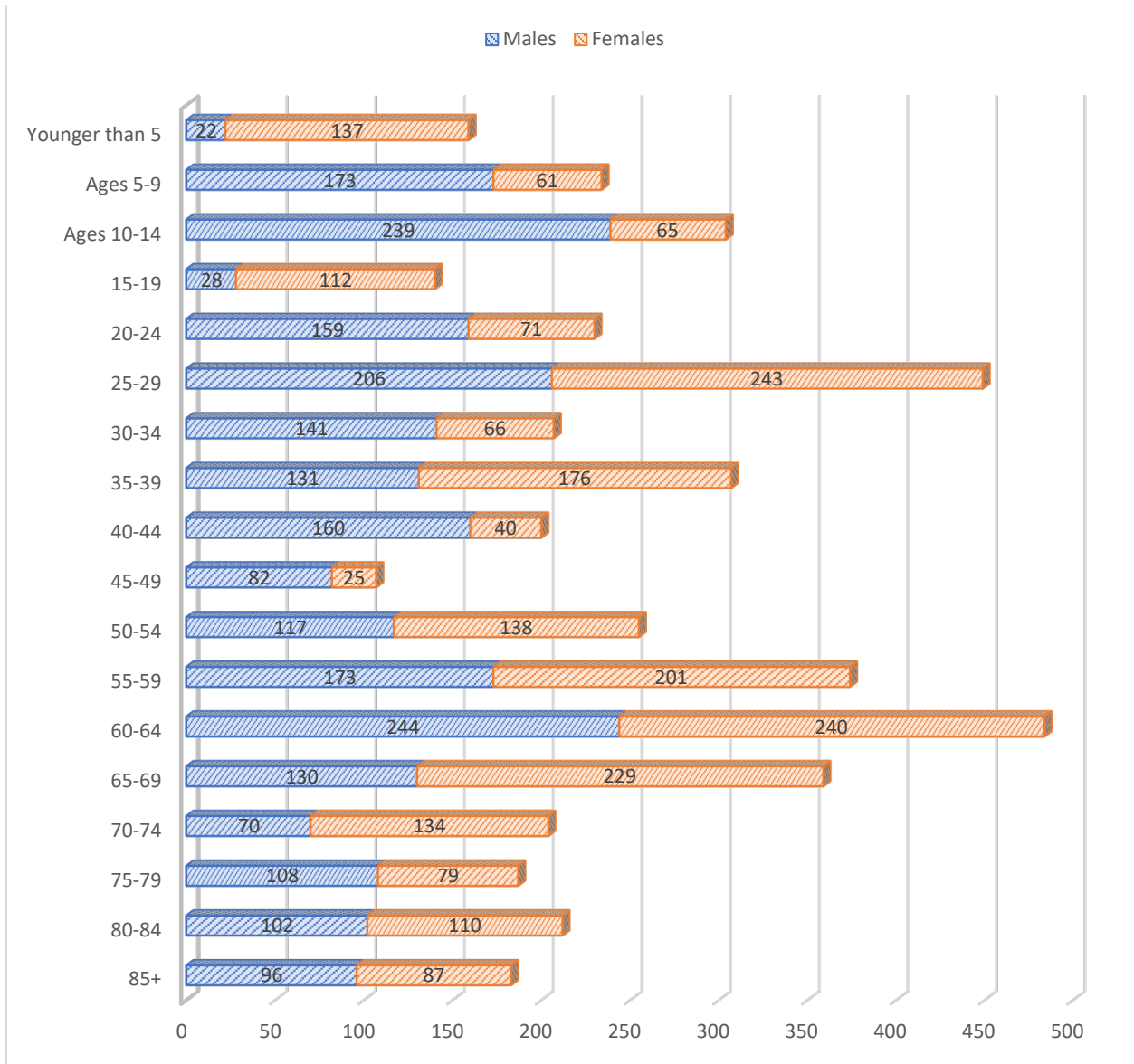


The more recent trend of an aging population will have long-term impacts for the city well into the future. It will likely require the city to offer more resources and services for the senior population and perhaps further evaluate and examine the services which are offered to younger age categories.

In looking at census data from 1980, a total of 12.2 percent of the city’s population was 65 and older. By 2020, the percentage of the population 65 and older had nearly doubled, increasing from 12.2 to 23.7 percent. The most recent data on age cohorts, from a 2021 U.S. Census estimate, is included in **Exhibit No. D-9 Population Age Cohorts**.

As of the 2010 census, the city of Ste. Genevieve had 44.9 percent of its male population between ages 25-54 while 35.6 percent of females were in the same age cohort. The breakdown is flipped as the population ages as 19.9 percent of males were 65 and older. For females, it was a much higher figure – 27.5 percent were 65 and older. In the 2020 census data, the Ste. Genevieve aging population is on a similar trajectory. An estimated 35.5 percent of males were between 20-44 while 34.9 percent of females were in the 25-54 age category. As for the present senior population, there were 26 percent of females aged 65 and older as of 2020. For males, it was slightly lower, coming in at approximately 19.7 percent. Nationwide, an estimated 16.9 percent of the country’s population was 65 and older in 2020 while in a 2021 U.S. Census Bureau estimate, the state of Missouri’s percentage of residents ages 65 and older was 17.6 percent. This was up from 17.2 percent in a 2019 census estimate.

Exhibit No. D-9 Population Age Cohorts



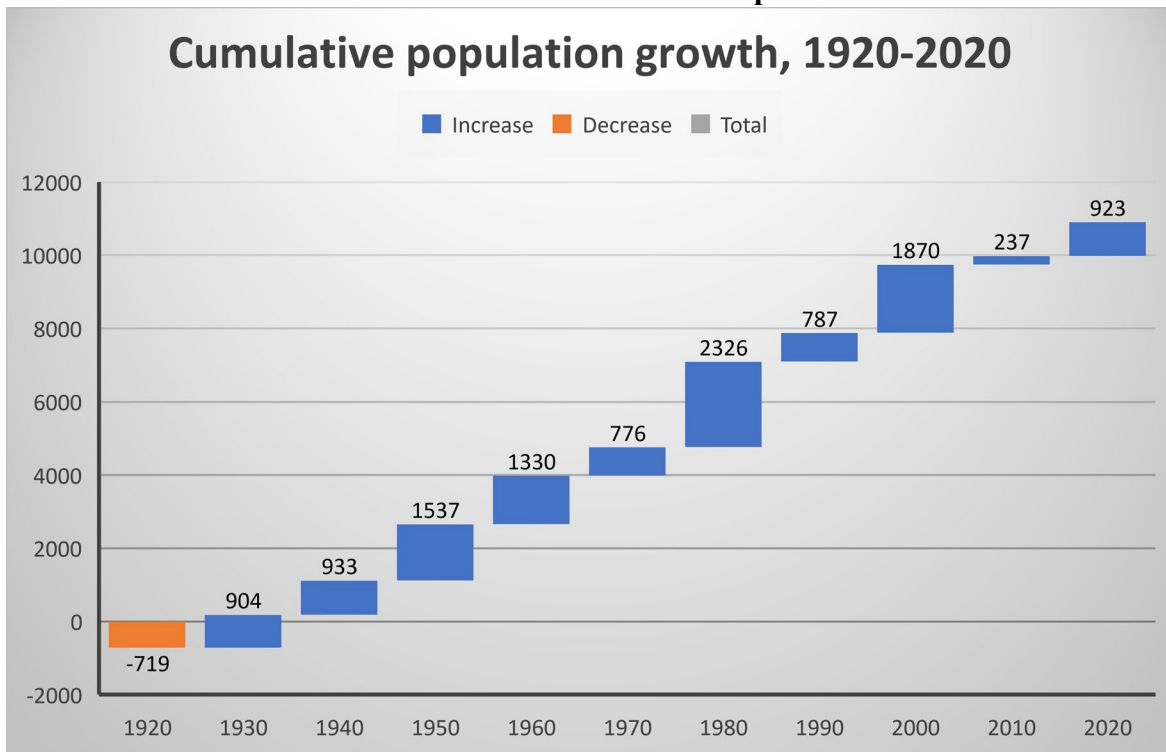
The upcoming change in population may impact tax issues for older residents which may be on fixed incomes in the future. In addition, a need still exists for senior housing. It is not uncommon for senior citizens who move to congregate or townhome type housing to give up larger homes. The hope is that younger families will move in, remodel and occupy those older homes and, in turn, add to the area’s population.

From 1920-2020, the population in the city of Ste. Genevieve went from 2,046 to 4,999. While the city’s population is on the cusp to surpass the 5,000 mark, it has been very stable, staying between 4,443 and 4,410 for six consecutive census cycles. By comparison, the county has gained residents every decade from 1930-2020. The cumulative growth for both the county and the city is 10,904 residents from 1920-2020, nearly doubling since 1940. Over the course of the past 90 years, the county has added between 237 and 2,326 residents each decade – an average of

about 1,162 people per decade. Four census counts have shown increases above this threshold while six census counts were below this amount. As the population inches closer to 20,000 within the county, the percent increase per decade may not be as high but it is a positive sign to see the city seemingly break out of the more recent census trend of staying close to approximately 4,400 residents.

One helpful way of looking at the population changes over the years is a cumulative overview from the decade by decade census counts and then adding (or in certain cases, subtracting) the total population change which occurred every 10 years. **Exhibit No. D-10 Cumulative Population** shows the county had a net gain of more than 10,500 residents over the past 100 years, though the growth in any specific or particular decade ranged from a low of 237 (2010-2020) to a high of 2,326 (1970-80). This does not take into consideration a reduction in overall county population from 1910-1920 which was reflected with a drop of 719 residents for the 1920 U.S. Census reporting cycle.

Exhibit No. D-10 Cumulative Population



Population Estimates

The compilation of future population estimates is done to help the city of Ste. Genevieve determine where it stands at the present time and how it projects for the future. In **Exhibit No. D-11-Population Projections 2020-2040**, the chart outlines growth from four distinct perspectives:

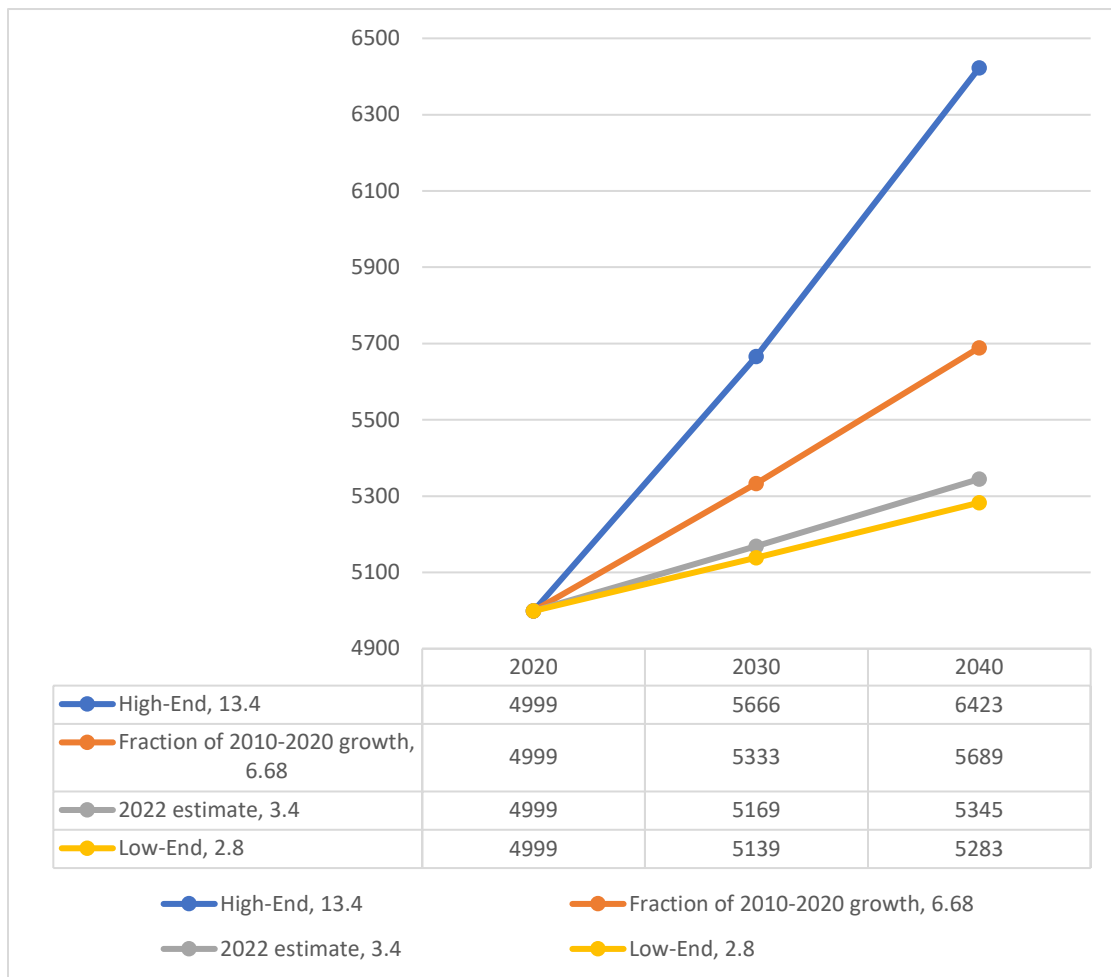
1) 13.35 percent growth – the same rate as the city’s increase from 2010-2020; this is viewed as the “high-end” model, putting the resident count at 6,423 as of 2040;

2) A second method is to put the city’s growth from both 2020-30 and 2030-40 at about half of the growth from 2010-2020. This is projected at 6.68 percent;

3). The third line moves forward the estimated growth of 3.4 percent from 2020-22 for the remainder of the decade, then uses this same growth from 2030-2040, putting the 2040 resident total at 5,345;

4) The fourth estimate projects the growth of the city at 2.8 percent, the same rate the state of Missouri grew from 2010-2020.

Exhibit No. D-11 Population Projections 2020-2040



Earlier attempts at calculating percentage growth started with the previous census counts from 1990 and 2000. This most recent projection started with the counts provided for 2020. These projections may appear to be underselling the growth a little, but a jump to the “high-end” estimate of 6,423 would be a significant increase. It should be noted that it took several decades for the city to go from around 4,400 to around 5,000.

Estimating a growth rate of 13.35 percent or higher is not likely for 2030 and 2040 though the possibility does exist that the city could experience a high level of growth. However, if taking the

lower estimates into account, none of them surpass 5,200 for 2030 or 5,400 for 2040. Using the four models in place now, the range of the four population estimates over the next two census reporting cycles is between 5,139 and 5,666 in 2030 and between 5,283 and 6,423 in 2040.

Strategic Issues

1. Continue to look for potential areas for annexation and future developable properties which can be reserved for the construction of new single-family housing units, retail businesses, and/or industrial uses.
2. Continue working to attract new business and industry to increase employment opportunities and encourage movement into the community as a place of permanent residence.
3. Seek ways to incorporate additional options for congregate or group housing for the elderly and senior citizens.
4. Seek ways to provide the necessary funding options and long-term strategies for the development and building of the proper infrastructure of any annexed regions.

E: ECONOMIC ANALYSIS

A local economy is based upon many different factors. The overall health of the economy typically depends on the interaction of each sector. Originally established by the French as a point to ship mined lead, the local economy, and thus, the economic base, has undergone a series of shifts in the years and decades since then. In the late 1970s, the three focal points of the Ste. Genevieve area economy included: 1) manufacturing; 2) agricultural; and 3) commercial sectors.

One major change between the city's 1997 comprehensive plan and today is the advent of almost constant internet usage. America – both at the work force and at home – has gone more digital and along with that comes the challenges of a newer, more modernized and connected world. This has had major impacts on all areas of life. Initially, there was a slight delay in the places which had the capability for broadband service. In its infancy, the internet and its infrastructure were much stronger in cities and larger metropolitan places, which often left smaller, and more rural-based communities behind. That divide has lessened in the past couple of decades, and is actively being worked on to be closed.

Ste. Genevieve – city and county – for years has served as the center from which much of the produce is shipped and also where a large amount of the farming supplies and other agricultural-related implements are bought. This segment of the economy – agriculture and farming – continues to be an important part of the region. While the numbers of total farms may be down, the amount of acreage devoted to farm-related activities remains close to what it was several decades ago. Another point that should be taken into consideration is that while there may be fewer farms and not as much land devoted to farming as in previous generations, the overall value of products by agricultural producers has continued to increase dramatically – reaching all-time highs in the most recent Census of Agriculture report and likely to keep increasing.

Manufacturing jobs in 2023 accounted for 1,486 of Ste. Genevieve County jobs, according to Lightcast. This was a 6 percent increase from 2018 and a net gain of 88 jobs. Manufacturing was the top job industry in the region, followed by: government, 1,208; retail trade, 592; construction, 571; and health care and social assistance, 531. An initial or preliminary look showing health care just fifth overall and no tourism-related jobs among those with the most people working may come as somewhat of a surprise. With people living longer and the focus on rural tourism in the city as well as Ste. Genevieve County, these two job categories are likely to see increases in the near as well as long-term future.

In a comparison of three of the top industry sectors in Ste. Genevieve County, manufacturing far outpaces both mining/quarrying and retail trade by a substantial margin. This is evidenced by the attached chart, **Exhibit No. E-1 Top Industries, By Earnings**.

Exhibit No. E-1 Top Industries, By Earnings and GRP

Industry	Earnings (2022)	Gross Regional Product
Manufacturing	\$110.2 million	\$314.7 million
Retail Trade	\$24.7 million	\$40.8 million
Mining/Quarrying	\$16 million	\$39.2 million

Manufacturing earnings were a reported \$110.2 million in 2022. Retail trade produced earnings of \$24.7 million in 2022 while mining/quarrying produced a total of \$16 million in earnings in 2022, according to Lightcast. Another way of looking at this economic impact is to assess each of the industry sector's gross regional product. Again, manufacturing (\$314.7 million) is far and away ahead of both retail trade (\$40.8 million) and mining/quarrying (\$39.2 million).

In total, there were 14 job categories which employed more than 140 people in 2023, according to Lightcast Data. After the manufacturing, government, retail trade, construction and health care/social assistance numbers are taken into consideration, other jobs that generate a substantial number of employees in the area, according to Lightcast, include: accommodation and food services (528); other services (353); transportation and warehousing (328); mining, quarrying and oil and gas extraction (231); finance and insurance (193); wholesale trade (189); agriculture, forestry, fishing and hunting (168); administrative and support and waste management and remediation services (147).

Another tool in the industry table compiled by Lightcast is "employment concentration." A detailed chart on this can be found as part of **Exhibit No. E-4**. This tabulation, also referred to as an employment quotient, quantifies the total concentration of the number of employed workers in a given region relative to what the national average is for that job category. Using this measurement can provide insight into certain sectors of the economy which are unique specific to that region or community in comparison to the national average. A score, or calculation of 1.0 in this analysis is considered normal or average, so an employment concentration of 2.0 or higher would give the expectation that a job in that particular field has twice as many as a normal market area. The top job employment concentrations for 2023 in Ste. Genevieve and its surrounding area included: mining, quarrying, etc. (9.67); manufacturing (2.78); and agriculture, forestry, fishing and hunting (2.07).

Economic Base

As with most economic indicators, a variety of statistics and data points can be used to measure the overall condition of an area or region's ability to produce goods and services – essentially the simplest definition of an economy - is about how it relates to a specific community or demographic region.

There are 13 separate employers in Ste. Genevieve region that have 50 or more people working for them. This ranges from Mississippi Lime Co. (543) down to Vern Bauman Contracting (50).

The people employed locally are a driving force to the local economy – for both the city and the county. The success of area businesses leads to the overall enjoyment and betterment of the community.

Exhibit No. E-2 Major Employers by Number of Employees

<u>Major Employers</u>	<u>Number of Employees</u>
Mississippi Lime Co.	543
Ste. Genevieve County Memorial Hospital	325
Ste. Genevieve R-II School District	266
Holcim Cement	243
Tower Rock Stone	193
Bloomsdale Excavating	140
Ste. Genevieve Community Center (w/ waterpark)	110
Ste. Genevieve County	105
Ste. Genevieve Industries	90
Rozier’s Country Mart	74
Eric Scott Leather	70
Lhoist North America	52
Vern Bauman Contracting	50

(Source: Ste. Genevieve Chamber of Commerce, February 2024)

Another way of assessing the economic conditions of an area is to review the different types of industry that are in business. As of 2021, there were 14 separate and distinct industries employing 50 or more people in Ste. Genevieve County, according to Lightcast. The specific breakdown is included below as part of **Exhibit No. E-3 Number Employed by Industry**. A collection of manufacturing, retailer and service providing jobs comprise a rather large segment of the area job market. In addition, health care and hospitals make up a large component as well as employment which is related to tourism.

While tourism may not pay as well as the manufacturing, retailer-focused or hospital and health care professions, it is still an important part of the area’s economic background. Agriculture, which will be discussed in further detail later in this section, also plays an important role.

Exhibit No. E-3 Number Employed by Industry – (Those with 50+ employees)

Industry	2021 jobs
Lime manufacturing	657
Education	549
Local government	456
Full-service restaurants	242
Crushed, broken limestone	226
Ready-Mix concrete	212
Site preparation contractors	200

Nursing care facilities	162
Religious organizations	126
Animal production	111
Supermarkets Plus Grocery	96
Commercial banking	80
Federal government, military	57
Masonry contractors	52

Source: Lightcast Data Collection

Another way of assessing the existing condition of the area’s economy is to view specific job categories along with the average annual salary. Lightcast data for 2020 reveals 51 separate employer categories which had 25 or more people work for them.

Local, state and federal government are a part of every community. Those categories won’t ever be eliminated but the overall division or makeup in the city or county could fluctuate. Other categories that appear to be firmly entrenched in the region are schools, health care centers and hospitals. There is always a need for employment in education as well as a variety of other service-related jobs.

Beyond that, there is no guarantee that a city or region will employ an individual in a certain type of job. The more diversified the jobs in a specific area or region, the less chance of a downturn or market collapse in a few key industry sectors having a major impact on the entire region’s economy. A listing of all the job categories in the county with 25 or more employees is presented below as part of **Exhibit No. E-5 Industries in Ste. Genevieve County Plus Average Earnings**. This chart is listed by the classification of the NAICS code. All but three of the 51 job classifications also have the average annual earnings for that particular job. Overall, of the job categories listed, the average annual earnings were \$64,346.

In the North American Industry Classification System (NAICS), all economic activities are divided into 20 distinct sectors and the first two digits represent a general category of economic activities. The top jobs in the Ste. Genevieve region based on employment concentration are listed as part of **Exhibit No. E-4 Employment Concentration/Quotient**.

Exhibit No. E-4 Employment Concentration/Quotient

NAICS	Description	2022 Jobs	2023 Jobs	Change	Employment Concentration	Avg. Earnings Per Job
21	Mining, Quarrying.	215	231	+16	9.67	\$95,119
31	Manufacturing	1,458	1,486	+28	2.78	\$89,045
11	Agriculture, Forestry	169	168	-1	2.07	\$49,922
23	Construction	565	571	+6	1.44	\$70,955
22	Utilities	32	33	+1	1.41	\$95,333
90	Government	1,183	1,208	+25	1.22	\$67,111
48	Transportation	329	328	-1	1.09	\$96,443
81	Other Services	359	353	-6	1.04	\$27,914

Source: Lightcast Data

In addition to the top industries in terms of 2023 employment concentration, a few other notable industries, along with their total 2023 jobs, average earnings per job and gross retail product, include: retail trade, 592 jobs, \$45,162 average annual earnings per job; wholesale trade, 189 jobs, average annual earnings of \$65,958 per job. The employment concentration, which is also referred to as the location quotient, lists the approximate concentration of employed individuals in a specific region relative to the national average for this job. This figure often tells a great deal about the characteristics that make a particular job or industry unique or special to a certain place in comparison to the national average. For mining, quarrying, and oil and gas extraction to receive a 9.67 rating in this metric explains a great deal of the Ste. Genevieve area's strength in its mining and quarrying industry. A number that high means that there are more than nine times as many jobs in that particular industry sector compared to the national average. Further down the line, manufacturing (2.78) and agriculture, forestry, fishing and hunting (2.07) provide more than twice as many jobs as the national average. Another notable finding is that earnings in manufacturing accounted for \$110.2 million in 2022 with a gross regional product of approximately \$314.7 million, which was highest in the area.

Exhibit No. E-5 Industries in Ste. Genevieve County Plus Average Earnings

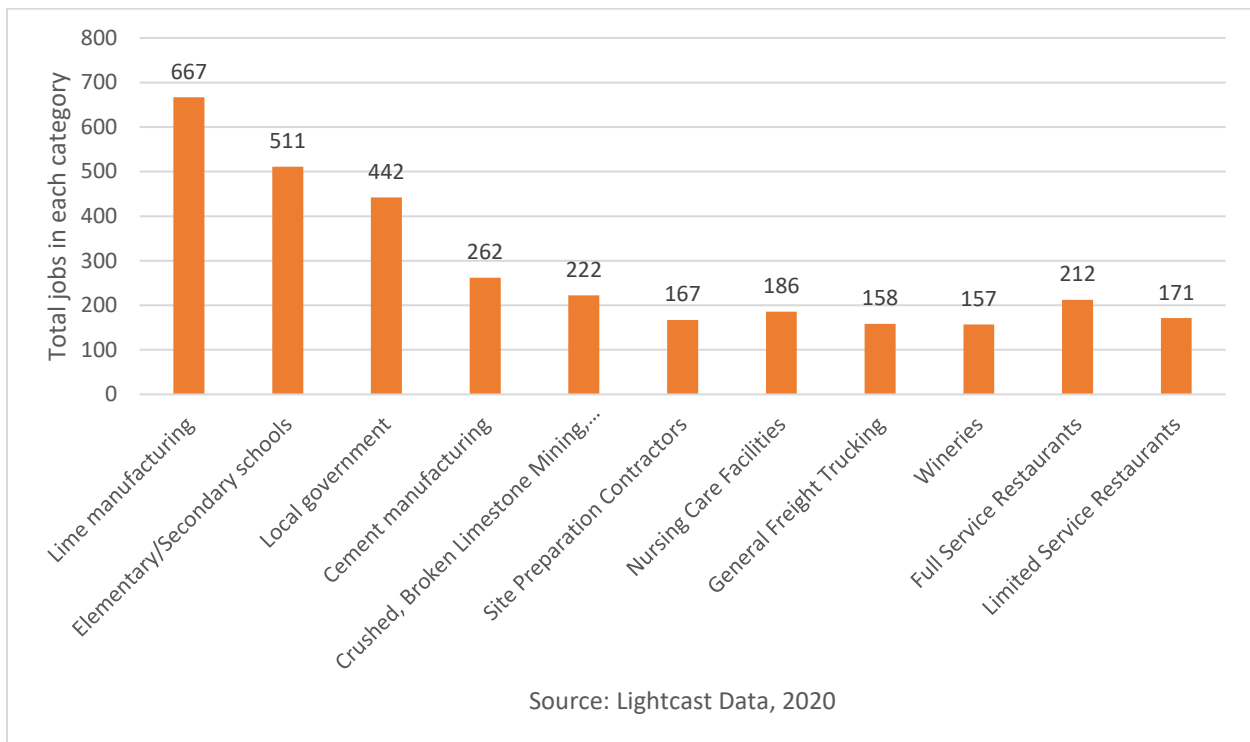
Job category	2020 Employment	Average Earnings
Crushed & Broken Limestone Mining, Quarrying	222	\$95,874
Animal Production	110	\$48,263
Crop Production	47	\$57,348
New, single family housing construction	50	\$49,903
Residential remodelers	29	\$40,420
Masonry contractors	45	\$66,919
Electrical contractors & Other Wiring Installation Contractors	54	\$77,410
Plumbing, Heating, Air Conditioning Contractors	26	\$54,705
Site Preparation Contractors	167	\$87,738
All Other Specialty Trade Contractors	40	\$60,542
Wineries	157	\$42,530
Other Leather, Allied Product Manufacturing	48	\$65,323
Wood Container, Pallet Manufacturing	36	\$47,619
Toilet Preparation Manufacturing	40	\$118,767
All Other Plastics	28	\$86,609
Cement Manufacturing	262	\$91,187
Lime Manufacturing	667	\$109,279
Wood Kitchen Cabinet, Countertop Manufacturing	28	\$57,190
Dental Equipment	26	Insufficient Data
Brick, Stone & Related Construction Material Merchant Wholesalers	36	\$44,170
Farm, Garden Machinery & Equipment Merchant Wholesalers	27	\$48,185
Recyclable Material Merchant Wholesalers	37	\$86,485
Wholesale Trade Agents, Brokers	35	\$99,883
Nursery, Garden Center, & Farm Supply Retailers	26	\$35,123
Supermarkets & Other Grocery Stores (not convenience)	104	\$35,359
All Other General Merchandise Retailers	32	\$28,122
Gasoline Stations With Convenience Stores	118	\$40,218
Other Gasoline Stations	30	\$44,857
Rail Transportation	26	\$100,782
General Freight Trucking Long Distance, Truckload	158	\$106,571
Port, Harbor Activities	27	\$70,476
Insurance Agencies, Brokerages	115	\$56,939
Temporary or Help Services	28	Insufficient Data
Landscaping Services	48	\$40,805
Offices of Physical, Occupational & Speech Therapists, Audiologists	47	\$50,974
Outpatient Mental Health & Substance Abuse Centers	27	\$42,127
Home Health Care Services	28	Insufficient Data
Nursing Care Facilities	186	\$44,813
Assisted Living Facilities For The Elderly	27	\$41,023
Child Care Services	45	\$24,327
Hotels/Motels	34	\$23,140
Full Service Restaurants	212	\$18,752
Limited Service Restaurants	171	\$18,410
Beauty Salons	26	\$28,044
Religious Organizations	131	\$21,199
Civic, Social Organizations	27	\$11,750
Federal Government, Military	59	\$26,683
State Government	41	\$52,050
Elementary/Secondary Schools	511	\$73,555
Hospitals	45	\$69,863
Local Government	442	\$66,163
Total categories (55)	6,469	\$64,346

Eleven of the county’s NAICS job categories account for approximately 48.7 percent (3,155 of 6,469) of Ste. Genevieve County jobs, according to Lightcast. The industry breakdown includes: lime manufacturing, 667; elementary/secondary schools, 511; local government, 442; cement manufacturing, 262; crushed, broken limestone mining, quarrying, 222; full service restaurants, 212; nursing care facilities, 186; limited service restaurants, 171; site preparation contractors, 167; general freight trucking, 158; and wineries, 157. This is all presented as part of **Exhibit No. E-6 Employment Categories**.

Of the industries with the most jobs in the county, the range of average earnings is the following: lime manufacturing, \$109,279; general freight trucking, \$106,571; crushed/broken limestone mining, quarrying, \$95,874; cement manufacturing, \$91,187; site preparation contractors, \$87,738; elementary/secondary schools, \$73,555; local government, \$66,163; nursing care facilities, \$44,813; wineries, \$42,530; full service restaurants, \$18,752; and limited service restaurants, \$18,410.

In addition to the variation in different job categories, another consideration is the average earnings for these top employment categories. Excluding the three categories with “insufficient data” for the average earnings in **Exhibit No. E-5**, there are seven jobs which have an average earnings figure of \$90,000 or higher. These include two which are very specific to the Ste. Genevieve region: lime manufacturing, \$109,279 and crushed and broken limestone mining, at \$95,874.

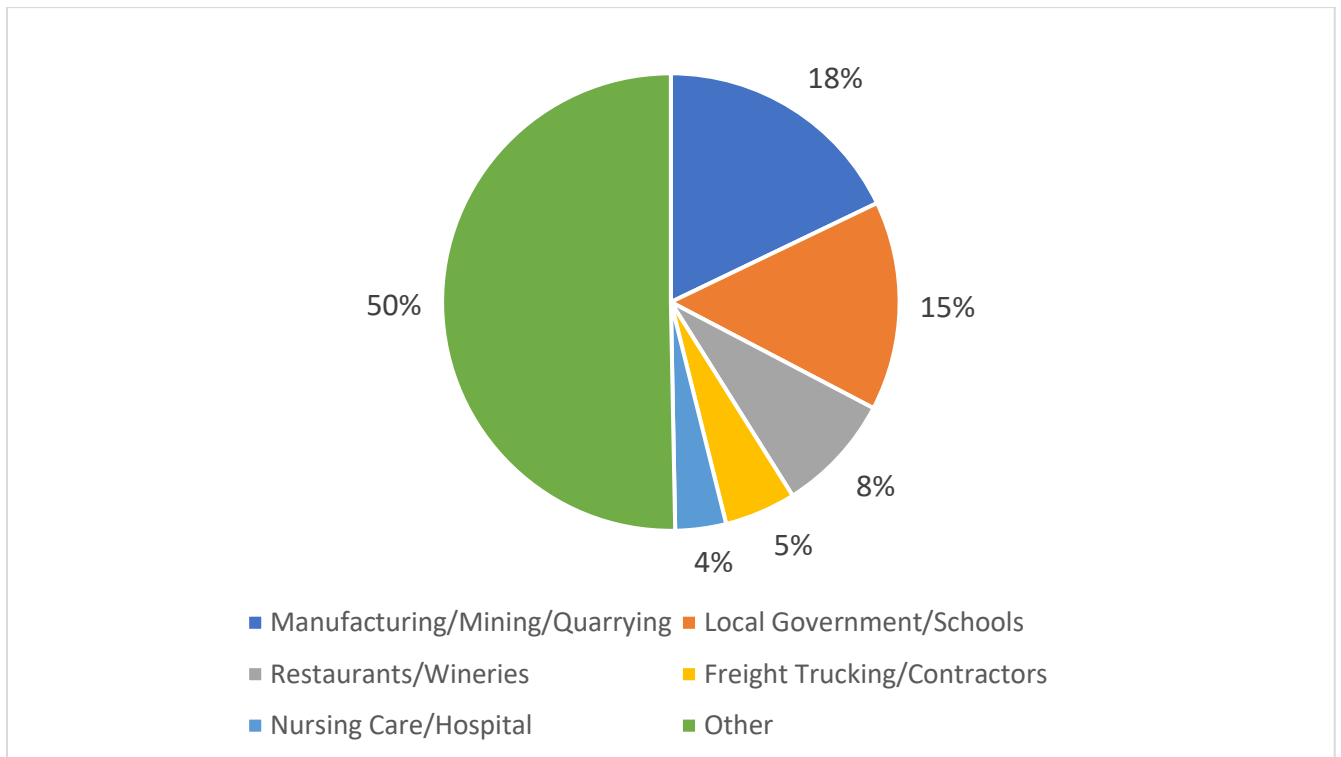
Exhibit No. E-6 Employment Categories



Adding hospital jobs to the nursing facilities total and contractors to the freight/trucking category - there are approximately five industry groups that make up half of available jobs in Ste. Genevieve County. The official breakdown on this, shown as **Exhibit No. E-7 Employment by Various Industry Groupings**.

It is encouraging to see manufacturing make up such a significant portion of the region’s employment, though if more job categories which were related to the commercial industry were included, this would drop the manufacturing percentage down. With tourism and historic preservation continuing to provide an important component to the city’s economy, it also is a positive sign to see nearly 20 percent of the area’s jobs devoted to this industry grouping. Perhaps one of the surprising findings in devoting a chart to these five specific job categories is that the healthcare fields of nursing care/hospital was only at 7 percent (231 of 3,200 jobs).

Exhibit No. E-7 Employment by Various Industry Groupings



Regional Economic Summary

Ste. Genevieve County is part of the Southeast Missouri region for the state of Missouri’s Economic Research and Information Center. Research in this area provides a glimpse of the present labor force as well as several projections for the next several years. While data does not specifically look at the city of Ste. Genevieve, the countywide comparisons provided valuable insight on where Ste. Genevieve stands now and what the labor market could look like in the future. Overall, besides Ste. Genevieve, the region includes 13 counties in southeast Missouri,

including Perry, St. Francois, Iron, Madison, Bollinger, Cape Girardeau, Stoddard, Scott, Mississippi, New Madrid, Pemiscot and Dunklin counties.

For September 2022, the latest that data was available for the local civilian labor force in each county, the labor force was a reported 9,343 in Ste. Genevieve County, with 9,197 individuals employed, for an unemployment rate of 1.6 percent. This was tied for second-lowest in the 13-county region along with Cape Girardeau County. Perry County, which posted a 1.5 percent unemployment rate, was the lowest. The research takes a more long-range approach and attempts to show major occupation group projections for the Southeast region for 2020-2030. Overall, the labor force in this 13-county region is projected to grow at about 2.8 percent, from 149,722 (2020 figure) to 153,836 by 2030, an increase of 4,114 employees. Obviously, this is accounting for a combined growth over the course of all counties to collect that new 2030 figure.

The occupations viewed to have the most growth potential – 5 percent or better from 2020-2030 - in this specific region are: food preparation (12.7 percent, plus 1,525); architecture and engineering (9.2 percent, plus 96); computer/mathematical occupations (8.3 percent, plus 108); legal occupations (7.8 percent, plus 32); transportation/material moving occupations (7 percent, plus 970); health care support occupations (5.7 percent, plus 797); and business/financial operations (5.5 percent, plus 270).

Another notable finding from the state’s Economic Research and Information Center, shown in **Exhibit No. E-8**, is that Ste. Genevieve County reportedly had the highest average annual wages in 2021 (\$49,114); ahead of both Cape Girardeau (\$46,406) and Scott (\$43,168) counties. Ste. Genevieve County’s average wage of \$49,114 was 54.5 percent higher than last place Dunklin County. Perhaps more surprisingly, though, is that Ste. Genevieve County was \$12,613 higher than St. Francois County (+29.5 percent) and \$6,773 higher than Perry County (+14.8 percent). The state of Missouri’s average for annual wages in 2021 was \$56,456 while the Southeast region average stood at \$41,353. Ste. Genevieve County stood at 13.9 percent below the state average while the Southeast region underperformed the state average by 30.9 percent.

Ste. Genevieve County was second among the 13 measurable counties in the percentage of employees with an associate’s degree or better, at 28 percent. This was behind only Cape Girardeau County (37.4 percent) and slightly ahead of Perry County (27.1 percent). In a comparison of other counties that Ste. Genevieve County borders, it is 3.26 percent higher than Perry County and 21.8 percent higher than St. Francois County (22.5 percent). Overall, 25.3 percent of those in the 13-county workforce have an associate’s degree or better.

Exhibit No. E-8 Average Annual Wages by County, 2020

County	Annual Average Wage 2020	Percent W/ Associates or Higher
Ste. Genevieve	\$49,114	28
Cape Girardeau	\$46,406	37.4
Scott	\$43,168	26

Perry	\$42,341	27.1
Iron	\$41,830	20.6
Stoddard	\$41,235	18.6
New Madrid	\$40,604	19.5
St. Francois	\$36,501	22.5
Mississippi	\$35,951	17.2
Bollinger	\$34,885	16.4
Madison	\$34,597	23.9
Pemiscot	\$33,963	18.1
Dunklin	\$31,781	21.6

Ste. Genevieve County, and the city of Ste. Genevieve, would likely benefit from having available the services of a full-time economic developer. The county recognizes this need and has attempted to obtain funding through the Missouri Department of Economic Development’s Rural Communities Economic Assistance Program, an effort which so far has not proven to be successful. An economic developer would provide a single point of contact for businesses interested in re-locating (or locating) in the county or the city and would benefit from the ability to coordinate efforts of volunteers, local government officials and civic organizations involved in economic recruiting.

Unemployment data, plus poverty percentages

By county only and not in terms of a percentage, which is how economists nationwide often measure this data, from 1990 through 2020, Ste. Genevieve County had between 178 (October 1999) and 1,158 (February 2010) employees out of work, according to the U.S. Bureau of Labor Statistics.

During the recession in the late 2000s there were a reported 700 people in the county out of work every month from November 2008 through March 2012. However, after looking at the data over the past three decades, there were only three other months in which the county’s unemployment level included more than 800 people out of work (August 1993, 881; February 2014, 832; and April 2020, 802).

On the flip side, the recent trend was relatively healthy as there were just five months in the past 65 in which a reported 500 or more individuals were out of a job (July 2015 and April through July 2020).

Nearly a third of households in 2020 didn’t have any workers (598 of 1,851, 32.3 percent) almost one third had one worker (593 of 1851, 32 percent), and almost one third of households have two people working at 30.9 percent (572 of 1,851). **Exhibit No. E-9 Household Workers** shows the

balance in terms of workers at each household – nearly a third without anyone employed, another third with one person working and about three in 10 households with two individuals working. The one and two-person households nearly mirror the data measured for households surveyed by number of people.

Exhibit No. E-9 Household Workers

Workers in the Household, 2020, city of Ste. Genevieve

<u>Classification</u>	<u>Estimate</u>	<u>Percent</u>
No workers	598	32.3
One worker	593	32.0
Two workers	572	30.9
Three workers (or more)	88	4.75
Total households	1,851	100

<u>Household Size</u>	<u>Estimate</u>	<u>Percent</u>
One-person households	637	34.4
Two-person household	648	35.0
Three-person household	245	13.2
Four or more-person household	321	17.3

(Per American Community Survey Research)

In addition, a tool that can be used when assessing an area’s economic health and well-being are children in poverty by percent. Missouri Kids Count, a group of public-sector, non-profit as well as private sector members work to improve the lives of Missouri’s children by using a collection of data and research from a variety of sources that is then used to generate discussion, inform policymaking and make sound investments for the future.

Among the seven counties served by the Southeast Missouri Regional Planning & Economic Development Commission, Ste. Genevieve had the lowest rating in terms of children in poverty, at the most recent check. That figure stood at 11.3 percent in 2020 (down from 17.4 percent in 2010), according to data published by Missouri Kids Count. The percent represented 434 children in 2020, and that number stood at 717 in 2010.

For the state of Missouri, the children 18 and younger poverty rate was 15.5 percent in 2020. Ste. Genevieve County ranks 10th lowest among Missouri counties in poverty level. **Exhibit No. E-10 Missouri Kids Count Data Poverty Rates, 2010-2020** shows Ste. Genevieve’s rates in comparison to surrounding counties.

Exhibit No. E-10 Missouri Kids Count Data Poverty Rates, 2010-2020

	2010		2020	
	Percent	Number	Percent	Number
Madison	29.2	814	28.6	630
St. Francois	25.0	3,502	23.6	2,564
Bollinger	29.7	840	22.7	572
Iron	32.0	739	18.8	575
Cape Girardeau	20.4	3,330	13.9	2,299
Perry	17.6	812	13.9	597
<i>Ste. Genevieve</i>	<i>17.4</i>	<i>717</i>	<i>11.3</i>	<i>434</i>

Individuals living in poverty in Ste. Genevieve County was 9.0 percent in 2020, slightly below the U.S. average of 11.6 percent. As of 2022, the annual federal poverty level was \$13,590 (\$1,133 per month) for an individual and \$27,750 (\$2,312.50 per month) for a family of four.

A reported 11.8 percent of Ste. Genevieve County residents 65 and younger reported a disability, which was higher than the U.S. average of 8.7 percent. Individuals without health insurance, age 65 and younger, was a reported 12.3 percent in 2020, up from the U.S. average of 9.8 percent, according to the 2020 Small Area Health Insurance Estimates.

A total of 90.8 percent of residents aged 25 or older were a high school graduate, which is above the U.S. average of 88.5 percent. However, just 17.9 percent of county residents had obtained a bachelor’s degree or higher, which was significantly below the national average (32.9 percent) for data collected from 2016-20. The Ste. Genevieve County percent for those with a bachelor’s degree was 45.59 percent below the U.S. average.

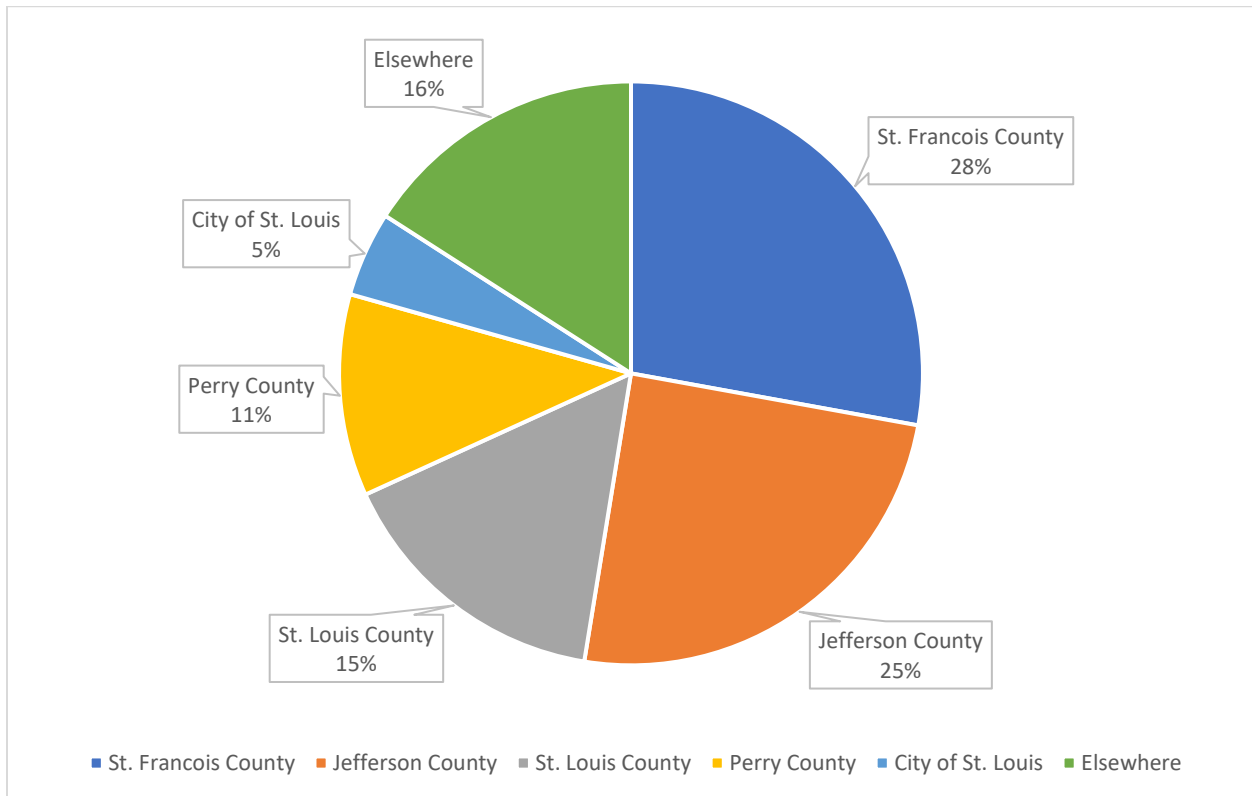
Commuting

The American Community Survey asks individuals their primary workplace location. The information collected about workers’ residence location as well as the workplace location are put together to generate a “commuting flow.” This origin-destination data collection provides a way of understanding the interconnectedness of communities which is part of the overall interchange amongst people, goods and services provided. A commuting flow provides data to help determine and shape the contours of both metropolitan and micropolitan statistical regions.

From 2016-2020, a commuter’s travel pattern survey was conducted in Ste. Genevieve County. Of the 8,000 people for which the data was prepared, there were 4,419, or about 55.2 percent, who commuted to places of employment in Ste. Genevieve County. Along with that, approximately 44.8 percent (3,581 of 8,000) worked outside of Ste. Genevieve County. Ste.

Genevieve County has relatively easy roadway access to places of employment in other nearby counties, including St. Francois, Jefferson, St. Louis, Perry and Cape Girardeau counties, as well as the city of St. Louis and several counties in southern Illinois due to its proximity to the Chester Bridge and presence of the Ste. Genevieve/Modoc Ferry. Of the workers that commute to locations outside of the county, the breakdown in terms of specific counties or places is shown as part of **Exhibit No. E-11 – Where Commuters Travel, By Percent**, presented below.

Exhibit No. E-11 – Where Commuters Travel, By Percent



The takeaway from the data from ACS on commuting is that there are more individuals in 2020 residing in Ste. Genevieve County who travel outside of the county for work. The drive spent commuting obviously will vary based on where the individuals are employed. The commute times for Ste. Genevieve County residents were as follows: 0-29 minutes, 61 percent; 30-59 minutes, 24 percent; and 60 minutes-plus, 16 percent.

While the city of Ste. Genevieve as well as the county is too small to be a part of a micropolitan statistical area, the information collection is useful in terms of tracking commuting trends. For example, in 1990, an estimated 64 percent of the Ste. Genevieve County workforce was employed in the employees' county of residence. That percentage has decreased in the three decades since that time. It was at 44.7 percent in 2020. At the time, among the seven counties in the Southeast Missouri Regional Planning & Economic Development area, Ste. Genevieve ranked second lowest in terms of percentage of people working within their county of residence.

Cape Girardeau was at 92.2 percent while Bollinger County's was at 49.6 percent, the only county below Ste. Genevieve.

Retail trade

For Ste. Genevieve County, there were an estimated 468 jobs in retail trade as of the first quarter of 2024, according to Lightcast. This figure is down slightly from the national average for these types of jobs – the average for an area with this population range is approximately 534. Earnings per job in retail trade for Ste. Genevieve County, specifically the 63670-zip code, was \$46,057. This amount is 5.65 percent less than the national average of \$48,816. Past job growth in this sector was approximately 8 percent from 2018-2023 while the projected growth (2023-2028) is shown at 6 percent. The top jobs by occupation for retail trade in 2023 were: sales and related occupations (48 percent) and transportation and material moving (18 percent). No other specific occupation option garnered more than 6.8 percent .

The Southeast Missouri Regional Planning & Economic Development District reviewed retail trade in its seven-county region from 2011-2021. The results for Ste. Genevieve County included the following in 2011: average employment, 422; total wages, \$9.94 million; average weekly wage, \$454; number of firms, 47; in 2021, average employment, 504; total wages, \$18.4 million; average weekly wage, \$703; number of firms, 47. While the number of firms remained the same, it is encouraging to see that the total wages nearly doubled, from \$9.9 million to \$18.4 million while the weekly wages went up from \$454 to \$703.

Growth Trends and Potential

An analysis of the economic data presented in this section suggests that the city of Ste. Genevieve has experienced stable and fairly well-balanced economic growth during the past several decades. Of all the industries surveyed, only agriculture displays signs of continuing decline, and the decrease is in overall people employed, not in terms of value of products sold, which means it is still a very profitable field. Changing trends, and a number of projects on the horizon that could significantly impact the future growth of the city's economy, are explored below.

One area looked at for potential growth more than 25 years ago was the Trautman Industrial Park location. There previously were two vacant lots at this spot but they have since been purchased by the manufacturers which neighbor those empty lots.

Commercial Growth

Retailers in the Ste. Genevieve area are confronted by several challenges, most notably the continued growth of large national and regional discount merchandise centers selling multiple lines of products and growing competition from new retail businesses in the city of Farmington – approximately 30 miles to the west in St. Francois County. Improvements by the Missouri Department of Transportation to Highway 32 between Ste. Genevieve and Farmington have made the drive easier. It must also be recognized that the Farmington market provides

employment for at least a portion of the population of the city, which brings that income back to the city of Ste. Genevieve. The residents spend a portion of that money locally on housing and other expenses and in turn the paychecks brought home from other places of work serve as part of the driving force of the local economy.

While there is little the retail community can do to insulate itself from changing national marketing trends, aggressive pricing and marketing will lessen the impact. Seeking out additional niche markets and specialties will also increase the potential for additional retail sales and jobs. During the past several years, a number of specialty shops have opened offering products ranging from antiques and collectibles to specialty forged items and locally produced wine.

The city of Ste. Genevieve has a full appreciation of the value of its historic district. It is not only a national historic treasure, but also as a destination for travelers. A number of entities in the city actively promote tourism.

The services sector has exhibited strong growth in the City of Ste. Genevieve in recent years. Generally, this broad industry can be broken into several consumer services such as hotels/accommodations, personal services, amusement, tourism and recreation. Producer services which meet business-to-business needs and social services to fulfill health, social and educational needs also are a consideration.

Bolstered by rapid changes in technology and equipment from which new service business concepts are continuing to emerge, a growing need for health and human services and an increasing tendency for businesses to contract out services which were once performed in-house, this particular industry continues to grow even without further stimulation from outside sources.

Among the projects which are likely to have had a positive influence and impact on future commercial activity and growth in the city, the most important was the construction of an urban design levee which was installed to protect the city against future flooding from the nearby Mississippi River. The added security offered by the levee's construction has boosted confidence for those considering the development of commercial property downtown.

Manufacturing

For many decades, the city of Ste. Genevieve has been home to a diverse group of manufacturers. One downside with this focus is that there is a strong dependence on the mining and processing of limestone to provide a significant portion of the job base for the community. While the demand for lime products has continued to grow, there is still a need for the city to continue to work to attract additional and diversified manufacturing employers. A continuing concern confronting the city is the lack of additional dedicated industrial land with the necessary infrastructure in place to support continued manufacturing growth.

According to the 2017 U.S. Census Bureau's Economic Census manufacturing in Ste. Genevieve County accounted for 30 firms and 30 establishments, with an overall sales value of shipments or revenue of \$440,551,000. Reported annual payroll was \$68,101,000 while the total number of

employees was 1,127. This data is similar to additional data from the USCB regarding jobs related to manufacturing in the county business patterns table. For 2011, there were 31 firms and 1,744 jobs; in 2018 it was a reported 29 firms and 1,441 jobs; while in 2021 it was a reported 28 firms and 1,441 jobs with an annual payroll of \$84,753,000.

Manufacturing in the Ste. Genevieve region – specifically the 63670-zip code – accounts for a major component of the local economy. Using Lightcast Data, it projects area jobs from manufacturing at 1,238 as of the first quarter of 2024. The Lightcast Data combines several datasets, including the U.S. Census Bureau, the Bureau of Economic Analysis, as well as the Bureau of Labor Statistics. Together, these data models create an authoritative collection that represents more than 99 percent of all workers in the United States and also provides a thorough and comprehensive view of the nation’s workforce.

The 1,238 jobs in the 63670-zip code come along with an average earnings of \$92,544. This is very close to the national average salary for these types of jobs. Earnings per job nationally comes in at \$98,777 and the Ste. Genevieve manufacturing jobs are paying approximately 93.7 percent of this amount. The national average values are derived by taking the national value for manufacturing and then scaling it down to take into consideration the difference in overall workforce size between the nation and Ste. Genevieve. This figure is arrived at by taking the total industry earnings in this category and then dividing it by the number of total jobs in the industry.

Of the reported 6,815 total jobs in Ste. Genevieve County, there were 1,458 of them in manufacturing in 2022 (21.3 percent) and 1,486 of 6,919 in 2023 (21.3 percent). This marked an overall increase of 28 jobs in just one year.

While every region likely wants to be in the top in terms of average earnings, that may not be a realistic expectation in all areas. The jobs in manufacturing were primarily in production occupations (41.8 percent) and transportation and material moving occupations (22.6 percent) as no other job category for manufacturing had more than 7.9 percent while “other” was a reported 11.4 percent of the jobs in this specific industry sector.

The construction of a slackwater port and public transfer facility located south of the city is an incentive for potential manufacturing or industrial recruitment. Prior to the operation of the port south of the city, which is owned and operated by the New Bourbon Regional Port Authority, businesses that sought to ship products would have to move their product to either the Bussen Terminal in St. Louis County or the Southeast Missouri Regional Port at Scott City in order to take advantage of lower-cost barge distribution.

Mining and Quarrying

To further explain the importance of quarrying to the area’s economy, there were 177 jobs in the 63670-zip code for this type of work in 2023. The national average for an area the estimated size of Ste. Genevieve is only 19. Along with that, earnings per job were approximately \$96,065. This is significantly lower than the national average (\$143,587, about 33 percent higher), although the

earnings in many fields can often be regional – higher in certain markets and then much lower in other areas. While the earnings per job for this type of work may be down, this figure still makes mining/quarrying one of the highest paying jobs in the region. Another encouraging sign is that supply is significantly higher than the national average. This indicator can mean that it is often easier to replace candidates in this sector. Past growth (2018-2023) was about 13 percent with a range of about 150-200 jobs over those years. Projected growth is showing a 5 percent decrease, though the estimated number of jobs are all above the 2018-2019 figures, at approximately 160. This is fewer total jobs than 2023 but not a substantial decrease. Nearly half of the jobs in this sector (43.2 percent) were in construction and extraction operations while another 17.7 percent were in transportation and material moving. Another 12.6 percent of jobs were devoted to production. No other job classification for mining/quarrying had more than 9.6 percent of the jobs. One final takeaway from the Lightcast Data on Mining/Quarrying/Oil & Gas Extraction is that overall earnings in 2022 were \$16 million and the reported total gross retail product was \$39.2 million.

Agriculture

While its impact has unquestionably declined in recent decades, as more people are supplementing farming jobs with full-time work elsewhere, the economic activity related to agriculture in the area still plays a role. Farm income is supported by several supply and equipment dealers in Ste. Genevieve County and in the city of Ste. Genevieve.

As of the 2017 Census of Agriculture, the number of farms in Ste. Genevieve County stood at 660, a 12 percent decrease from 2012. This figure of 660 is essentially the same number of farms in the county as in 1987, where there were a reported 666 farms. The average size of farms now in terms of acreage is at 255. This is down 5 percent from 2012 but basically the same as in the early 1980s. The average farm size was 254 acres in 1982. Perhaps most surprising is that land devoted to farm use in acres was 168,529 in 2017, a slight increase of 4 percent from 2012 and nearly identical to the 1992 Census of Agriculture, which reported 168,586 acres. The value of farm machinery in the early 1990s surpassed the market value of products sold. In 2017, the value of farm machinery was not an integral part of the Census of Agriculture's County profile data.

While not specifically occurring within the city limits, production from farmland in the region should be taken into consideration when looking at existing and future economic growth as well as the long-term viability of the community.

Agriculture remains a valuable part of the surrounding Ste. Genevieve area, even as the number of farms has shown an overall downward trend in the past several decades. In 1974, there were a reported 724 farms in Ste. Genevieve County, according to the Census of Agriculture. That number dropped to as low as 631 in 1997 – decrease of about 12.8 percent over 23 years. However, in more recent years, the number has been trending the other way. In 2007, there were 717 farms, nearly identical to the 1974 total, while the latest Census of Agriculture report in 2017

showed 660. This marks a nearly 8 percent decrease from 2007-2017. Taken back to 1974, there were 64 fewer farms than there were 50 years ago, a drop of just 8.8 percent. The data could be looked at slightly differently, too. From 1997 to 2017, the number of farms grew from 631 to 660, a modest increase of 4.6 percent.

The value of products sold from Ste. Genevieve County producers grew from \$18.28 million in 1992 to better than \$31.79 million in 2017, an increase of \$13.5 million, or about 73.9 percent. In addition, the price of farms went up by \$560,717 (\$192,884 to \$753,601), an increase of 290.7 percent. Farm acreage value went from \$827 an acre to \$2,951 an acre, an increase of 256.8 percent, or approximately \$2,124 per acre in 25 years.

Not surprisingly, the value of farms as well as price per acre has never been higher. At the most recent check, there is a similar amount of property categorized as farmland in 2017 (168,529 acres) as there was in 1992 (168,586), yet the farms have been much more profitable for the operators, with an average value of products sold in 2017 coming in at \$188.65 an acre. That figure, value of products sold divided by farm acres, was \$108.47 in 1997. It reflects a growth of \$80.77 an acre.

According to the 2017 Census of Agriculture County profile, Ste. Genevieve County ranked in the top-20 in terms of “fruits, tree nuts and berries” (15th among 111 counties) and was in the top half of “other animals and animal products” (27th out of 111) as well as hogs and pigs (51st among 111). For sheep, goats, wool, mohair and milk, the county was near the top half (57th out of 111 producing counties).

In 2017, the average farm size in Ste. Genevieve County was 255 acres while the average farm size in Missouri was 291, approximately 12.4 percent larger and containing 36 more acres. To summarize the extensive report of agricultural conditions in Ste. Genevieve and its impact on the local economy, while the farm sizes are about the same and the number of farms in the county is fairly close to 1992, the profitability of the farm producers has shown continued growth. Sales from crops were reported at \$18.2 million in 2017, which was about 57 percent of the overall total value of products sold from county farms. This crop sales total was 72nd among agricultural producers in the state of Missouri. The sale of cattle and calves accounted for about \$10.9 million of the \$13.5 million (80.5 percent) in livestock, poultry and products sold.

The change in the number of farms, overall farm acreage, average farm size, value of farms, value per acre and total value of products sold is all part of **Exhibit No. E-12 Farms in Ste. Genevieve County**.

Exhibit No. E-12 Farms in Ste. Genevieve County

Year	Farms	Farm Acreage	Avg. Farm Size	Value	Value/Acre	Products Sold
1974	724	195,562	284 acres	\$88,224	\$325	\$13.8 million
1978	688	195,369	274 acres	\$175,988	\$633	\$21.3 million
1982	695	176,265	254 acres	\$198,272	\$757	\$21.0 million

1987	666	178,570	268 acres	\$166,375	\$717	\$19.8 million
1992	635	168,586	265 acres	\$192,884	\$827	\$18.2 million
1997	631	168,121	266 acres	\$292,390	\$1,102	\$28.3 million
2002	677	184,478	272 acres	\$367,279	\$1,446	\$17.8 million
2007	717	188,794	264 acres	\$570,917	\$2,168	\$25.7 million
2012	608	162,636	267 acres	\$616,642	\$2,305	\$26.6 million
2017	660	168,529	255 acres	\$753,601	\$2,951	\$31.7 million

Educational Attainment, Poverty

Ste. Genevieve County typically has held a rather stable base of employment opportunities along with a low unemployment rate. While several data sets may be used to calculate the overall health of the economy in a city, county or generalized region, a few notable ones that traditionally prove helpful are the growth of the labor force as well as the level of educational attainment. For example, Ste. Genevieve County had a reported 11,841 full-time employees in 2001, according to Lightcast projections. As of 2022, the labor force was at 13,396, an increase of 13.1 percent over nearly two decades.

In addition to increasing its overall labor force by more than 1,500 people, the educational attainment of those working underwent dramatic changes. Initially, in 2001, there were 24.2 percent of employees with less than a high school diploma. By 2022, that rate was down to just 7.8 percent.

More than two decades ago there were 44 percent of workers (5,155 of 11,841) with just a high school diploma and just 6.2 percent (730 of 11,841) with a bachelor's degree. As of 2022, the number of workers with only high school diplomas declined slightly (4,927 of 13,396, 36.8 percent) but those with a bachelor's degree have nearly doubled (1,611 of 13,396, 12.0 percent). Also notable is the rate of workers with a graduate degree or higher comprised just 2.8 percent in 2001 has nearly tripled, as it is now at 7.5 percent (1,015 of 13,396). Another finding that should be taken into consideration is this: In 2001, there were a combined 11.9 percent of the labor force with an associate degree (676, 5.7 percent) or bachelor's degree (730, 6.2 percent). By 2022, that number and rate more than doubled, going up to 23.9 percent, with 11.9 percent earning at least an associate degree (1,593) and 12 percent (1,611) receiving a bachelor degree. All of the trends show more of the workforce getting through at least a portion of college.

While the number of employees with only a high school diploma dropped slightly, from 44 percent in 2001 to 36.8 percent in 2022, there are more workers seeking additional education. A combined 55.3 percent of the workforce in 2022 achieves some college, an associate degree, bachelor degree and graduate or higher studies. In 2001, the percent seeking more than just a high school diploma in their course of study was at approximately 32.3 percent.

There certainly are a wealth of statistics in which data can be taken from to measure economic well-being. A few notable ones taken directly from the most recent Missouri Kids Count publication in 2023 that are useful include the following: median income family household with children younger than 18, adult unemployment, child homelessness, children in poverty ages 5-17 and children in families receiving SNAP benefits.

For Ste. Genevieve County, there were 13.6 percent of children in poverty among ages 5-17, which marked an improvement from 14.2 percent in 2016; 19.1 percent of children in families receiving Supplemental Nutrition Assistance Program benefits via the USDA (was 24.2 percent in 2017); median income for families with children 18 and younger was \$82,083, which was up substantially from \$52,009 in 2016. Adult unemployment stood at just 3.4 percent in 2021, down slightly from 3.7 percent in 2017. Also, from the MKC publication, child homelessness was at 1.1 percent in 2021, down from 2.0 percent in 2017.

City and County Revenue Amounts

In both the city of Ste. Genevieve and Ste. Genevieve County as a whole, the overall assessed valuation, both in real estate and personal property, has shown significant increases in the past several years. This ultimately leads to additional amounts of revenue for both units of local government and goes toward funding services for the community – in particular the local public schools and government.

Year over year valuations increased every year for Ste. Genevieve County, going from \$232 million in real estate value in 2015 to \$827.4 million in 2023, an overall growth of 257 percent in just eight years. For the city of Ste. Genevieve, real estate valuation increased from \$46.8 million in 2015 to \$63.6 million in 2023. This was an overall growth of 35.9 percent over the same time period.

It shouldn't be too surprising to see the growth for the county much higher than the localized growth amounts within the city of Ste. Genevieve. The main factor in this is probably due to the restriction on land in the city limits. Unless more land is annexed, the city will still see increases due to improvements in real estate as well as personal property valuations, but they will be limited. Real estate valuation went from \$46,824,256 in 2015 to \$63,651,421 within the city limits. For Ste. Genevieve County, real estate's valuation grew from \$232,046,760 to \$827,422,733. The county saw annual gains of between \$10 and \$15.7 million every year from 2016-2020 until 2021, when there was an increase from 2020-2021 of \$398 million. This substantial increase is due to Holcim coming onto the county tax rolls. The valuation amounts are still growing but not at the same level as the rather substantial change from 2020-2021. Conversely, for the city of Ste. Genevieve, there were increases ranging from \$435,792 on the low end (2016-2017) to \$4.61 million (2022-2023) on the high end.

The annual growth stayed fairly consistent from 2017-2020 for both the county and the city, but then in 2021, the county's real estate valuation went from \$376,477,147 to \$765,160,234, an increase of \$389,016,408, or 103 percent in just one year. Overall, the value went from \$323

million in 2015 to \$827.4 million in 2023, a growth of 156.1 percent. Personal property in the county went from \$103.6 million to \$151.1 million, a growth or increase of 45.9 percent in less than a decade. Combined real estate and personal property values in Ste. Genevieve County seem poised to surpass \$1 billion soon, possibly as early as 2024. This certainly is a positive indicator for the local school district as well as the government budgets, which often rely on a percentage of property taxes for revenue to fund their annual spending plans. Most of the property taxes associated with this increased assessed value are being challenged and held back from local governments. The process ultimately will conclude with a legal ruling on the situation. This doesn't affect the city, though.

For the city, there also has been annual growth, though not at the level experienced at the county level. While the combined real estate and personal property valuations went up every year, there were two occasions when the personal property valuation decreased slightly – down \$460,687 from 2019 to 2020 and down \$192,503 from 2022 to 2023.

Revenue for the county has gone from \$781,105 in 2016 for real estate valuation to \$2.1 million in 2023. This marks an increase of \$1,338,714, or about 171 percent over those seven years (2016-2023). Overall revenue in Ste. Genevieve went from \$1,027,849 in 2016 to \$2,494,942 in 2023, an increase of \$1,467,093, or approximately 143 percent.

For the city of Ste. Genevieve, the revenue for real estate went from \$372,699 in 2016 to \$618,446 in 2023, an increase of \$245,747, or about 65.9 percent over seven years. Overall revenue in the city of Ste. Genevieve went from \$461,516 in 2016 to \$772,203 in 2023, an increase of \$310,687, or about 67.3 percent.

A more detailed look at the year by year assessed valuation amounts – both for real estate and personal property – as well as the increase from the previous year in the valuation is presented as part of the **Exhibit No. E-13 Assessed Valuations, Annual Growth**.

Exhibit No. E-13 Assessed Valuations, Annual Growth

	Ste. Genevieve County	Ste. Genevieve City	County's annual growth in valuation	City's annual gain in valuation
2016	\$439,584,343	\$65,713,036	n/a	n/a
2017	\$455,356,013	\$66,148,828	\$15,771,670	\$435,792
2018	\$465,419,690	\$66,650,407	\$10,063,677	\$501,579
2019	\$479,522,663	\$68,142,267	\$14,102,973	\$1,491,860
2020	\$491,784,326	\$69,075,363	\$12,261,663	\$933,096
2021	\$889,865,381	\$71,498,231	\$398,081,055	\$2,422,868
2022	\$930,835,621	\$75,047,279	\$40,970,240	\$3,549,048
2023	\$978,603,297	\$79,665,579	\$47,767,676	\$4,618,300

As previously mentioned, the increase specifically for the city of Ste. Genevieve will be rather limited compared to the county. Increases in assessed valuation will occur but the best way for long-term revenue growth would be to see larger portions of land annexed which is already in the county and to have the newly-acquired land with potential development – commercial, residential, industrial, etc. – lead to growth in assessed valuation which ultimately leads to more revenue which would go toward funding essential services such as schools and utility improvements.

Ultimately, the growth in valuation - real estate coupled with personal property – leads to more revenue totals for the city as well as the county. A detailed look of the revenue amounts, from 2017-2023, are presented as part of **Exhibit No. E-14 Revenue Totals, 2017-2023**.

Exhibit No. E-14 Revenue Totals, 2017-2023

	Ste. Genevieve County	Revenue	Ste. Genevieve City	Revenue
2017	\$455,356,013	\$1,027,849	\$66,148,828	\$463,092
2018	\$465,419,690	\$1,155,352	\$66,650,407	\$474,607
2019	\$479,522,663	\$1,108,933	\$68,142,267	\$474,801
2020	\$491,784,326	\$1,151,115	\$69,075,363	\$670,756
2021	\$889,865,381	\$1,180,499	\$71,498,231	\$679,308
2022	\$930,835,621	\$2,201,375	\$75,047,279	\$706,210
2023	\$978,603,297	\$2,494,942	\$79,665,579	\$772,203

Strategic Issues

1. A greater diversification of products manufactured in and around Ste. Genevieve.
2. Bring on board an economic developer to coordinate city and county development efforts.
3. Find ways to create more internships or apprenticeships between local schools and the area manufacturers and industry.
4. Develop options in post-secondary education offerings in the city, either through in-person classes or virtual classes.
5. Expand the retail trade sector to capture a larger percentage of retail market share.
6. Expand corporate limits to take in additional opportunities for commercial, retail, and industrial growth to grow the city’s economic base.

F: HOUSING

Housing continues to be an important part of the overall makeup within a community. It often is one of the first aspects of a city, town or village a person notices. Additionally, it provides a key factor upon which a specific community is judged. A healthy stock of sound, decent, well-maintained housing should remain a goal of the city of Ste. Genevieve. This is a realistic and attainable goal.

This section will look further in depth at the available statistical data from the U.S. Census of Population and Housing as it relates to the city of Ste. Genevieve. When possible, the information will then be compared to previous census cycles – from 2000, 2010 and 2020 – in order to reflect more historical context. This section will also present the results of a housing inventory which was finished as part of the land use survey conducted in the city and completed in conjunction as part of the plan update. This collected statistical information includes the type, condition and occupancy of the existing housing stock, which was determined via a windshield survey. This section is to help to identify housing related problems facing the city of Ste. Genevieve, and make recommendations for future actions and steps that can be done to improve the overall quality of housing for all residents of the city.

A variety of data points can be looked at and analyzed when assessing a community's housing needs. Three of these include home ownership, housing values and housing age. In addition to census data and the land usage survey, available information from the Lightcast data system was used to compile several housing statistics to assist with this particular analysis.

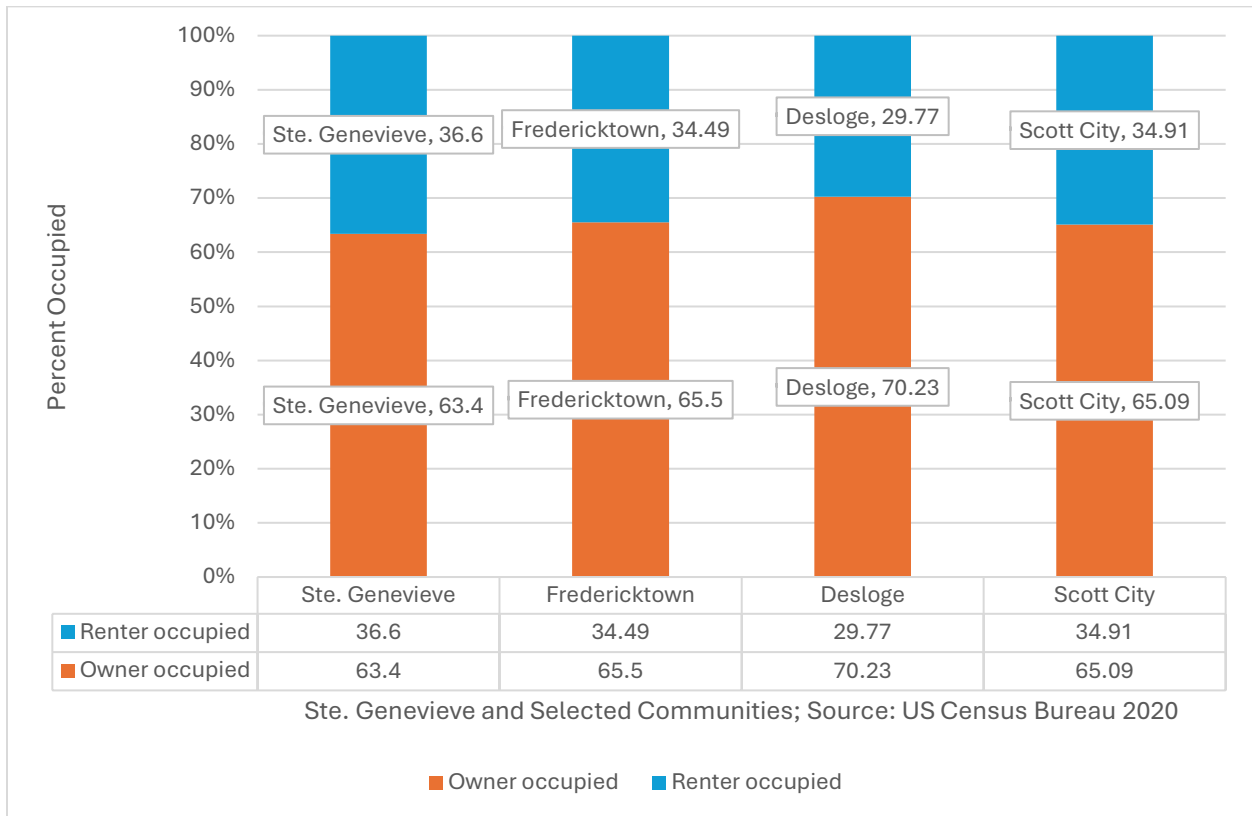
The Census of Housing provides a collection of information which is all related to the housing stock in the city of Ste. Genevieve. When possible, the statistics provided cover more than just one census period to frame the data in a longer time frame and identify trends or patterns, however, this was not always possible since the U.S. Census Bureau occasionally changes data collection methods in their reports. Additional information which is included in this section is all taken from the data which was collected by staff at the time of the land use survey.

Home Ownership

Home ownership compared to rental units shows an area's overall level of commitment, as well as a certain degree of financial capacity. While certain disruptions occasionally occur which impact investment and savings – think of the failure of banks in 2008 – the saving of funds for a down payment to contribute to the purchase of a home tends to be a significant financial step for most individuals. The rate of home ownership in the city of Ste. Genevieve was approximately 63.4 percent as of 2020, according to the federal U.S. Census Bureau. This data is included as part of DP04, a collection of specific housing characteristics completed by the American Community Survey. In total numbers, there are 1,240 owner occupied homes among the 1,955 housing units within the city. This is comparable to, although slightly lower than, the state's home ownership rate of 67.6 percent (1,704,800 of 2,521,832).

Exhibit No. F-1 Owner vs. Renter Occupied of all housing units is presented below, with comparisons to Fredericktown, Desloge and Scott City. Ste. Genevieve has a slightly higher percentage of renter-occupied units, at 36.6 percent, compared to 34.91 in Scott City and 34.49 in Fredericktown. Desloge is at 29.77 percent in this measurement, taken from 2020 data. These specific communities were used in part because they share a few common traits with Ste. Genevieve. Fredericktown and Scott City both serve as county seats while Desloge is of a similar size.

Exhibit No. F-1 Owner vs. Renter Occupied



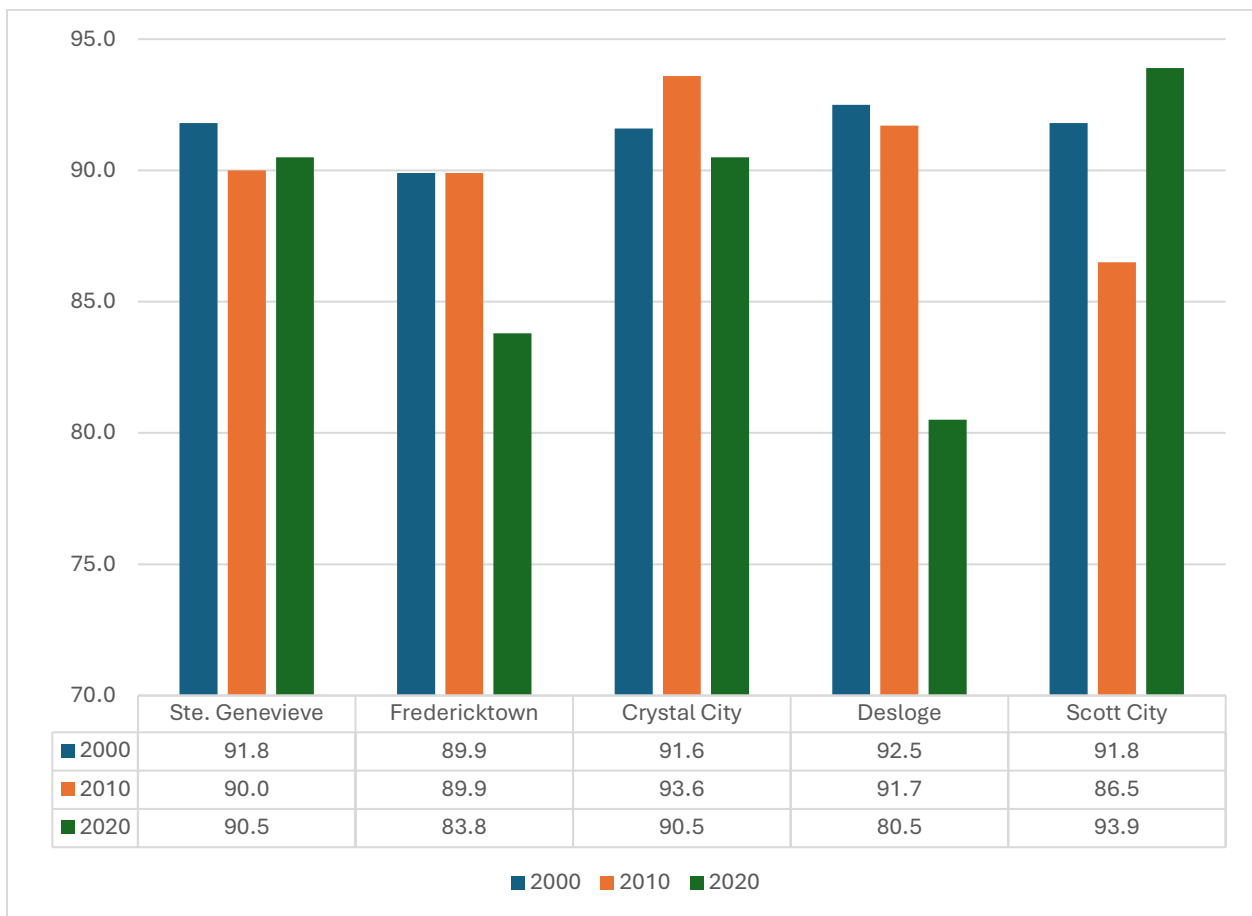
Occupancy rate is another variable that can be considered. For example, as of 2020, in the city of Ste. Genevieve, there were 1,955 housing units occupied among 2,161 total structures, which is an occupancy rate of 90.46 percent. This compares favorably to nearby selected cities.

Exhibit No. F-2 Occupancy Rate, 2000-2020, provides examples of how the occupancy rate in the city has hovered at or about 90 percent each of the past three census cycles. This compares favorably to the other communities provided in this specific chart. Crystal City is of a similar size to Ste. Genevieve as well and located in nearby Jefferson County, which put it in direct competition to the city of Ste. Genevieve for housing and possible commuters because the proximity to the St. Louis metropolitan area may be more of a draw than residing further south and farther away from places of work. The occupancy rate for both Ste. Genevieve and Crystal City are nearly identical in 2000 and the same in 2020. The only community showing a higher

occupancy rate in 2020 was Scott City (93.9, by 3.4 points over Ste. Genevieve and Crystal City (90.5).

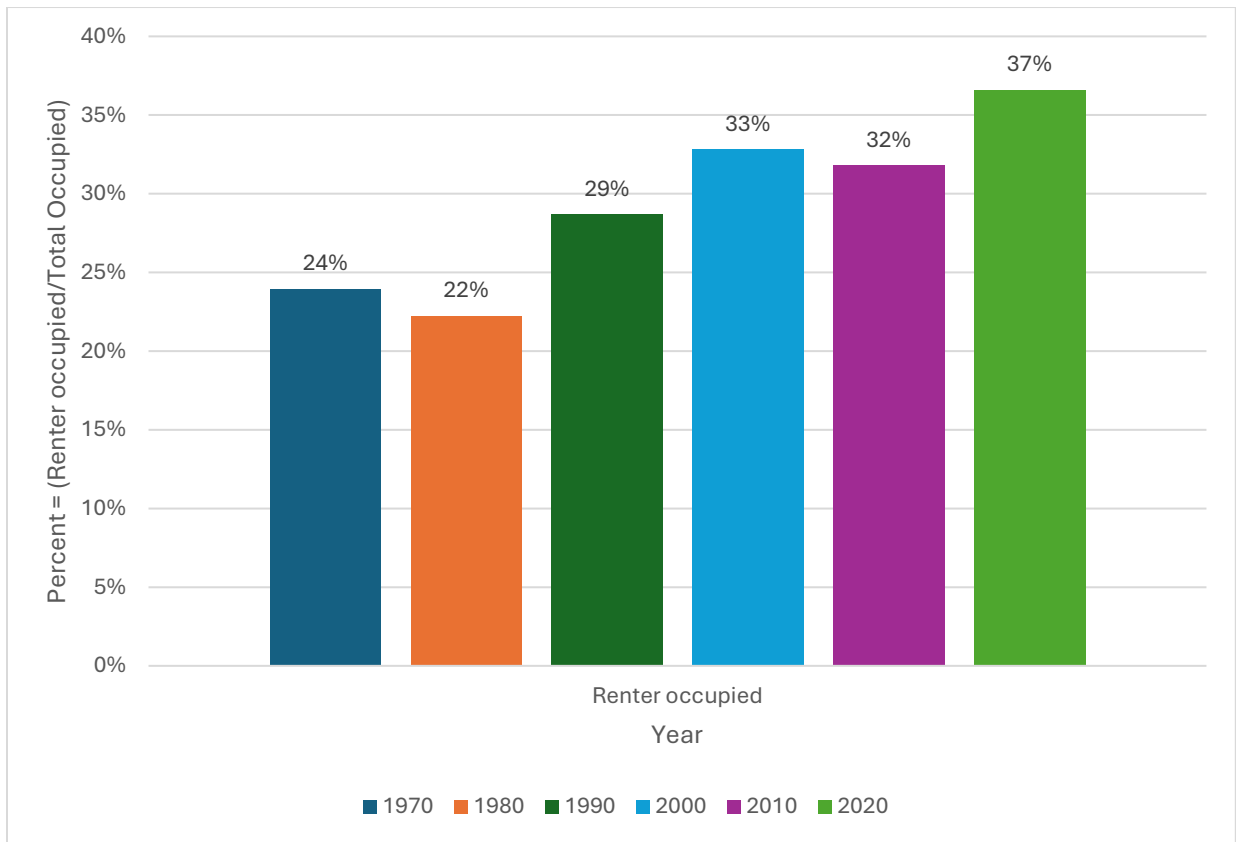
Occupancy rate – the simplified equation for this is just the number of occupied housing units divided by total housing units - in the city of Ste. Genevieve has decreased slightly from 2000-2020. It was at 91.8 in 2000, slipped down to 90 percent 10 years later, then was up to 90.5 percent in the most recent census. This occupancy rate is the same as Crystal City (90.5 percent), slightly below Scott City (93.9 percent) and ahead of both Fredericktown (83.8 percent) and Desloge (80.5 percent). While it can be difficult to improve on a rate of 90 percent, Ste. Genevieve did just that in 2020, and it was just one of the two communities to see an increase in occupancy over the past decade - the other being Scott City.

Exhibit No. F-2 Occupancy Rate, 2000-2020



The renter occupied percent in the city of Ste. Genevieve is another metric which can be calculated when assessing the housing situation. The general trend over the past 30 years is that the number of renter occupied properties is slightly increasing. This could be an indicator of more housing market diversity or a result of climbing housing costs. The renter occupied rates have surpassed 30 percent in each of the past three census reports. A full listing of these percentages from 1970-2020 are shown in **Exhibit No. F-3 Renter Occupied as a Percentage**.

Exhibit No. F-3 Renter Occupied as a Percentage



Median Home Value

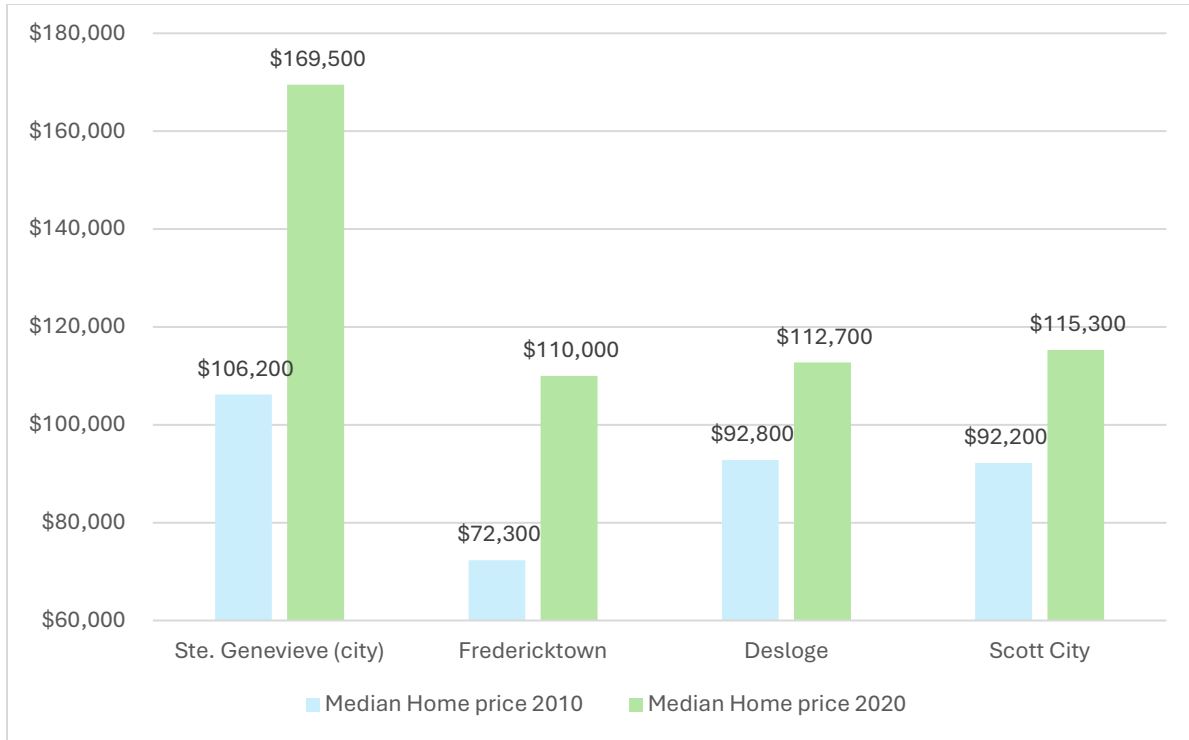
Another measurement that can be taken to view the overall conditions of a particular city or region is median home value. The housing market can include a great deal of fluctuation between the lowest priced options and the higher priced ones.

In looking at the median home price from both 2020 and 2010, the city of Ste. Genevieve, at \$169,500 in 2020 and \$106,200 in 2010 – outpaced cities of similar size in both reporting cycles. More recently, in 2020, housing units in the city of Ste. Genevieve had a significantly higher median value compared to Bonne Terre (\$121,100), Scott City (\$115,300), Desloge (\$112,700) and Fredericktown (\$110,000). The context and the comparison can be further expanded. Ste. Genevieve began 2000 ahead of all these other cities in terms of median home value (\$77,300), but in the two decades since that gap has widened. While Fredericktown, Bonne Terre, Desloge and Scott City were all between \$110,000 and \$121,100 in median home value, in 2020, Ste. Genevieve jumped to nearly \$170,000 – the median home value for Ste. Genevieve in 2020 was nearly 40 percent higher than the next highest median home value, Bonne Terre, \$121,100. Compare this to 2000, when the gap between Ste. Genevieve (\$77,300) and the next highest median home value – Desloge, \$65,200, was 18.5 percent higher. Even just 10 years ago, the percent gap between Ste. Genevieve (\$106,200) and the next highest city, Desloge, at \$92,800, was at a more modest 14.4 percent.

Looking at an average, or median value, can go a long way in helping to see past trends on where housing prices have been and where they could possibly go in the future. The trend over the past three decades for housing in the city of Ste. Genevieve is that it appears to be growing at a higher rate than in other comparable cities in Southeast Missouri.

This is all detailed in chart form as part of Exhibits No. F-4a and F-4b Median Home Values, 2010 and 2020.

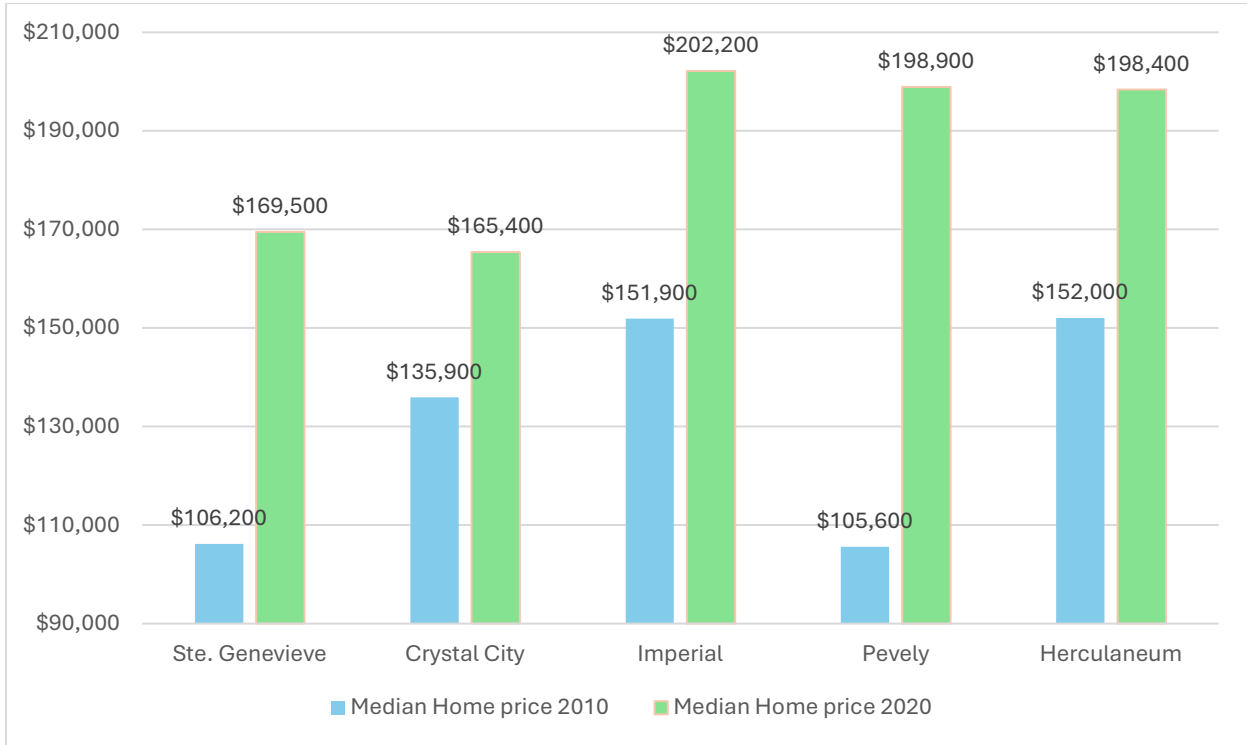
Exhibit No. F-4a Median Home Values



While Ste. Genevieve’s median home value price of \$169,500 in 2020 compares favorably to other communities of similar size and demographics, the comparisons may not be as favorable if the cities used are changed.

One such analysis measures median value for the communities of Imperial, Pevely, Herculaneum in addition to Ste. Genevieve, Fredericktown, Crystal City, Desloge and Scott City. Imperial (\$202,200), Pevely (\$198,900) and Herculaneum (\$198,400), come out as the top three in terms of median home value for 2020. The average median home value of all nine cities is \$159,050. Ste. Genevieve is still ahead of this, but with the higher median values in Imperial, Pevely and Herculaneum, three communities in Jefferson County closer to the St. Louis Metropolitan Area, coupled with places of smaller home values in St. Francois and Scott counties, the overall median price is much closer to Ste. Genevieve’s median value. Also of note is that in 2010, the median home value in Pevely (\$105,600) and Ste. Genevieve (\$106,200) was essentially the same but Pevely saw an 88.4 percent increase to \$198,900 bringing the median home value to similar levels experienced in Jefferson County while Ste. Genevieve had a 59.6 percent increase to \$169,500.

Exhibit No. F-4b Median Home Values, 2010 - 2020



Another comparison for median price is to assess the countywide median home value for Ste. Genevieve County, along with nearby or adjacent counties of Perry, St. Francois, Cape Girardeau, Bollinger, Iron and Madison. Among these seven counties in the Southeast Missouri Regional Planning and Economic Development Commission, Ste. Genevieve County ranks first in terms of median house value, at \$181,600, according to the most recent US Census American Community Survey data obtained from Lightcast. The overall median value for the seven-county region is \$137,414 and the median house in the county is 32.2 percent higher. A full listing of these values can be found in **Exhibit F-5 County Median House Value**.

Exhibit F-5 County Median House Value

County	Median House Value
Ste. Genevieve	\$181,600
Cape Girardeau	\$167,100
Perry	\$158,000
St. Francois	\$126,800
Madison	\$118,700
Bollinger	\$116,500
Iron	\$93,200

Source: Lightcast and US Census 2022 ACS 5-Year Estimates

Occupancy

In 2000, the U.S. Census Bureau reported a total of 1,946 housing units within the city limits. Of this amount, there were 1,787 categorized as occupied and 159 listed as vacant. The number of owner-occupied units was at 1,240 while a total of 715 were rentals.

Exhibit No. F-6 Occupancy Rates and Change shows data collected on the occupancy status of the city’s housing units for the 2000, 2010 and 2020 censuses with the changes over the 20 years from 2000 to 2020. The percentage of owner-occupied housing units increased by 13 percent from 2000 to 2020, going from 1,097 to 1,240 while the percentage of rentals went up, increasing by 22 percent – from 586 in 2000 to 715 in 2020. Overall housing stock was up just 11 percent, going from 1,946 in 2000 to 2,161 in 2020, a net gain of 215 units. For all of the gains to be on a similar trajectory over the past 20 years, this is likely a good sign for the future. One potential area of concern is that the amount of vacant properties saw a 30 percent increase from 2000 to 2020, as it went from 159 in 2000 (1,945-1,787) to 206 in 2020 (2,161-1,955). Only one other category saw a change of more than 20 percent – rentals, at 22 percent – while the remaining categories ranged from 9 percent (occupied), to 11 percent (housing units) and owner occupied (13 percent).

Exhibit No. F-6 Occupancy Rates and Change

	2000	2010	2020	2000-2020 Net Gain	2000-2020 % Change
Housing units	1946	2126	2161	215	11%
Occupied	1787	1914	1955	168	9%
Vacant	159	212	206	47	30%
Owner occ.	1097	1306	1240	143	13%
Rentals	586	608	715	129	22%

Housing Types

Another area which can be viewed in more detail is the type of housing units within the city.

Exhibit No. F-7 Housing Type and Change shows the data on the types of the housing units in the city of Ste. Genevieve for the census collection from 1990-2020. As the exhibit shows, the number of total housing units within the city increased in each of those specific reporting periods (2000, 2010 and 2020), though the number of units classified as two-four units dropped twice, falling from 190 in 1990 to 161 in 2000 and later, decreasing from 272 in 2010 to 169 in 2020. The period of the greatest growth occurred from between 1990 and 2000, when the number of five-plus housing units increased by 80, going from 99 to 179, a 44.7 percent gain.

In total, all housing units increased by 14 percent, going from 1,892 in 1990 up to 2,161 in 2020, a net gain of 269 units. The largest gain over the course of those 30 years by category occurred in the units of five-plus, which went from 99 in 1990 to 298 in 2020, an overall gain of 199 units, or 67 percent. It leveled off from 2000 to 2010, gaining just five, a rate of 2.71 percent, before rebounding on a nice uptick from 2010-2020, increasing by 114 units. This was a remarkable gain of 38.25 percent over 30 years. Much of the gains elsewhere were modest – mostly between 1 and 10 percent – though there was a decrease of 65.6 percent in the category of 2-4 units from 2010-2020 and also an 18 percent drop in the same category from 1990-2000, going down from 190 to 161.

Exhibit No. F-7 Housing Type and Change

Type of Housing Unit	1990	2000	2010	2020	1990-2020 Net Change	1990-2020 % Change
Housing Units	1892	1946	2126	2161	269	14%
One	1583	1606	1670	1694	111	7%
Two-Four	190	161	272	169	-21	-12%
Five-Plus	99	179	184	298	199	67%

While not a great deal of change may be seen in the census intervals of 10 years – or even 20 years, a more long-term strategy is to approach the data as an overall trend from 1990-2020. This is also shown as part of Exhibit No F-7. The 1990 data, which was available at the most recent adoption of the city’s comprehensive plan, is then coupled with the most recent information from 2020 – in this case the American Community Survey’s five-year estimates from 2022. The goal is to see gains and an overall increase but not necessarily in one specific category. The only category with a reduction occurred in 2–4-unit classification, dropping from 190 to 169. This reduction of just 21 units doesn’t appear that out of line but when the 2010 figure of 272 dips to 169, this is a substantial decrease in just 10 years. Overall, this was the only category that saw a decrease over the past 30 years. If the data is looked at from 2000-2020, it reflects a slight increase, going from 161 to 169, a gain of 4.7 percent. As noted in other cases with data analysis, the percent change is more difficult to notice when the number is higher, so starting with more than 2,100 in both 2010 and 2020 means that in order to reflect a larger percent increase (or decrease), a much larger increase must be shown over the previous decade.

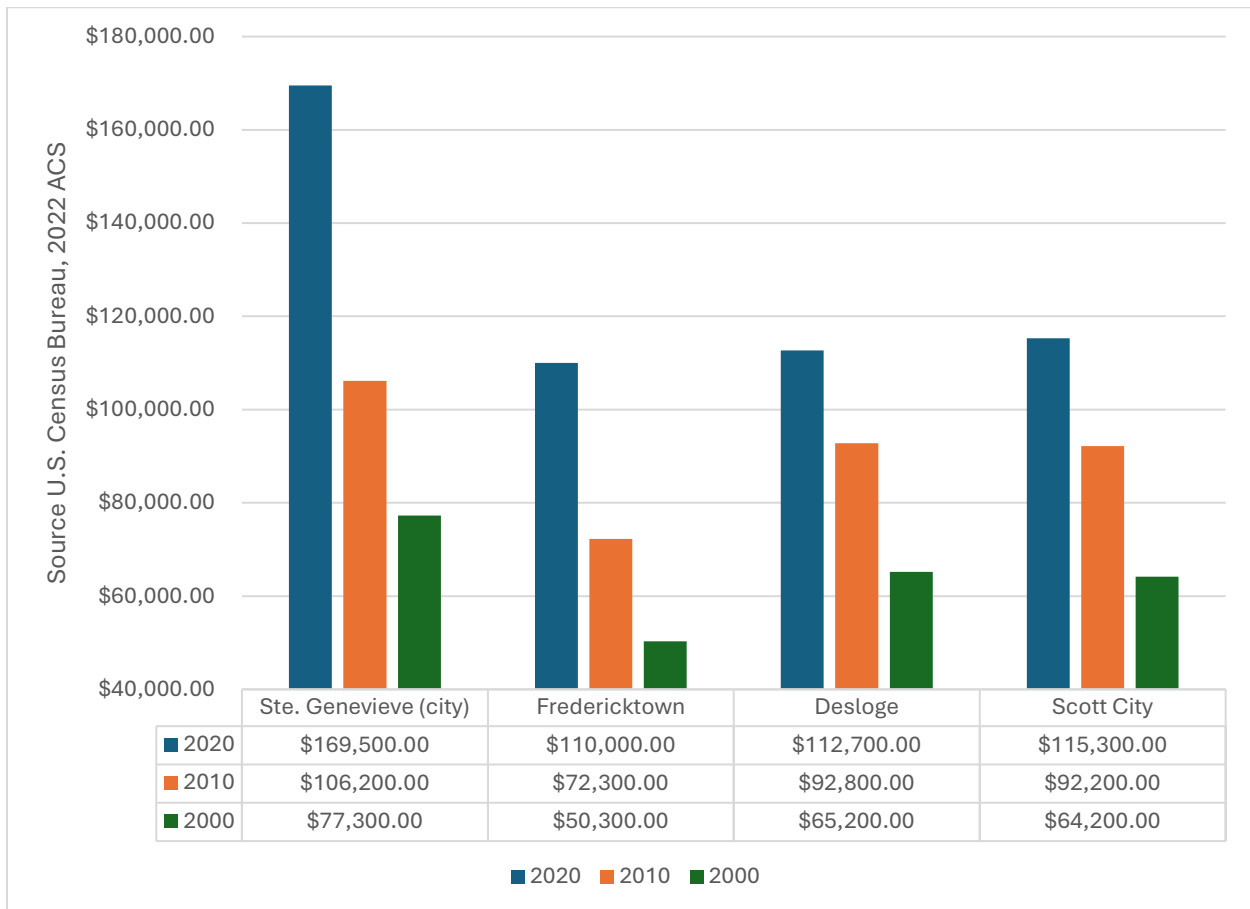
Value of Units

Data on the value of owner-occupied housing units for the city of Ste. Genevieve compared to Fredericktown, Bonne Terre, Desloge and Scott City is shown in **Exhibit No. F-8 Median Home Value, 2000-2020.**

With the data from 2000 included, the gap is not as drastic, with the range in median value from 2000 among all of those cities between \$50,300 and \$77,300. In 2020, it jumps to a more wider-ranging \$110,000 to \$169,500.

For example, in 1990, the median home price in the city was determined to be \$49,700. By 2020, that amount had grown to \$169,500.

Exhibit No. F-8 Median Home Value, 2000-2020



Longtime homeowners in the city likely appreciate seeing the growth in the median home value from 1990-2020. It took until 1970 for an owner-occupied home to be valued between \$35,000 and \$49,999, - a total of only seven homes in that census count - then once that threshold was reached in 1970, it ballooned to 414 in 1980, a gain of 407 units and a 5814 percentage increase (slightly more than 58 times more). This valuation category, 414, saw a decrease from 1980-1990, decreasing to 365 as by 1990, the top range for owner-occupied units was at the \$50,000 to \$99,999 range, with 502 of 1,100, about 45.63 percent fitting into that specified range.

While a valuation of less than \$10,000 was the top category in 1960 (560 of 980 housing units, approximately 57.14 percent), by 1990, there were no housing units in this category at all. If going with a range from \$35,000 to 99,999, those two combined categories comprised better than 78.8 percent of housing units within the city (867 of 1,100 units).

Another way of assessing the median home price is to see how it compares to other nearby municipalities. Again, not every city is a true or fair comparison and it is probably better to analyze this all on a city-by-city basis and not go with a city vs. county approach. The city of Ste. Genevieve shares county seat status with both Fredericktown and Scott City. Desloge is also used as it gives a similar size community on which to base the median prices most recently from 2020.

Monthly Contract Rent

The contract rent metric is defined by the U.S. Census Bureau as “the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included.” As this is defined, the rental housing units – single-family homes, apartments, mobile homes - and the rent which was asked for those specific properties has gone up dramatically over the course of the past several decades in Ste. Genevieve.

Previously, the amount of rent paid monthly was broken down into several categories, ranging from a low of less than \$40 per month to \$500 or more, with a final category of “no cash payment.” The median rent in 1960 was \$58 and that amount more than tripled in three decades to \$191 by 1990.

Just one payment in 1980 was \$500 or more in rent. By 2020, there were 326 units charging between \$400 and \$799 a month. Another 23 were charging between \$800 and \$999 in 2020. This brought the median rent up over the past decade. More recently, there were no units charging \$1,000 or more per month, though that will likely change in the near future with more than 20-plus at the \$800-\$999 range in 2020.

The total housing stock of rental units occupied continued to grow each decade, going from 283 in 1960 up to 507 in 1990, which was an increase of 79.15 percent over those four census reporting cycles. From 2010 to 2020, it went from 549 to 698 units, a modest increase of 27.14 percent after a slight decline from 596 in 2000 to 549 in 2010 – a drop of 7.9 percent. This was the only time in the past three census periods the total has been below 550 units.

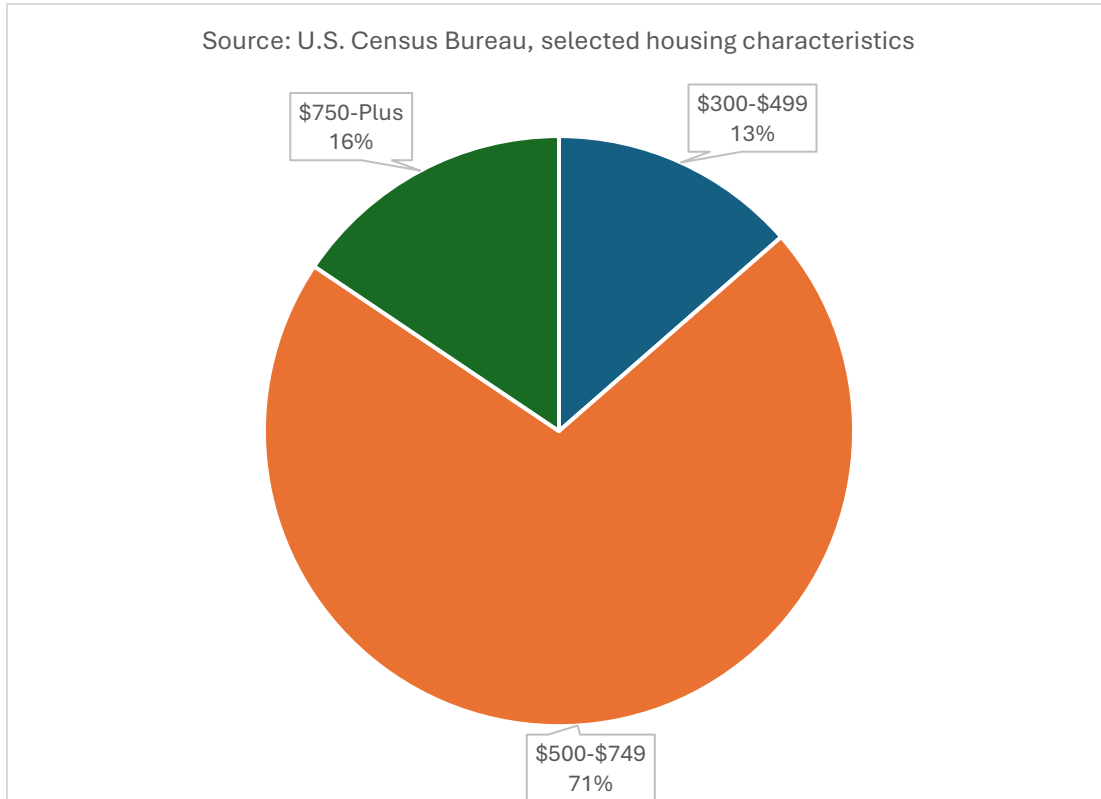
In 2000, the majority of rental agreements were charging between \$300 and \$499 per month with the second and third highest categories either less than that (below \$300) or higher than that (above \$500). In 2010, a significant portion of rental properties were charging between \$300 and \$749. However, by 2020, the lowest rent tier (\$200 to \$299) was non-existent while \$500 to \$749 made up the largest portion of rental properties.

Exhibit No. F-9 Monthly Rent, provides a pie chart breakdown of the range of monthly costs of rent based on different price points. As of 2020, there were 71 percent of rental units charging between \$500 and \$749 per month. The remaining categories included: \$750-plus, 16 percent; and \$300-\$499, 13 percent.

An analysis of the monthly rent also provides insight into the condition of the city’s overall housing stock. In 2020, according to census data, there were 496 units charging between \$500

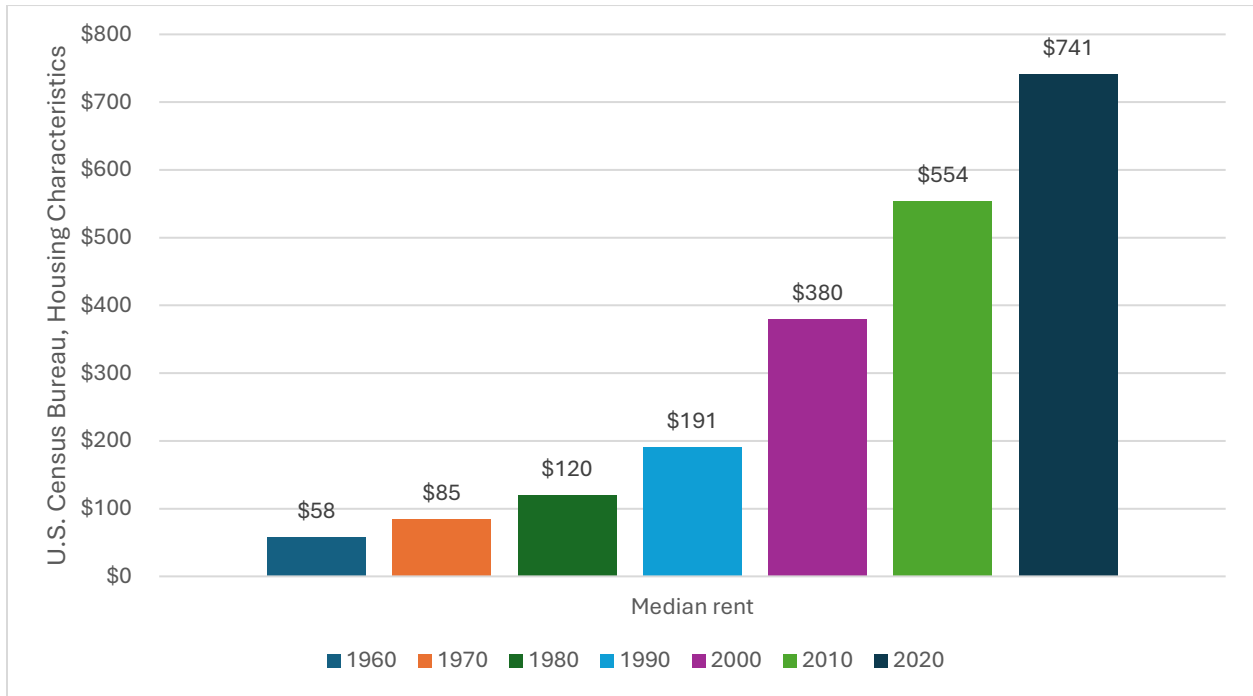
and \$749 in monthly rent. This was nearly double that category total from 2010. In just 10 years, it went from 292 to 496 in 2020 – an increase of better than 68 percent in a decade.

Exhibit No. F-9 Monthly Rent 2020



A final way to approach the rental information is to assess the decade by decade changes in the median rent for the city. Starting with 1960, the median rent in Ste. Genevieve was \$58 per month. This has increased significantly in each reporting cycle – including nearly doubling from \$191 in 1990 to \$380 in 2000. With a higher starting point in each surpassing decade, the amount is continuing to go up, though it will not be shown as that large of a percentage gain. This is all shown as part of **Exhibit No. F-10 City of Ste. Genevieve, Median Rent**.

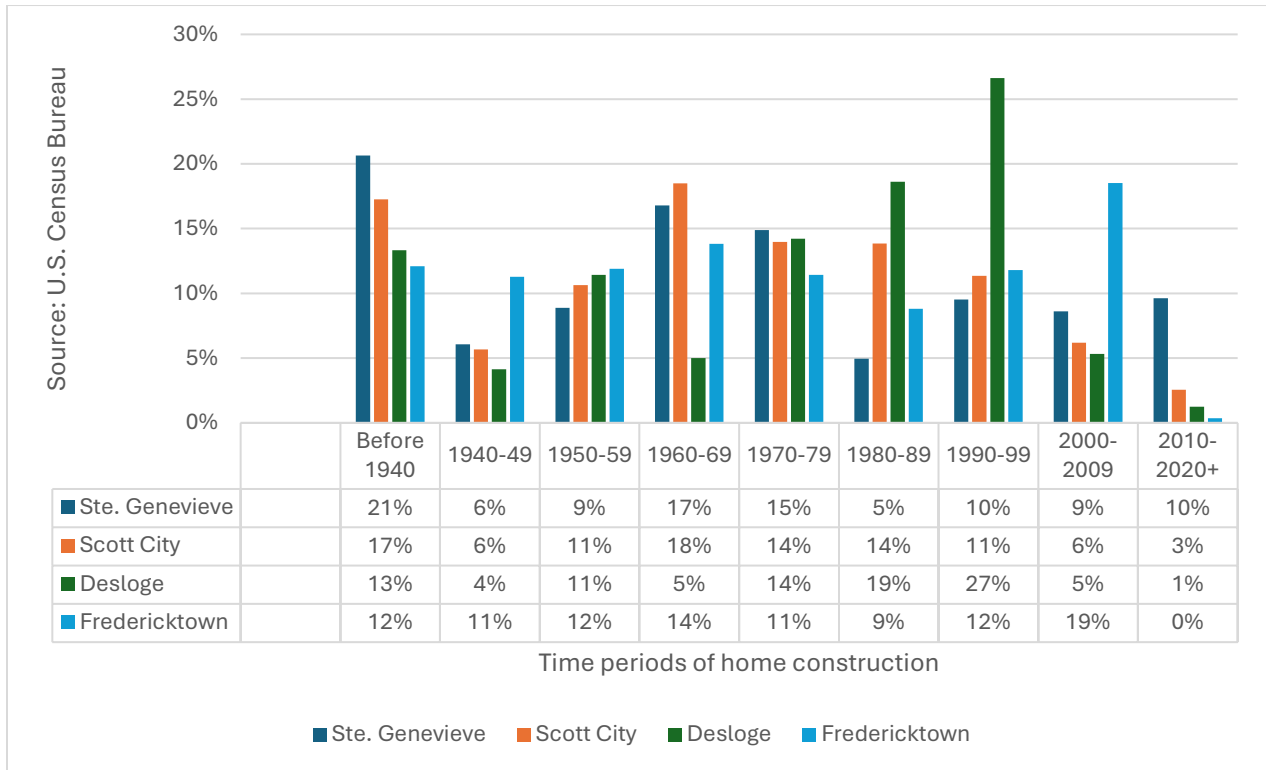
Exhibit No. F-10 City of Ste. Genevieve, Median Rent



Age of Structure

Another factor to consider when assessing housing is the age of housing unit structures. **Exhibit No. F-11 Housing Stock Age Comparison** offers a look at the age of housing units in 2020, with comparisons to other nearby cities. One noticeable takeaway is that the age of Ste. Genevieve’s total housing stock is much older compared to nearby municipalities. The overall view of housing in a specific community comes into a better focus when the age of the buildings and structures is collected. More than one-fifth of all homes in Ste. Genevieve were built prior to 1940. That is substantially higher than several other cities of comparable size. However, when factoring in the focus on historic preservation and the significance of the Ste. Genevieve community as being the first permanent settlement west of the Mississippi River, perhaps this is not as surprising. Where other areas may have a tendency to tear down aging structures, the preference in the Ste. Genevieve area may be to preserve an important structure dating to the early settlement period rather than choosing to tear down and replace it.

Exhibit No. F-11 Housing Stock Age Comparison



In terms of age of structures, the city of Ste. Genevieve’s housing was compared to the cities of Fredericktown, Scott City, and Desloge. As mentioned earlier, when studied in 2020 a little more than 20 percent of the overall housing in the city of Ste. Genevieve (446 of 2,161 total units) were constructed before 1940. Desloge was at 19 percent, Scott City at 14 percent and Fredericktown at 19 percent. Ste. Genevieve also had the lowest percentage of homes built in the 1950s (9 percent) and the 1990s (10 percent) among these communities but it was not that far behind percentages from other communities over this time frame. Also, in the 1940s, 6 percent of homes built was tied with Scott City. This was a higher percent than Desloge (4 percent) but only about half as much as Fredericktown (11 percent).

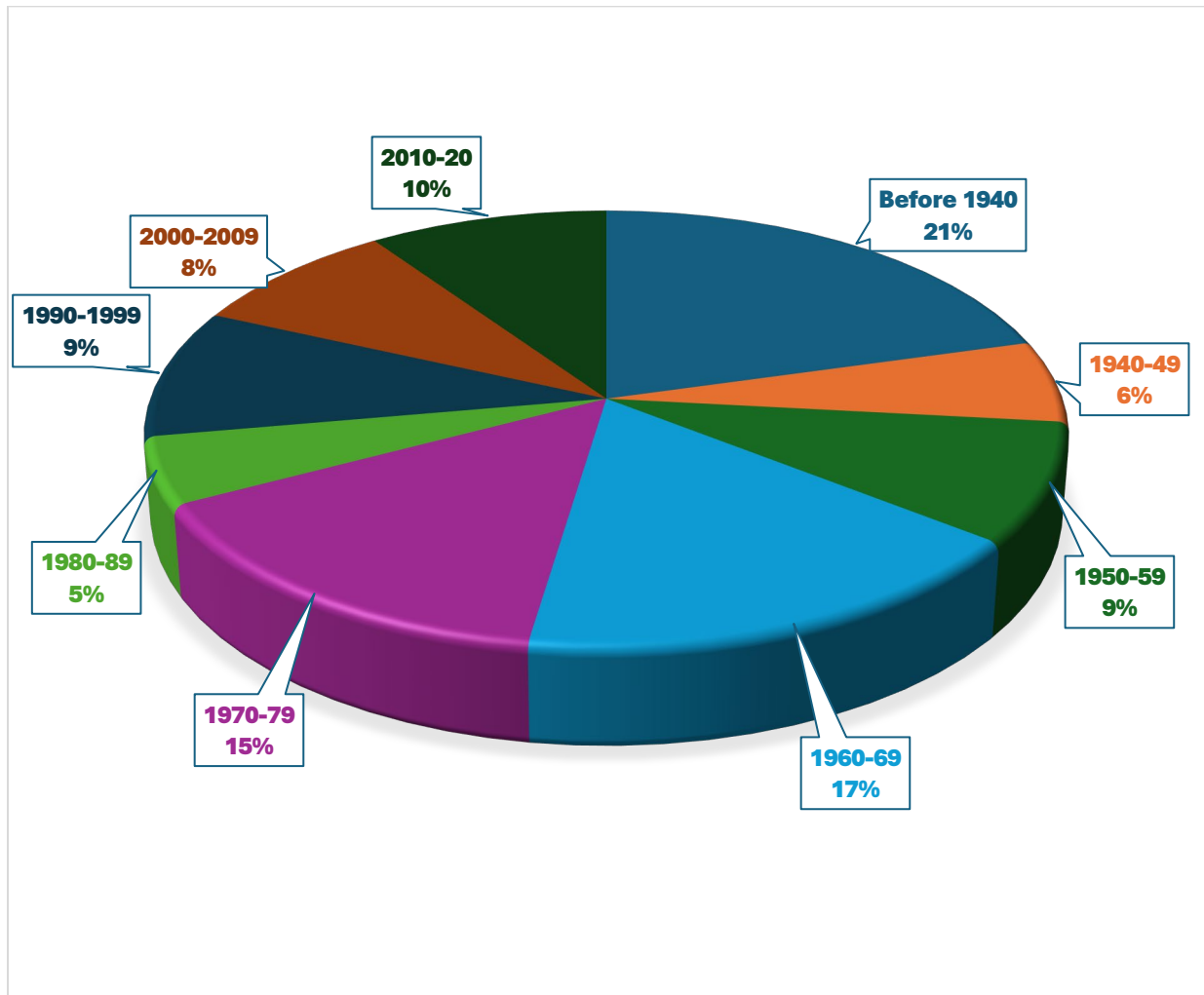
The one area in which the city certainly stands out is homes constructed in the 1980s. Ste. Genevieve had just 107 homes built from 1980-89 (4.95 percent), which was substantially lower than the rest of the municipalities.

As previously mentioned, **Exhibit No. F-11** shows how the city of Ste. Genevieve compares to Scott City, Desloge and Fredericktown in terms of the age of the overall housing stock by percent. Most notably, Ste. Genevieve is above 20 percent for all homes constructed prior to 1940. The only other community above 15 percent is Scott City. Both Desloge and Fredericktown are below 10 percent for the oldest category.

Fredericktown had a combined 23 percent of its homes built between 1940 and 1959. Ste. Genevieve was tied with Desloge at 15 percent over the course of these two decades. The other datapoint that stands out is the high percentage of homes constructed in Desloge in the 1990s.

Ste. Genevieve is below 10 percent in this category and that is just a decade after it was less than 5 percent during the 1980s. Scott City and Fredericktown, while both above 10 percent in the 1990s, are much closer to Ste. Genevieve. While it is difficult to get these figures balanced in every situation, seeking ways to have the percentages align in closer ranges – perhaps 10-15 percent per decade or for two-decade intervals – would be a long-term goal the city could look to achieve, though not much can be done to shift the large increase in homes constructed prior to 1940 if those homes are not replaced with newer ones.

Exhibit No. F-12 Age of Housing Stock by Percentage



For Ste. Genevieve, 21 percent of all homes were built prior to 1940 and another 15 percent were constructed the 20 years after that (1940-1959). This means 36 percent of all housing units in the city were built before 1960. More than a third of the housing at 60-plus years old or older is a significant housing factor. Close to another third (32 percent to be exact) of housing units were built between 1960-69 (17 percent) and 1970-79 (15 percent). Only 32 percent of the available housing units were built from 1980-2020 and 27 percent were constructed from 1990-2020. The trend of older homes may be shifting slightly, as 10 percent of homes were built from 2010-2020.

In Ste. Genevieve, this marks the first decade that surpasses 10 percent since 1970-79 (15 percent).

There are additional ways to assess housing stock age as well. **Exhibit No. F-12 Age of Housing Stock by Percentage** offers one such example. Rather than look at the housing data in a comparative manner with other municipalities, as shown in the column charts, another analytical tool is to look at the city of Ste. Genevieve's housing stock via a pie chart and view the ways each measurable component on housing changes or varies for the selected age ranges (before the 1940s, then the eight separate decades following that). A few findings of note from the data, include:

- More than four times as many homes (21 percent, 446 of 2,161) were built prior to 1940 than in the 1980s (5 percent, 107 of 2,161);
- A total of 27 percent of Ste. Genevieve's homes (600 of 2,161) were built from 1990-2020+ and 27 percent were constructed before 1950 (577 of 2,161).
- Another 26 percent of homes – 555 of 2,161 – were built between 1950 and 1969.
- Eighty percent of homes – 1,732 of 2,161 – were built before 1970 and after 1990. Conversely, this means one fifth, 20 percent, of all homes – 429 of 2,161 - were constructed during the 1960s and 1970s.

The lack of building in the 1980s – just 4.95 percent as of 2020 – probably is an outlier. More building should occur in the near future and that will have an effect on the variety of structure ages and reduce the likelihood of one or two decades or 20- to 30-year cycles comprising large percentages of the housing stock by age.

Structural conditions

A final measuring tool is assessing overall structural conditions. In 2021, residential units in the city were given a rating based on a windshield visual inspection for overall structural condition. The units received either a “good,” “fair” or “poor” classification.

The criteria which was used in giving the classifications is listed below:

Good: The exterior of the housing unit appears to be in perfect or reasonably sound condition, with perhaps slight or minor visible defects limited to peeling paint, aging roofs, broken windows, the absence of gutters or underpinning. In addition, this type of structure needs only a few minor repairs to upgrade the unit to more acceptable standards. Most of the repairs which need to be done include painting or a minor fix-up in certain areas.

Fair: Previously categorized as “deteriorating,” the units which are given this classification show visible signs of deterioration and will likely require major expense for improvements to bring them up to more acceptable standards. The structures given this ranking appear to be in a relatively bad state of repair and may likely contain major structural defects, such as sagging roofs or possibly cracked foundations.

Poor: Previously referred to as “dilapidated,” the few structures in this classification appear visually to be beyond the point of any reasonable repairs. The units are often not pleasing to look

at or may even pose a hazard to those living there for a variety of reasons. To change this listing and improve the status of a building or structure given this rating in all likelihood means major cost to bring the unit up to even an acceptable standard. In most cases, the recommendation on these buildings is to raze them.

This data is presented in table form as part of **Exhibits No. F-13a, No. F-13b**. Of the 1,619 structures in the city, 1,533 of the single-family, two-family (duplexes) or multi-family units were in “good” condition (95 percent). There is a slight variance in the conditions in each individual ward, with 92 percent in Ward 1 listed as “good” (378 of 411), 95 percent “good” in Ward 2 (504 of 533), 96 percent “good” in Ward 3 (361 of 378) and 98 percent “good” in Ward 4 (290 of 297). These findings show that overall condition of the housing units – single family residential plus two-family and multi-family in this measurement – is very healthy. Not every area of the city is at 95 percent based on the conditions in each ward, though it balances out to a positive outlook for the vast majority of residences. Perhaps a more encouraging sign is the small amount not included with the “good” ranking. Citywide, just 4.07 percent of structures in this category are deemed “fair” while less than half of 1 percent received a “poor” rating.

Exhibit No. F-13a Single and Multi-Family Residential Conditions

	Good	Fair	Poor	% Good	% Fair	% Poor
Ward 1	378	29	2	92	7.1	0.48
Ward 2	504	21	3	95	3.9	0.56
Ward 3	361	12	1	96	3.17	0.26
Ward 4	290	4	2	98	1.34	0.67
Total	1533	66	8	95	4.0	0.49

A similar classification of other housing units also was completed. This second portion was limited to both mobile homes and mobile home parks and is included as part of **Exhibit No. F-13b Mobile Home Conditions**. While using a smaller number in the calculation has a larger impact on the variance, it is encouraging to see that 14 of the 24 units in this category (58.33 percent) were given the “good” ranking. Both “fair” and “poor” received 20.83 percent as this classification was assigned to five of the total of 24 mobile home or mobile home parks in the city limits.

Exhibit No. F-13b Mobile Home Conditions

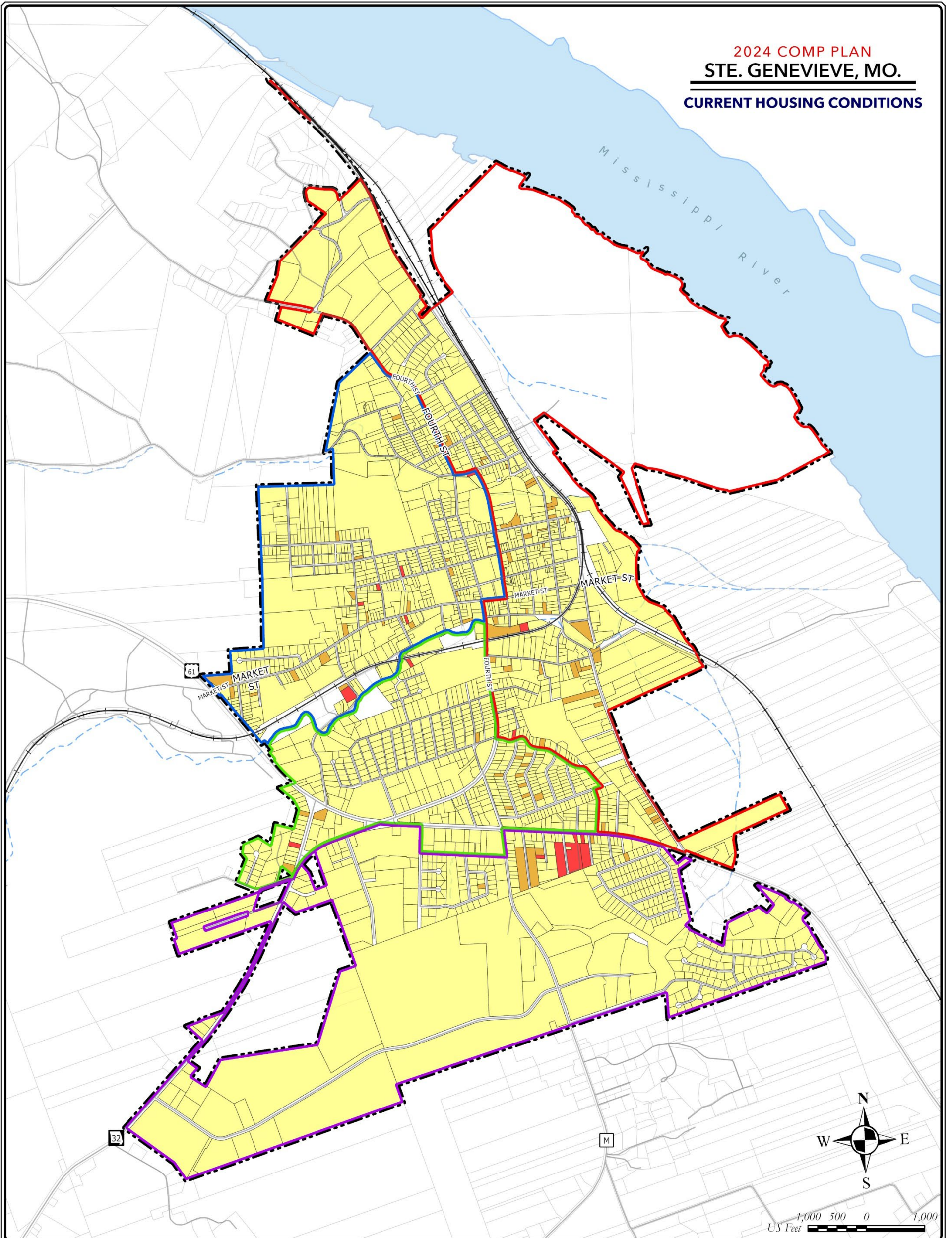
	Good	Fair	Poor
Ward 1	4	2	0
Ward 2	6	1	1
Ward 3	3	0	1
Ward 4	1	2	3
Total	14	5	5

The overall condition of housing in the city of Ste. Genevieve appears to be exemplary as nearly 95 percent of all housing units (1,547 of 1,631, approximately 94.85 percent) were given a “good” classification. With just 74 of 1,619 single family, duplex or multi-family structures getting a “poor” classification (4.57 percent) and five of 24 in the mobile home category (20.83 percent) receiving a “poor” classification, there do not appear to be a great amount of structures that need immediately addressed in terms of either razing or completely overhauling to get into the “fair” range and not be considered potentially hazardous.

One encouraging sign is that between single-family residential and mobile home types 71 of the 84 structures not in the “good” category are in the “fair” classification which likely means while the structures are not in ideal condition now, with major repair they can get up to an acceptable level. **Exhibit No. F-14 Current Housing Conditions Map** presents this as part of a city map with areas shaded which correspond to the condition of the structures.

Exhibit F-14 Current Housing Conditions Map

2024 COMP PLAN
STE. GENEVIEVE, MO.
CURRENT HOUSING CONDITIONS



Scale: 1:17,800
 Housing Conditions Dated: 2021
 Map Printed : 4/24/2024
 Coordinate System: NAD 1983 UTM Zone 15N

Legend		
Parcels	Good	Wards 1
City Limits	Fair	Wards 2
Railroads	Poor	Wards 3
Waterbodies		Wards 4
Streams		
Pavement		



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CURRENT HOUSING CONDITIONS

Housing Observations

In a review of previous housing assessments and recommendations, a few observations should be noted. In 1978, a reported housing-related problem – not identified as a severe one, though – was the “overall condition of housing units.” A total of 5.3 percent were listed as “deteriorating” or “dilapidated.” In 1996, the percent rated as either “deteriorating” or “dilapidated” was just 5.2 percent which means a slight decrease in the percent of “deteriorating” or “dilapidated” housing units. More recently, as of 2021, which was when the most recent analysis of structural conditions was conducted, it was determined that 1,547 of 1,631 units - approximately 94.85 percent – were in “good” condition, leaving just a combined 5.15 percent in the “fair” or “poor” ranges. For this version of the city’s comprehensive plan, the previous terms of “deteriorating” and “dilapidated” have been updated to “fair” and “poor.” It is encouraging to see that nearly 95 percent of the housing stock in the city is viewed as “good.” The overall age of the city’s housing stock may be a factor in this percent, but it does not appear to be a major detriment to the overall quality of housing in the city.

In looking at the age of the city’s housing stock, there appears to be a rather large percentage of older homes. From 2000-2020, fewer than 400 new homes were constructed and the overall percentage hovered below 10 percent for both decades (186 from 2000-2009, 8.6 percent; and 208 from 2010-2020, 9.62 percent). However, from more than four decades ago, in the 1978 comprehensive plan, it was determined that the overall condition of aging structures was a testament to the pride of people in the community.

“When the age of the city is considered, the small number of substandard units is remarkable, and this truly is a credit to both the pride and ownership which is inherent in the community.”

Also notable from the late 1970s was this: The majority of “substandard units” were all in older sections of the city – in part this was due to a Mississippi River flood event in 1973. Another noticeable concern was the “proliferation of mobile homes on single lots.” In the late 1970s, mobile homes accounted for just 4.7 percent of the city’s housing stock – about one out of every 20 units (a similar percentage to the number of homes overall considered to be in “good” condition). This also was attributed to the 1973 flood. Another issue was 21 mobile home parks for 150 homes but only 17 vacant spots. An obvious need at that time was space for additional mobile home parks due to overcrowding and not enough adequate space. Other concerns at that time were the increasing cost of housing, a lack of rental housing options and an overall lack of adequate homes for the elderly. The reasoning at the time on this last concern was that the population was aging and, in many instances, in homes which were classified as either “sound” or “good,” the homeowners would not be able to afford the upkeep, which would eventually lead to gradually deteriorating conditions, adding to the city’s housing problems. Recommendations at that time include working with a regional housing authority and creating or establishing a community betterment committee. One of the recommendations in the late 1990s was to encourage annexation as little new residential development was occurring, causing the overall housing stock to remain static. Admittedly, this is not the city’s role or responsibility. The acquisition of more land – presumably through annexation – would at least give developers options. Another suggestion was to look into possible options to create a source of funding for

low-interest loans geared toward those homeowners in historic areas or districts. While following and adhering to the Landmarks Commission, the loans would assist owners in maintaining structures. These types of repairs and updates to older homes typically are significantly more costly. Finally, another recommendation included encouraging the development of moderately priced housing within the city in an effort to offer housing to those who may not be in higher income brackets. “Moderately priced” housing may be a bit of a misnomer because every community wants to have a strong housing market and including affordable or moderately priced options along with more expensive options could possibly serve to drive overall housing prices down. This would not be something that local homeowners would prefer, though the challenge remains finding a balance – options for those with higher incomes as well as places to live that can be more affordable for younger families.

Strategic Issues

The following is a list of recommendations to be considered by the city of Ste. Genevieve’s Planning & Zoning Commission.

1. Encourage a variety of new home construction types with different price points.
2. Pursue possible grant funding to make specific improvements in a given neighborhood, which could include infrastructure improvements as well as an overall rehabilitation of lower to moderate-income housing units.
3. Pursue potential funding options and create a pool of money which could be used for low-interest revolving loans for the owners of properties in the historic district in need of repair.
4. Consider revised or additional residential zoning districts to allow for denser and more affordable single and multi-family residential units.

G: LAND USE

As part of this comprehensive plan information on land usage was collected via a windshield survey in 2021. The area considered looks at the city limits as well as about a half mile radius surrounding the city. The purpose of the land usage survey was to identify the existing uses in and around the city limits of Ste. Genevieve. The information is now used as a basis for the process of analyzing ongoing or existing development patterns as well as those occurring in the recent past. This practice is done for the projection of the area's future long-term growth and potential development patterns.

An existing, or current use land map is included as **Exhibit No. G-1 Current Land Use and Wards**.

Existing Land Use

During the most recent land use survey, responses were mapped and then divided into 10 specific land use categories. They include: 1) agricultural/vacant 2) commercial 3) industrial 4) mobile home 5) mobile home park 6) multi-family residential 7) public/semi-public 8) recreational 9) single-family residential, and 10) dual or two-family residential.

Single-family residential (601 acres), streets, alleys and railroad right-of-way areas (211 acres) and commercial land (approximately 126 acres) comprised the largest portions of land in the 1997 report if only the developed portions are counted. For the most recent analysis, single family residential comprises the top usage in terms of the percent of developed area as well as the percent of total area. As of 2021, overall residential accounts for 694 of 2,443 of developed acres – about 29 percent.

A generalized description of each of the land use types are as follows:

Residential – properties in which there are single-family homes, duplexes or two-family residential (houses for two families), apartments (multiple family units or households), mobile homes on individual lots as well as those located in mobile home parks.

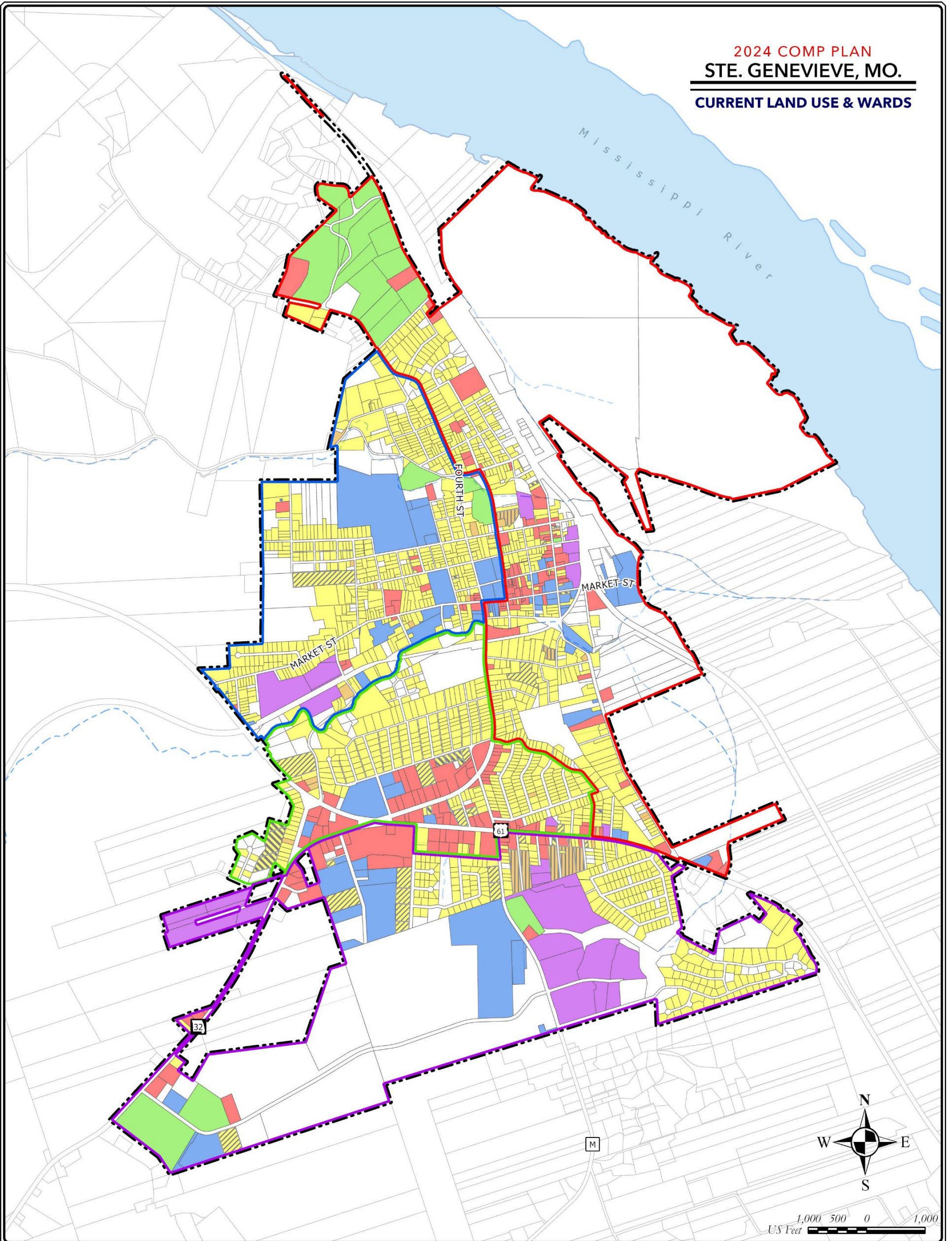
Commercial – Commercial use of property includes parcels of land as well as buildings which are primarily used for the direct sale of goods or products, or the provision of services to the general public. A few examples of this can include retail stores, grocery stores, laundromats (or other service-related businesses), gasoline or diesel-filling stations, barber shops and office buildings.

Industrial – Industrial uses refer to all activities which are involved in the manufacturing of a product or a change of materials with applied labor.

Public/Semi-Public – In this category are defined general public uses, including churches and other houses of worship, schools (both public and private), hospitals and other health-care related facilities, local cemeteries (or land to be reserved or set aside for future cemeteries) as well as other general government uses – county or city clerk, courts, property assessor, etc.

EXHIBIT NO. G-1 Current Land Use and Wards

2024 COMP PLAN
STE. GENEVIEVE, MO.
CURRENT LAND USE & WARDS



- Parcels
- City Limits
- Railroads
- Waterbodies
- Streams

- Wards**
- 1
 - 2
 - 3
 - 4

Legend
Land Use Code

- Commercial
- Industrial
- Public and Semi-Public
- Parks & Recreation
- Agricultural or Vacant
- Single Family Residential
- Two Family Residential
- Multi-Family Residential
- Mobile Home
- Mobile Home Park



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CURRENT LAND USE & WARDS

Scale: 1:17,800
 Land Use Dated: 2021
 Map Printed : 5/30/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

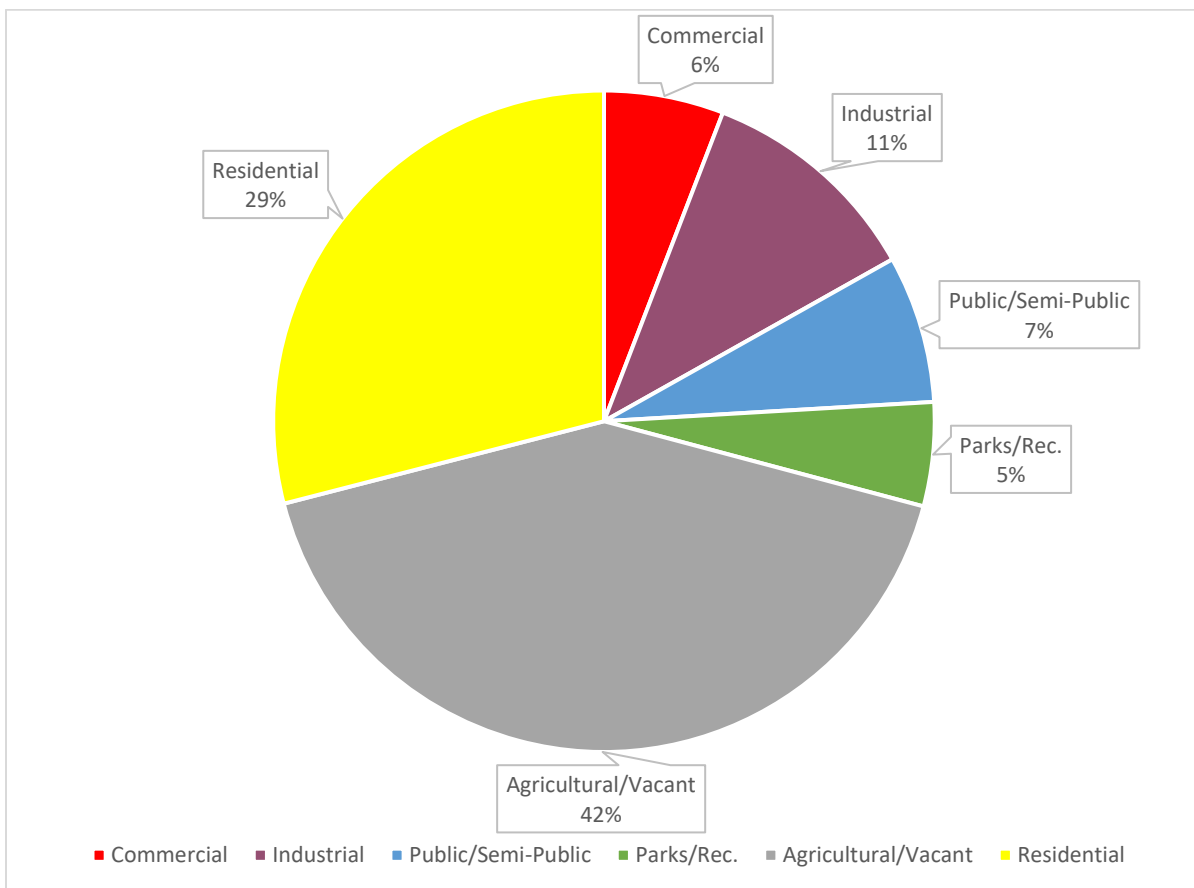
Parks and Recreation – This specific category refers to all land devoted and utilized for parks and recreation-related activities and pursuits, including ball fields, trails, bicycle paths, public swimming pools, whether or not the land is owned by the city. Commercial recreational facilities such as miniature golf courses and skating rinks are generally considered parks/recreation in terms of a city’s land usage.

Vacant, Agriculture – This category is defined as all land area that at the present time remains vacant or used primarily for agricultural purposes. The city is rather limited in this land use. There are vacant areas, especially east of North Main Street, and also east of St. Marys Road, which likely will remain vacant for the most part.

Streets, Alleys, Railroads – In this category are parcels or strips of land primarily used for general public right-of-way purposes, which for most transportation uses include local streets and state highways. This also can refer to railroad track right-of-way. Sidewalks and bicycle lanes may also be adjacent to local or state roadways. In addition, private lanes also may be a part of the right-of-way area as well.

The existing land usage for the city of Ste. Genevieve by percentage is presented in a pie chart as **Exhibit No. G-2**.

Exhibit No. G-2 2021 Ste. Genevieve Citywide Land Usage, by Percent



Comparison to previous plan

Each of the primary land uses increased in terms of total acres from the late 1990s to 2021. For example, residential land usage went from about 601 acres in 1996 to approximately 694 acres in 2021 – an increase of better than 90 acres, or about 16 percent; commercial land usage went from 126 acres in 1996 to 140 acres in 2020, an increase of 14 acres, or about 11 percent.

Of the acres devoted to residential, a little more than 90 percent (586 of 651 acres) are set aside for single-family homes. The only other residential subcategory with more than 15 acres is multi-family residential (85 acres, 6 percent). Since 1976, the percent of total area reserved for residential land declined. It was at 37 percent in 1976 (491/1,323), dropped to 36 percent in 1996 (601/1,650) and in 2021 decreased to 22 percent. The 1997 comprehensive plan referenced the lack of residential use acreage, which pointed to a need for annexation to provide land for future housing needs. Each land usage category had an increase in acres from 1996-2022, though there were two main areas in which the change marked a dramatic increase: industrial acreage went from 73 acres in 1996 up to 117 acres in 2022 while parks and recreation went from 9.6 acres in 1996 to 122 acres in the land survey most recently completed in 2021, due to annexing Pere Marquette Park, which previously was north of the city limits. A detailed table breaks down the specific acres and percent of land for certain land uses, as part of **Exhibit No. G-3**.

Exhibit No. G-3 – Acres in City

	Acres in Use	Percentage
Undeveloped	1004	41%
Residential	650	26.6%
Commercial	140	5.7%
Industrial	117	4.8%
Park/Recreation	122	5.0%
Public/Semi-Public	173	7.1%
Streets, Alleys, Rail ROW	237	9.7%
City Limits	2443	100%

Existing Land Use by City Ward

Ward 1

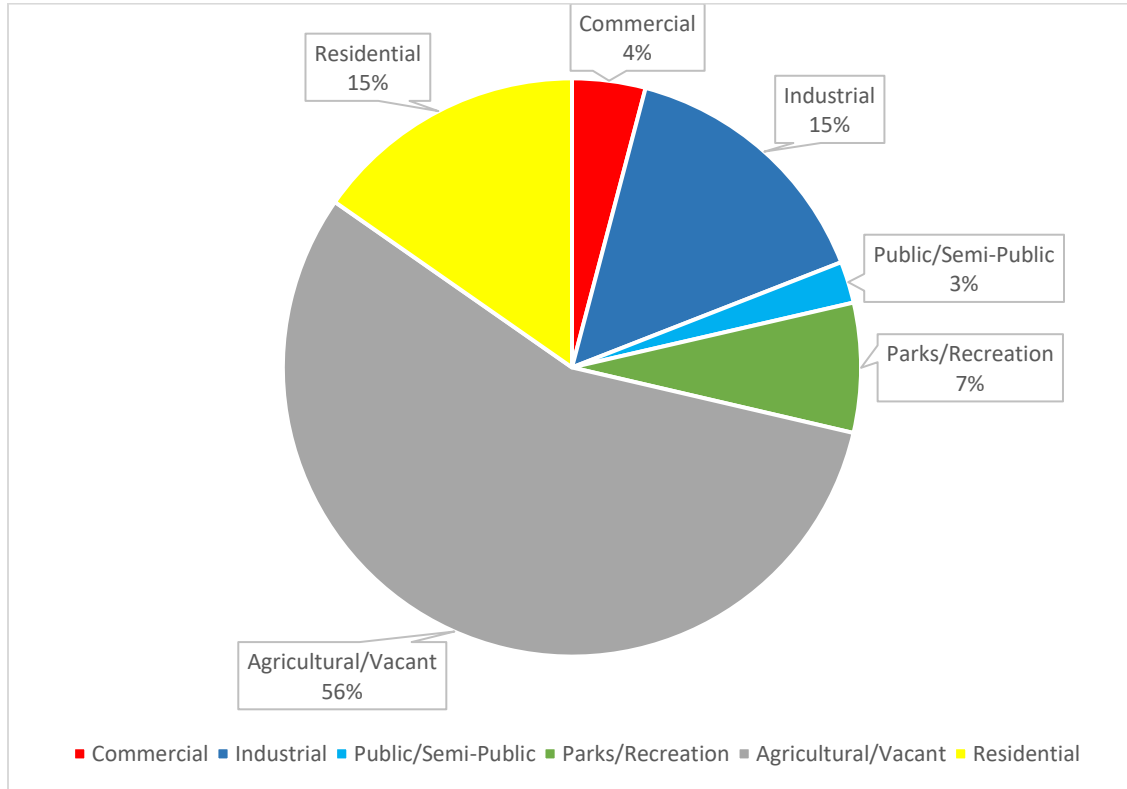
Ward 1, comprised of 691 total parcels, is made up of approximately 1044 acres. The largest portion, by far, is agricultural or vacant, which accounts for 585 acres, or about 56 percent. This is followed by residential at about 160 acres, an estimated 15.3 percent of the land in the ward. Obviously, single-family residential comprises the major part of the residential component, at 14.5 percent. The others, two-family residential, multi-family residential, mobile home and mobile home park by themselves combine for just 13 parcels in the ward and a little more than eight acres of total area.

This pushes residential acres (160) ahead of industrial (156 acres, 15 percent) in terms of total ward acreage. Parks and recreation acreage comes in third (75.68 acres, 7.25 percent), followed

by commercial (43 acres, 4 percent) and then public/semi-public (24.29 acres, 2.33 percent). Research shows 390 of the 404 single-family residences are occupied (96.53 percent) while 11 of the 13 multi-family or mobile home parcels are occupied (84.62 percent).

An overall comparison of land usage in Ward 1 is presented as part of **Exhibit No. G-4**.

Exhibit No. G-4 - 2024 Ste. Genevieve Ward 1 Land Usage, by Percent



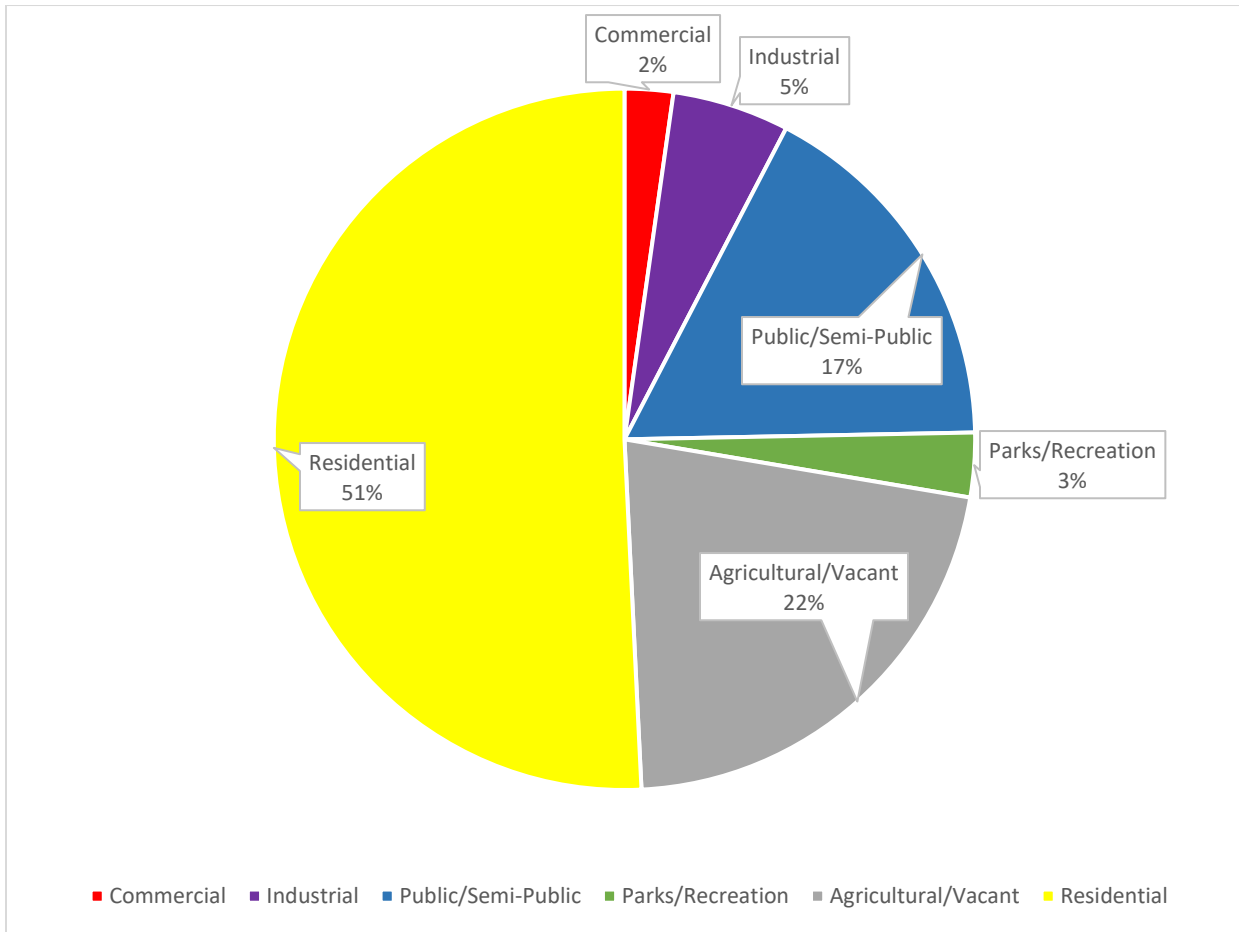
Ward 2

Ward 2, comprised of 663 total parcels, is made up of 366 acres. The largest usage component in this ward is residential, which accounts for 181 acres, or about 49 percent. This includes: one multi-family area; eight mobile homes; and one duplex. Agricultural or vacant comprises 77 acres, or about 21 percent of the ward’s area. Public and semi-public uses account for approximately 61 acres, or about 17 percent. Remaining uses by specific land category include industrial, 19 acres (5 percent); parks and recreation, 11 acres (3 percent), while commercial usage accounts for just eight acres (2 percent). Approximately 513 of the 531 (97 percent) single-family residential housing parcels are occupied as of late 2023 while all of the mobile home (eight), two-family (one) and multi-family (one) units are occupied.

Just one of the major uses accounts for more than five percent of the overall land within the city limits – single-family residential at 7 percent. The only other usages which comprise more than one percent of the city’s total land are: agricultural/vacant at (3 percent) and public/semi-public (2 percent).

An overall comparison of land use in Ward 2 is presented as part of **Exhibit No. G-5**.

Exhibit No. G-5 - 2024 Ste. Genevieve Ward 2 Land Usage, by Percent



Ward 3

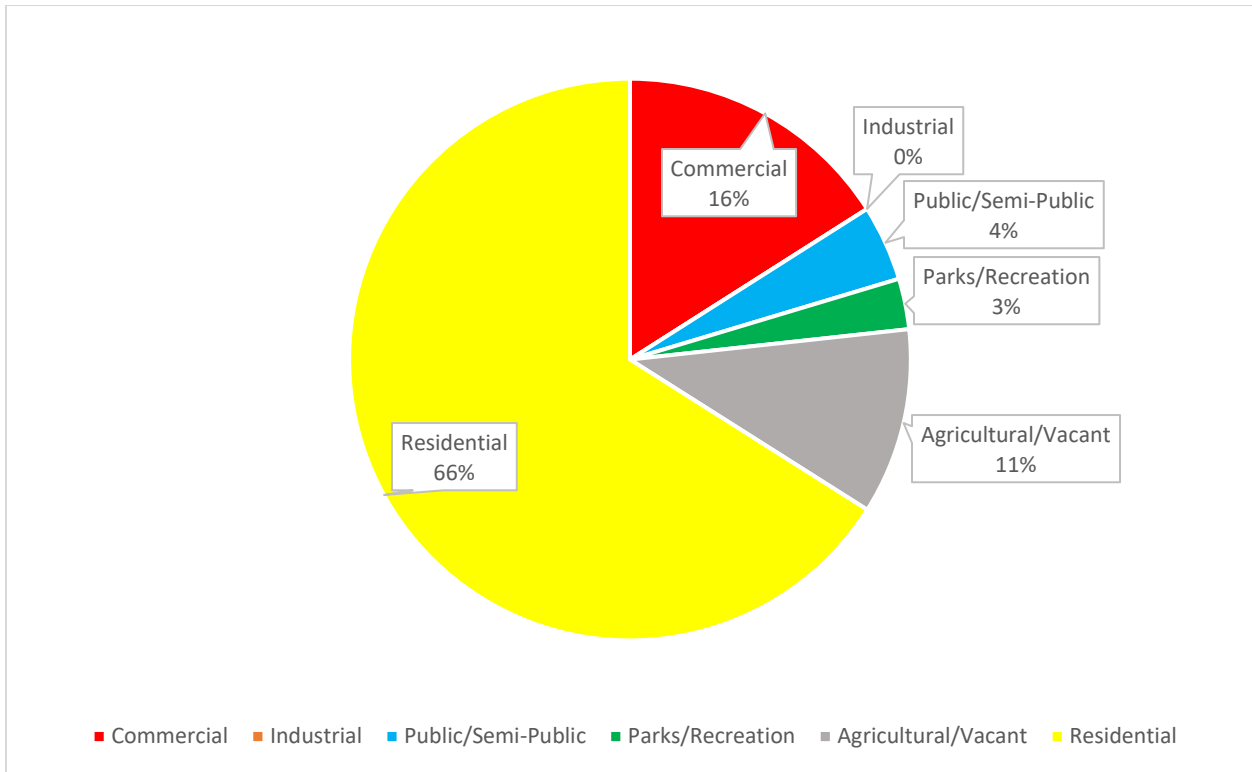
Ward 3 is comprised of 510 total parcels and includes 310 acres. Residential accounts for the largest single usage with 203 acres (65 percent). The remaining land uses in this ward include commercial at 49 acres (16 percent); agricultural or vacant at 43 acres (14 percent); public/semi-public at 13 acres (4 percent), industrial is less than one acre (0.73). Parks and recreational has no land devoted to this use.

Approximately 92 percent single-family residential housing parcels were occupied as of late 2021 while a combined 18 of 19 of the two-family residential, multi-family and mobile home units are occupied.

The 134 acres of single-family residential comprise 5 percent of the city’s overall land usage while the six multi-family residential locations in Ward 3 account for 2 percent of the city’s overall land usage in that category. The 49 commercial acres make up 2 percent of Ste. Genevieve’s overall land.

An overall comparison of land use in Ward 3 is presented as part of **Exhibit No. G-6**.

Exhibit No. G-6 - 2024 Ste. Genevieve Ward 3 Land Usage, by Percent



Ward 4

Ward 4, which includes 420 parcels, is comprised of 673 total acres. The largest land usage is agricultural or vacant, at 295 acres. This is about 44 percent of the total ward area and about 12 percent of the city’s total area.

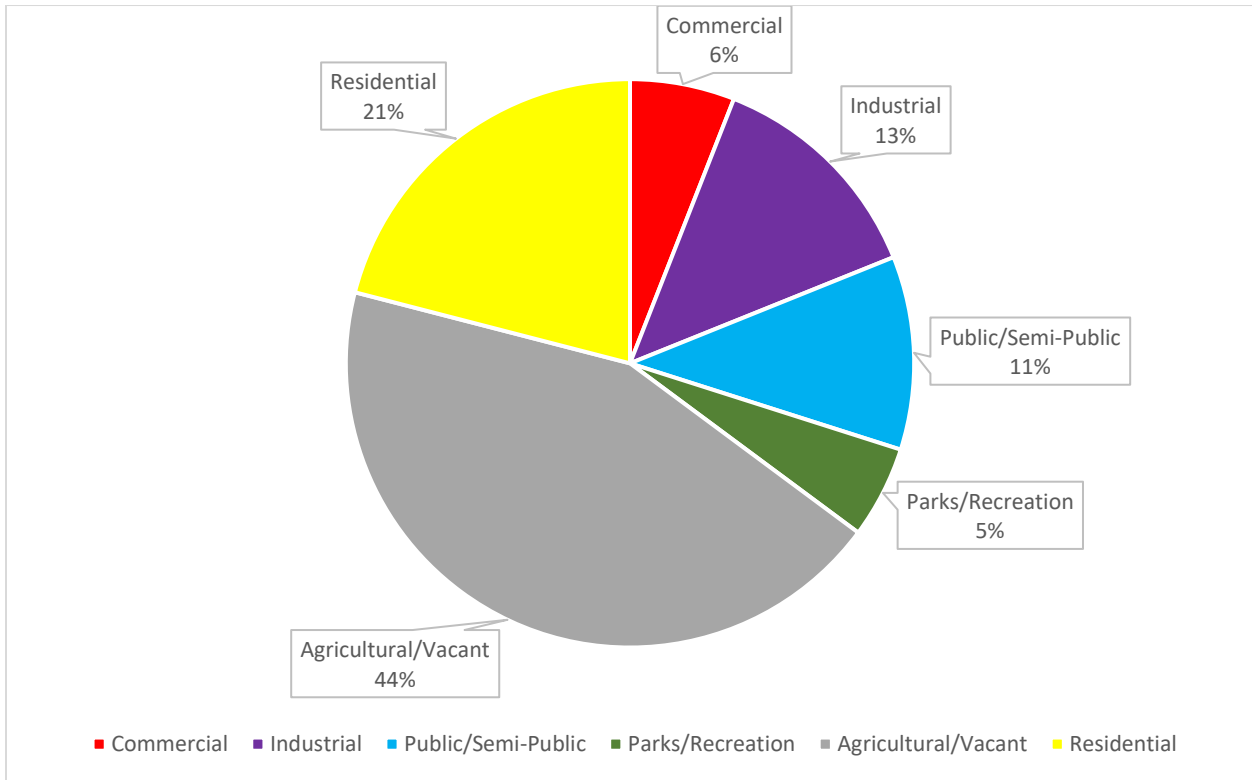
Combined residential usage comprises the next highest usage, coming in at 141 acres (21 percent). This is broken down as follows: single family residential (113 acres); multi-home family (11 acres); two-family residential (less than a quarter acre); and mobile home (also less than a quarter acre).

The remaining land usages, from largest to smallest acreage, are as follows: industrial, 87.1 acres (13 percent); public/semi-public, 74 acres (11 percent); commercial, 40 acres (6 percent); and parks/recreation, 35 acres (5 percent).

The most recent research shows that 277 of the ward’s 285 single-family homes (97 percent) are occupied. In addition, all of the multi-family residential (11); mobile home park (five); two-family residential (one); and mobile home (one) units are occupied, though individual mobile homes within the mobile home parks are vacant.

An overall comparison of land use in Ward 4 is presented as part of **Exhibit No. G-7**.

Exhibit No. G-7 - 2024 Ste. Genevieve Ward 4 Land Usage, by Percent



Surrounding Land Use

The land immediately surrounding the city limits has been historically limited to industrial (primarily to the west) and agricultural/vacant (to the east and south). The formation of the Ste. Genevieve Wildlife Refuge essentially keeps this area from becoming any commercial or industrial use in the future. Although with a majority of this land all east of the levee, it is likely to remain vacant and undeveloped.

Since 1997, the city has annexed the Pere Marquette Park area into its corporate boundaries. In addition, a significant amount of acreage was annexed by the city for development of the Ste. Genevieve County Community Center and a potential future industrial park.

In looking at the previous comprehensive plan’s strategic land use issues from 1997, there were a series of eight goals. Of those eight, five of them were achieved:

- 1. The city park should be annexed into the city to allow for more effective control.** This action officially occurred in 1998, shortly after the previous plan was adopted.
- 2. The floodplains of North and South Gabouri Creeks need to be protected, along with maintenance of the creeks to assure that free flow is not blocked by debris or growth in the stream beds.** Official action on this occurred with the approval of the levee district or the recommendation of an approval for another governing entity.
- 3. Re-use flood buyout property along Main Street as a possible ball field, parking area, landscaping, etc.** This goal has been achieved by the development of several new

parks or other recreational open space areas (Dave Pinkley Park, City Dog Park, and Water Gauge Park) along Main Street and near other flood buyout properties.

Additionally, buyout properties have been utilized as a community garden space and parking areas. Also, a community program was established for city residents to lease and maintain these spaces primarily for recreational or gardening purposes.

4. **There is a lack of vacant tracks of land of sufficient size in the city so as to allow potential developers a choice of development strategies.** Approximately 200 acres were annexed into the city in 1999 along what is now Progress Parkway. This land purchase allowed for the construction of the Ste. Genevieve County Community facilities and has since enabled the construction of senior living facilities, apartments and a restaurant.
5. **A need exists for additional land in the city which is suitable for development for light industrial purposes.** Part of these properties were zoned for industrial use. To date, no industrial development has occurred in this area.

The areas immediately surrounding the Ste. Genevieve city limits in 2021 include a combination of several uses, ranging from industrial west of U.S. Highway 61 and also west of White Sands Road, to agricultural or vacant south of Progress Parkway and Valle Springs Drive, east of Highway 61, south of the city limits and west of Highway 32, to single-family residential tracts on each side of Highway M, as well as KSGM Drive north of White Sands Drive. The surrounding land use can be seen in **Exhibit No. G-8 Current Land Use City and Surrounding Area.**

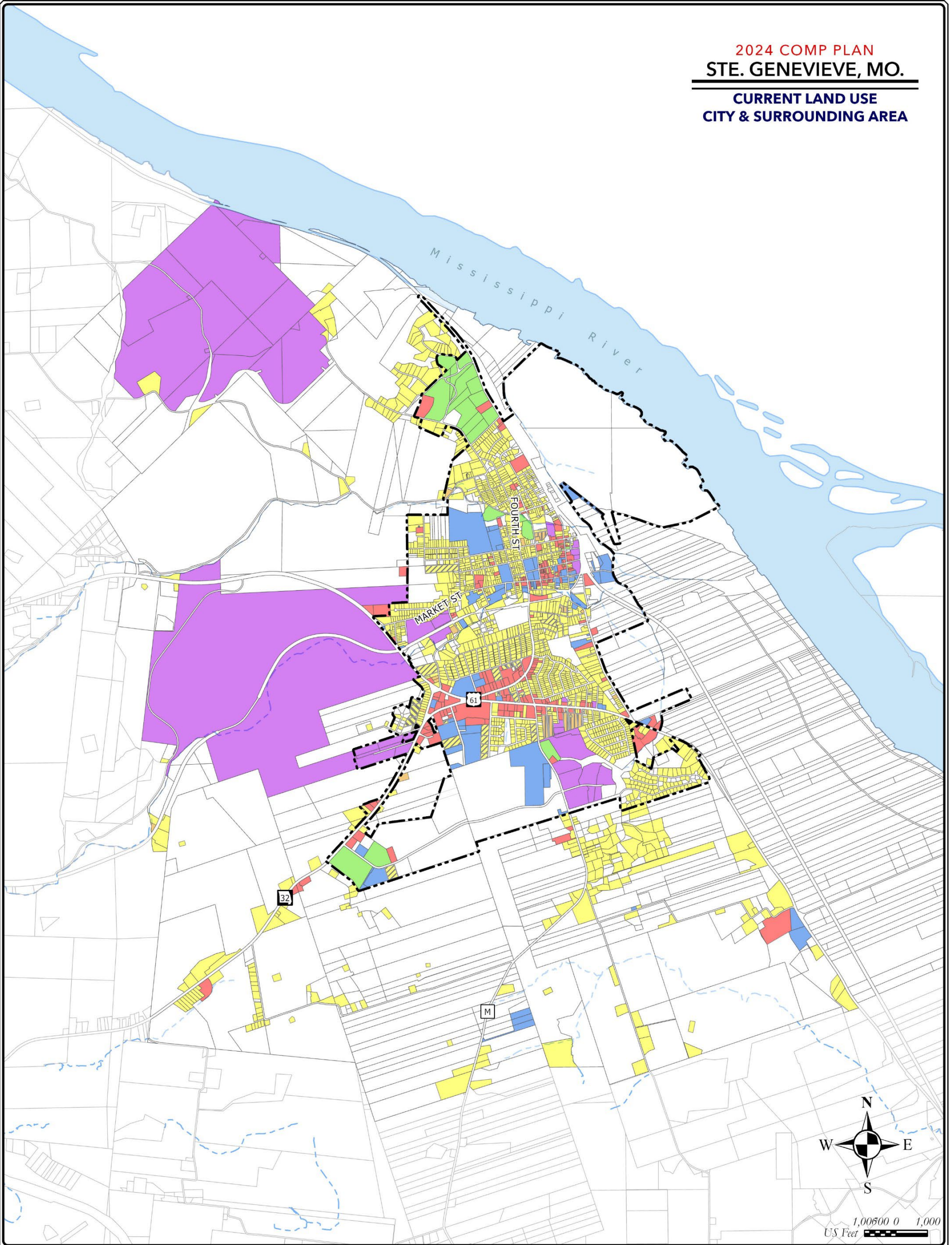
There are three primary categories of land and property which surround the city. To the east, both north and south of the Levee District No. 3 property is primarily vacant land, which is often adjacent to the railroad tracks. There are existing tracts of commercial and single-family residential zoned properties along Highway 32 and also quite a few residential tracts available to the south of Valle Spring Drive and east of Quarrytown Road.

Vacant, agricultural land is located east of U.S. Highway 61, north of the city limits.

Exhibit No. G-8 Current Land Use City and Surrounding Area

2024 COMP PLAN
STE. GENEVIEVE, MO.

CURRENT LAND USE
CITY & SURROUNDING AREA



Scale: Scale: 1:33,133
Land Use Dated: 2021
Map Printed : 5/30/2024
Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

- City Limits
- Railroads
- Waterbodies
- Streams

- Use Code**
- Commercial
 - Industrial
 - Public and Semi-Public
 - Parks & Recreation
 - Agricultural or Vacant

- Single Family Residential
- Two Family Residential
- Multi-Family Residential
- Mobile Home
- Mobile Home Park

Legend



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CURRENT LAND USE
CITY & SURROUNDING AREA

Future Land Use

One of the main responsibilities of the city of **Ste. Genevieve's Planning & Zoning Commission**, guided by state statutes is to focus on the long-term plan of both the physical environment and land use in the city. The preparation of the comprehensive plan – typically completed and revised on a periodic basis – fulfills this essential responsibility. The future land use section serves as a guide to lead development into desirable patterns as well as provide a sufficient amount of space for each of the major land uses.

The majority of new developments are the result of private investment occurring rather than by governmental actions. It is important to stress that the plan remains flexible enough to allow for changes that will benefit the entire community. Alterations, modifications, minor changes or deviations from the prepared future land use plan may occur in an effort to allow growth which is considered beneficial to the community while at the same time remaining in the general conformance with the overall intent, purposes and goals of the updated comprehensive plan.

The future land use plan attempts to group together similar usages in an effort to avoid the mixing of what are deemed to be incompatible or perhaps even conflicting land uses. In addition, the concepts of sprawling development and overcrowding are to be avoided, if at all possible. As a general rule, above all else, the plan should focus on promoting the general health, overall well-being, and welfare of the residents of the city and adjacent citizens of the surrounding community. In preparing the city of Ste. Genevieve's future land use portion of the comprehensive plan, there were several guidelines used to assist with this process. They included:

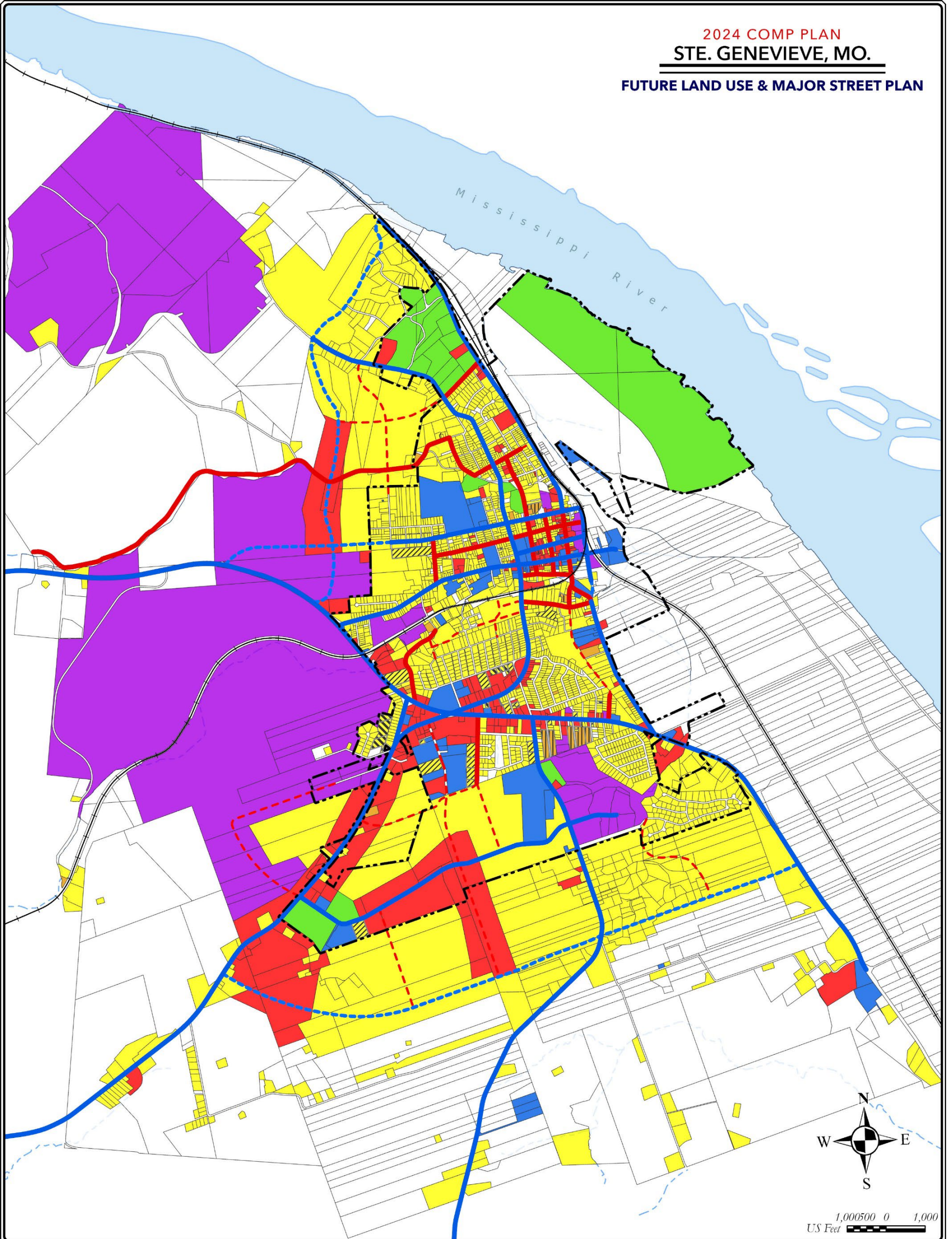
1. The residential uses within the city should be limited to areas of land that are suitable for this type of development. It should preferably be free from natural hazards, including flooding, and the slope of the terrain should be gentle enough to prevent slides and still allow for the delivery of utilities to the area. In addition, the residential sections of the city should be near major transportation thoroughfares to provide for easier or efficient access to both commercial and industrial areas, yet the residential streets should not be part of the major road transportation system.
2. The city's commercial portions should be close to, or at minimum, be easily accessible to the residential regions and major thoroughfares. Strip commercial development should be strongly discouraged though at times it is unavoidable. Where it does occur, the development of clusters of commercial areas within the strips should be encouraged. An adequate and ample amount of off-street parking should be provided for those visiting the commercial and business areas, and an off-street loading unloading area should be provided in the commercial spots. The commercial areas within the city should be screened from nearby or adjacent residential areas, if possible.
3. Manufacturing and industrial components often have a significant shipping phase, and these types of land usages require easy access to major roadways and transportation sectors. In many cases, the industry often needs additional land as well as what is needed for the actual plant location. The extra land may be needed for potential future expansion or possibly used as a buffer area between the industry and other uses. Due to the

4. requirements of industry, it is recommended that a sufficient amount of acreage be set aside to properly account and accommodate both new and expanding industries. The land for this usage should be in relatively large tracts set aside for industrial parks where necessary utilities are available.
5. The land usage of public and semi-public often shares a number of characteristics with commercial and industrial, including high-traffic volume, parking issues and a noticeable impact on the surrounding area – both in and out of the city limits. These uses typically are dispersed throughout the community due to the need for them to be spaced out in different locations of the community in which they serve. The public and semi-public usage types can be found near commercial and residential areas without any undue problems.
6. Typically, parks and recreational uses often allow more leeway in their placement than any other type of development. When a community – be it a city, village, town, county, etc. – is in the discussion stage of developing a park (or other recreational) usage, it is strongly recommended and encouraged to have a variety of park land options which have different characteristics and can be used for a variety of purposes that appeal to many diverse interests, activities, and age groups. Land which is developed specifically for park purposes should retain and keep as many of its natural features as possible – i.e. forests, grasslands, lakes, etc. – and should be located away from busy areas, yet have easy access for users to remain close to the residential areas.
7. Transportation or street systems in a city should attempt to maintain an adequate amount of right-of-way spacing while avoiding excessive widths. The system should conform to the city’s major street plan and the subdivision regulations within the city. All major streets should be designed to maintain both vertical and horizontal alignment and also attempt to minimize the number of driveways and intersections. Existing streets should intersect at right (90 degree) angles and also offer an ample amount of sight distance, lighting and traffic controls. The right-of-way areas which are acquired for new streets should be adequate enough space to provide for future widening of the street and also the laying of any utility lines.

Looking ahead and attempting to accurately forecast the growth of a city 10-20 years into the future or longer can be a challenging endeavor. Efforts were made to gather reasonable estimations in the population projections section of this plan. However, in addition to attempting to answer how many people will be living in the community in the near to distant future, attention and proper consideration should also be devoted to possible development areas which are adjacent to the city as well as the vacant portions within the existing city limits.

The future land use plan for the city of Ste. Genevieve is included in this plan as **Exhibit No. G-9**. The accompanying exhibit is a representation of potential land usage which could be in place over the course of the next 20 years. The physical environment of the city of Ste. Genevieve may often preclude certain types of development. For example, industry or commercial development, as well as residential areas, likely will not occur in any flood-prone areas, or places in the city which are not protected by the existing levee system. The flood-prone areas likely won’t incur any private development and any utility expansion in these areas would be limited.

2024 COMP PLAN
STE. GENEVIEVE, MO.
FUTURE LAND USE & MAJOR STREET PLAN



- City Limits
- Railroads
- Waterbodies
- Streams

- Major Street Plan**
- Existing Arterial
 - Existing Collector
 - Proposed Arterial
 - Proposed Collector

- Legend**
- Use Code**
- Commercial
 - Industrial
 - Public and Semi-Public
 - Parks & Recreation
 - Agricultural or Vacant

- Single Family Residential
- Two Family Residential
- Multi-Family Residential
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- Mobile Home Park



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FUTURE LAND USE & MAJOR STREET PLAN

Scale: 1:26,694
 Parcels Dated: 2021
 Map Printed: 5/30/2024
 Coordinate System: NAD 1983 UTM Zone 15N

Residential

The largest usage for proposed new development is in residential, as there are several areas within the city limits that are projected to be single-family residential areas from: 1) north of Progress Parkway; 2) east and west of Route M; 3) south of White Sands Road and east of a proposed westerly arterial; and 4) west/northwest of a proposed arterial north of Pere Marquette Park. Many of the areas near White Sands Road and north of Progress Parkway are large tracts of land.

Commercial

Areas with the potential for future commercial usage include both east and west of a new proposed arterial which would run north to south from U.S. Highway 61 to White Sands Road and further north. In addition, there are opportunities for commercial both east and west of U.S. Highway 32 and north and south of Progress Parkway.

Another area that projects to potential commercial usage is both sides of Progress Parkway east of the community center and the nearly proposed arterial running north/south to a new proposed arterial which runs east/west and parallel to Progress Parkway.

Parks/Recreation

Since the late 1990s, the city successfully annexed Pere Marquette City Park (about 48-50 acres) and there is also additional recreational usage north and south of Progress Parkway near the community center. This includes the River Rapids Water Park as well as recreational space west of Challenger Park Drive. Public lakes and golf courses are not parks and recreational amenities available in the city limits at this time, though trails and visits to the Mississippi River for recreational purposes are in the long-term plans for the wildlife refuge area east of the railroad tracks and in the flood-prone area.

There are no proposed parks as part of the future land usage map, though the area east of North Main Street in the flood plain eventually may get shifted to this due to its proposed usage for an area for trails and river access. While the only public access to the river is not officially in the city limits –it is a part of the city’s surrounding area in what is now shown as agricultural or vacant on both the existing land use and future land use maps.

Industrial

Future land use for industrial purposes includes north of U.S. Highway 61 and south of Creek Road. Other projected industrial areas include immediately west of Highway 32.

While there is ample acreage for projected growth southwest of the city limits as well as north of Highway 61, it remains to be seen how much of this growth and expansion in this area is realistic. If looking at the likelihood of usage, perhaps the area immediately west of the city limits and extending past the residential area by Highway 32 may be the best target to start with, while the region north of Highway 61 and then immediately south of the city limits near Progress Parkway are additional options that could be prioritized later.

Agricultural/vacant

The areas which are agricultural and east of St. Marys Road are narrow tracts which run east to west toward the levee. There also are vacant areas north of Progress Parkway and east of Highway 32. Agricultural or vacant land included 291 parcels in 2022, which was 1,001 of the 2,443 total acres in 2022.

Public/Semi-Public

The areas defined on the existing land use map as public/semi-public are connected to healthcare facilities, churches, schools, cemeteries, municipal (city or county) buildings. No new development with this specific usage is projected on the most recent future land use map.

Streets/Right-of-way regions

These areas can be found in the comprehensive plan's "Major Street Plan" and explained further in **Section H – Transportation Plan**. The most notable change(s) would be any proposed roadways systems – or even extensions of existing roads - that are not a part of the city limits at this time.

Housing conditions report

At the time of the land use survey, general housing conditions were also noted. In this analysis, each residential unit in the city limits was classified as to its apparent existing structural condition. The determination for this was based on a street-front visual assessment in 2021.

Each structure was given a rating of either good, fair or poor. The Housing Conditions Map, included in the comprehensive plan's housing section as **Exhibit No. F-13**, provides the information for review in a graphic format similar to the other land usage maps which are a part of this section. One note on this review: mobile homes were not classified as a part of this but rather symbolized on the exhibit.

The criteria which were used in assigning the structural ratings for the conditions is as follows:

- **Good:** housing units which appeared to be free of any structural defects and/or visible – and also well-maintained.
- **Fair:** This includes the housing structures which appear to be free of structural defects, or other form of deterioration though perhaps there are minor visible defects including peeling paint, aging roofs, broken or cracked windows, the absence of gutters. In addition, in this category, the structure only needs a few minor repairs or updates to improve and upgrade the structure to acceptable standards. For the most part, the repairs in the good category include paint-up or fix-up type to improve the visible condition.
- **Poor:** This category includes those housing units which appear to have major structural defects as well as gross visible deterioration and with substandard levels of maintenance.

The vast majority of the housing structures in the city of Ste. Genevieve were classified in the "good" category. Out of a total of 2,284 parcels, there were 2,145 listed as good, or about 93.9 percent, 79 were classified as fair, which was approximately 3.4 percent, and 14 were listed as

poor (0.61 percent). It should be noted that housing conditions were not available or not known for 48 of the homes (2.1 percent).

More detail on the conditions of housing units and structures within the city limits will be included as part of this plan's section on housing.

The city's existing land usage is divided into several categories, and it is understood that not every part of Ste. Genevieve will have the division of land usage distributed in a balanced manner. Certain parts of the city may have more residential or commercial areas, while others may have more of a vacant/agricultural component.

Strategic issues

1. Promote availability of vacant infill lots and remodeling of vacant structures which remain suitable for development now or in the near-term future.
2. Encourage the protection and maintenance of environmentally sensitive lands, including karst regions and creeks, to ensure proper drainage and mitigate stormwater flooding risk.
3. Pursue active marketing, promotion, and development of available property in the city which is suitable for the development of light industrial purposes particularly around the Progress Parkway and Trautman Industrial areas.
4. Encourage development of additional residential subdivisions to provide quality housing opportunities to the residents of the city across all income and lifecycle groups.
5. Maintenance of land acquired in the city's qualified flood buyout program as open space and promote for gardening or other outdoor use for city residents.
6. Annexation of adjacent areas around the city to allow for more residential, commercial, and industrial development.

H: TRANSPORTATION PLAN

A strong correlation can be drawn between a region's transportation network and the overall physical development of a community. The connection of land use and traffic generation is strongly linked because changes in one often have a direct impact on the other. The combination of interstates, state highways, local roadways and more play a role in the long-term development of a community. That isn't the only way that goods are transported, however. The importance of freight should not be ignored – through trucking, railroads and navigable waterways. Missouri's multimodal freight system supports the movement of trucks, planes, barges, and trains as they transport more than 1 billion tons of freight valued at over \$1.2 trillion per year, according to the executive summary included in the Missouri Department of Transportation's 2017 freight plan. Statewide, 500.4 tons (49.2 percent) were transported by truck in 2011 and 458.1 million tons of freight were moved by rail (45.1 percent). Another 49.9 tons of freight (4.9 percent) were moved by water. The state of Missouri has more than 1,000 miles of navigable rivers – and the city of Ste. Genevieve's proximity to the Mississippi River – and New Bourbon Port Authority south of the city limits provides an access point for the shipping of large quantities of freight.

A major street plan serves as the basis for reserving land for future street right-of-way access. Right-of-way refers to a strip of land acquired for the purpose of putting a public use on the land. This could be a road, crosswalk, railroad, electric transmission line, oil or gas pipeline, water line, sanitary storm sewer and other similar uses. Essentially, it means the right of one to pass over another. In this section, ROW will primarily refer to roadways, which vary in width depending on the road category, from arterial, collector to local streets.

The two main reasons for adopting the last major street plan, completed more than 25 years ago for the 1997 comprehensive plan, were to enable the city of Ste. Genevieve to schedule future expenses for street improvements and to provide a basis for review for subdivision plats with regard to any future street improvements. The previous plan did not lay out specific guidelines. Neither does this updated version. That scope is left to the city's Planning & Zoning Commission as well as the Board of Aldermen.

A goal of the comprehensive plan is to include transportation planning with a focus on efficiency and effectiveness. This applies to both the transportation of freight through trucking as well as commuter accessibility. Any street plan is considered a significant investment and serves as a framework or template for future development and expansion. The maintenance and upkeep of streets is a collaborative effort. Local streets are owned by the city and it is the responsibility of the city to keep the roadways available for vehicular traffic. Roadways with an elevated amount of traffic, such as state highways and interstates may not always be in the city limits and are often improved with federal or state funding. However, the importance of the state-maintained roadways and thoroughfares should not be overlooked as a number of residents commute on weekdays to jobs out of the area.

Streets are categorized into four types:

Arterial

This includes roads which serve as the main entryways into the community. The primary function is to move traffic in and often requires limited access or controlled access points. Traffic controls and parking restrictions are often a feature of this category.

Examples include U.S. Highway 61, Missouri Highway 32, State Highway M, St. Mary's Road, Front Street, Market Street, and Center Drive (Fourth Street).

Collector

These streets provide access to arterial roadways in the central business area to the rest of the city.

Examples include Merchant Street, Washington Street, Rozier Street, and Progress Parkway.

Local

Streets not defined as arterial or collectors are referred to as local streets. Their primary purpose is to provide access to residential property in the city. New local streets are the responsibility of a subdivision developer, with the city of Ste. Genevieve's Planning and Zoning Commission reviewing all proposals.

Service Roadways

Streets that provide access to utility systems. This also includes alleys in certain cases.

Local Traffic Counts

Traffic counts are measured periodically through the use of counters by local agencies or the Missouri Department of Transportation. MoDOT has conducted traffic counts for several decades. While a count is simply a reflection of the number of vehicles traveling through the region at a specific point in time – similar to taking a photograph – the information gleaned from the data is often helpful in projecting the amount of vehicular traffic and can be used in the future to assist in the long-term planning of roadways for the city in connection with other parts of the county and state.

Traffic counts were taken at several notable locations in the city of Ste. Genevieve and its surrounding area. The traffic count data can be extrapolated in a variety of ways, though it is important to keep in mind the context. Shorter time spans may show larger increases or decreases in daily counts, though it may be more beneficial to look at the figures and find trends more from a longer time period.

Exhibits No. H-1 through No. H-3 detail traffic counts through out the city, on both local streets and major roads, as well as at locations on I-55.

Exhibit No. H-1 Local Street Traffic Counts

Road	2019	2021	Change	% Change
Fourth St.	4,780	5,654	874	18%
Main St.	2,712	2,786	74	3%
White Sand Dr.	1,430	1,470	40	3%

Exhibit No. H-2 Major Street Traffic Counts

Road	2018	2022	Change	% Change
US 61	5,606	7,017	1411	25%
Hwy 32	7,206	7,240	34	0%
Hwy M	1,900	3,006	1106	58%

Exhibit No. H-3 I-55 Traffic Counts

	Location (Exit)		
	Perryville (129)	Ste. Genevieve (150)	Bloomsdale (157)
2000	18,230	14,624	15,045
2010	17,024	17,794	20,065
2020	16,070	19,489	20,335
2021	21,476	18,724	18,794
2022	19,065	23,372	18,591
2023	21,352	18,602	26,015

Major Street Plan

A major street plan is included in this plan as **Exhibit No. H-4**. This provides a detailed listing of existing arterial and collector roads, as well as proposed arterials and collectors.

Three primary reasons exist for adopting a major street plan: 1) to enable the city to schedule necessary street improvements; 2) to provide a basis for review of any new subdivision plats in

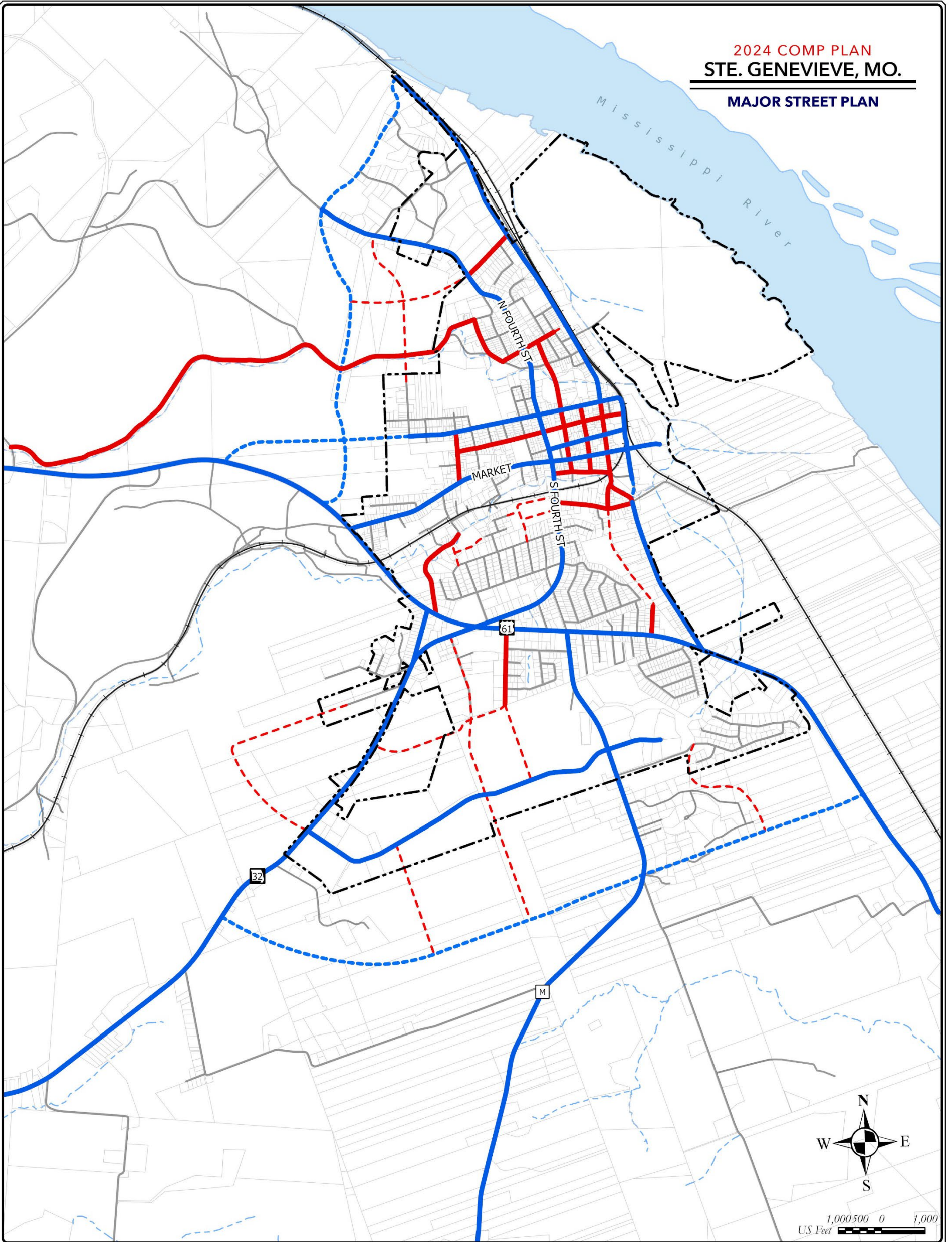
connection to any potential street requirements; 3) to provide protection for right of way from any encroachment and also set it aside for the future use as a public street. This is only accomplished in the corporate boundaries of the municipality, though it is an important tool in keeping future right of way areas preserved for future projection extensions or the construction of a street protected from encroachment.

In order to be effective, a major street plan establishes a general alignment for streets and roads for appropriate access and flow. The plan does not establish any exact alignments or a schedule of intent for future construction. That task is handled solely by the elected representatives of the municipality, working in concert with city staff. Priorities for potential improvements are to be set at a later date by the Planning and Zoning Commission and the municipality's board of aldermen.

The suggestions or recommendations in the 1997 plan were followed in certain instances, though not in their entirety. For example, a new south arterial roadway was proposed connecting U.S. Highway 61 and Missouri Highway 32 with this potential roadway intersecting Highway M. At present, Progress Parkway extends west from Highway M (Rozier Street) and connects with Highway 32. However, that arterial roadway was never extended east of Highway M to U.S. 61, south of Valle Spring Trail and north of Bourbon Road near Quarrytown Road.

Exhibit No. H-4 Major Street Plan

2024 COMP PLAN
STE. GENEVIEVE, MO.
MAJOR STREET PLAN



Scale: 1:24,000
 Parcels Dated: 2021
 Street and Road Data: MODOT and Ste. Genevieve County
 Map Printed: 7/1/2024
 Coordinate System: NAD 1983 UTM Zone 15N

Legend

- Parcels
- City Limits
- Railroads
- Waterbodies
- Streams

Major Street Plan

- Existing Arterial
- Existing Collector
- Proposed Arterial
- Proposed Collector



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MAJOR STREET PLAN

Arterials

Proposed arterials for the city's 2024 major street plan include a north or northwesterly route which would lead from the ferry and railroad tracks near North Main Streets south to U.S. Highway 61, north of Market Street. The unnamed arterial route is shown intersecting with White Sands Road (an existing north/south arterial road that turns into South Fourth and Center Drive) and the existing collector Creek Road (Wilder Street in the city limits). Three other arterials are a part of the street plan – an extension of Trautman Drive east toward U.S. Highway 61 and a southern arterial which connects Highway 61 with Highway 32. This proposed roadway is parallel to Progress Parkway/Trautman Drive, which was the southernmost arterial road proposed in the 1997 plan. It would intersect with Highway M. Both the southern arterial as well as the north arterial roads proposed at this time are outside the city limits. The other arterial proposed is an extension of Maple west to the southern portion of the proposed western arterial. Another option is to have the Maple extension turn south on the western end, meeting up with Highway 61/Ste. Genevieve Drive instead of the proposed arterial and north of Highway 61.

Major Collectors

Major collectors in the city at this time include South Main, North Third, Gabouri, Seraphin, Chadwell Lane and Parkwood Drive. The major street plan also has two roads from Highway 32 heading east to Parkwood Drive and also a few connections north of Cedar Street – eventually getting Seraphin (east of Fourth Street) to pair up with Glenda or Dupont streets (both west of Fourth Street and south of Gabouri Creek). There also is the possibility of taking Chadwell Lane to South Seventh Street. South Seventh Street already extends south of the creek but a couple of challenges on this front include crossing the railroad tracks and any road there would likely be in close proximity to South Gabouri Street and South Gabouri Creek. A partial improvement could be Chadwell Lane going east to La Croix (Glenda) Street.. La Croix Street also is in close proximity to the creek as well.

The two other collectors proposed in the major street plan are: 1) a north/south connection of Market and Maple Drive, extending Virginia Street north to White Sands Drive (parallel to the proposed northwest arterial) and 2) an extension of Riverview Drive west to the northwest arterial, in a roadway which would run parallel to Creek Road (south) and White Sands Road (to the north).

Local Streets

Other streets and roadways within the city limits not specifically classified or categorized as either arterials or major collectors fit into the plan as local streets. The function in this capacity is to give access to residential property. Improvements and updates to local streets are necessary as a part of a municipality's ongoing street program, though the focus in most cases should be on the major streets. New local streets proposed and ultimately constructed are the responsibility of the subdivision developer, with guidance from the city's Planning & Zoning Commission.

Roadway Design Standards

Streets and roadways which are proposed in Ste. Genevieve's major street plan should be constructed, built, and updated to the basic minimum standards. Ensuring this will allow and enable streets in the municipality to perform the function they were designed to do – the efficient and timely travel of vehicles safely from one location to another. Design standards with the city of Ste. Genevieve's adopted subdivision regulations should be done in an effort to maintain a sense of uniformity with the various street classifications. The road design standards show the desired surface widths in the differing street classifications and other requirements, right of way, lane sizes, parking lanes, etc. Local subdivision and ADA regulations should be referenced for additional information.

Strategic Issues

1. To cover the cost of major street repairs, the city should investigate a number of viable and realistic financing options.
2. Set the paving of local streets on a specifically defined schedule to assist with funding and use of resources.
3. Keep all roads in the community properly updated and maintained.
4. With major arterials projected for south of Progress Parkway and north of Market Street, finding a way to access Highway 32 and U.S. Highway 61 should be a top priority.
5. Continue monitoring traffic counts through MoDOT and also work with the county and school district as well as any other community stakeholders (business owners, commercial developers, industrial landowners, etc.) on where transportation funding should be prioritized and what projects need to be completed first.
6. Seek funding options and easements/right of way which would allow the Highway 61 to Maple Dr. northwest arterial to be built in the next 10-20 years.
7. Grant opportunities with the Economic Development Administration and the Community Development Block Program should be researched and applied for depending on the timeframe when there is the possibility of job growth.

I: COMMUNITY FACILITIES

In providing for the long-term and future needs of the community and its overall development, consideration needs to be made for both community facilities and public services. It remains a critically important issue. The community facilities section adds to the quality of life of Ste. Genevieve residents and continues to be an essential part of any discussion on the incentives which could be used to bring in new business or companies which are considering an expansion to the Ste. Genevieve area or region. The city of Ste. Genevieve offers a full range of services to residents. In order to ensure that the necessary services are provided for residents, several local municipal departments help to provide for residents.

The municipal departments are housed in various city structures in the city. This section details an inventory of the existing community facilities and services to aid in the benchmark for the consideration of future development. **Exhibit No. I-1 Community Facilities**, a detailed map of the city, outlines many of the existing community facilities as of 2024 which will be discussed further as part of this section.

CITY OF STE. GENEVIEVE

City Hall

The city of Ste. Genevieve has its administrative operations at Ste. Genevieve City Hall, which is located in a one-story building at 165 South Fourth Street. The structure has served as city hall since 1976. The location offers space for general administrative services as well as the city's police department. A renovation began in late 2023, which temporarily moved city hall to a location at the Ste. Genevieve Plaza until the work was completed. The renovation work was completed in early 2024.

Police Department

The city's police department operates out of the rear section of the city hall facility. At this time, it does not offer lock-up facilities and prisoners are taken to the Ste. Genevieve County Sheriff's Office and Detention Center (5 Basler Drive) where they are housed.

The police department has an existing staff of 11 officers which are given direction by the chief of police. In addition to the full-time slate of officers, there are three part-time officers, and one school resource officer. There are no trained volunteer officers available if the need arises. In an emergency situation, the police can call for assistance from the Ste. Genevieve County Sheriff's Department as well as the Missouri Highway Patrol. The department operates 12 patrol vehicles. All of the trained officers are equipped with portable communications equipment in order to maintain contact with the dispatcher.

The department in 2005 added a central file server and installed a series of computer workstations. All of the department's officers are required to enter their own police reports. This centralized computer system has allowed the police department to keep a database of information readily available and accessible to all of the officers within the department. More recently, the

department added a regional sharing component to its reporting software. An office remodeling project was completed in February 2022.

Fire Department

The Ste. Genevieve Volunteer Fire Department, first organized in 1894, is supported by both the city of Ste. Genevieve as well as revenue gathered from the sale of rural fire tags. As of 2023, its annual operating budget was approximately \$200,000, with approximately \$51,000 in the rural fire fund. There were 377 fire tags for servicing rural areas. The SGFD is rostered with 24 individuals, though it has been capped at 29.

As of 2023, the department had a Class 4 fire rating in the city, which was assigned by the Insurance Services Office. For the rural coverage area, it most recently has received a Class 4Y rating. This rating was determined by using the most recent inspection of the city's firefighting capabilities in 2019. In order to move to the next step, or tier, in the ISO ratings, which would potentially reduce homeowners' insurance, it would require additional manpower to be on staff at the firehouse. Staff would be able to complete many of the tasks, paperwork, training, pre-planning that isn't done at this time. Also, there are recommended ISO rates for manpower, which include a ratio of three volunteers to one full-time employee (3:1) when it comes to staffing on the scene of a fire call. Per the ISO recommendation it would like to see 18 paid individuals on any working structure fire. This figure translates to 54 volunteer firefighters.

Ratings are updated every five years, or upon special request by the department. The ISO classification system for firefighting serves as a benchmark for the use in determining property insurance premium calculations.

The SGVFD, which operates at one central location, has in its inventory a total of 12 vehicles (both trucks and other emergency response vehicles) with the following "gallons per minute" (gpm) pumping capacities: two pumper/tankers with capacity of 1,500 gpm, one 78-foot ladder truck at 1,500 gpm and a medium duty rescue truck at 1,250 gpm. These four vehicles combined are the department's largest trucks and have a total combined pumping capacity of 5,750 gallons per minute.

Additional firefighting machinery includes: an equipment van (which carries turn out gear, rehab equipment and serves as a command space); a four-wheel drive brush truck; a four-wheel drive rural water supply truck/brush truck (overall pumping capacity of 1,500 gpm via a 700 gpm truck-mounted pump and two floating pumps at 400 gpm each); a technical rescue trailer (rope rescue, confined space, grain bin rescue, etc.); a side-by-side ATV setup for brush fire response as well as manpower and victim movement; four-wheel drive pickup/EMS response unit; command car; and one four-wheel drive command vehicle.

The oldest tanker truck in the department's fleet was purchased in 1993. The trucks and other vehicles in the department's fleet range in age from a 1992 Grumman step van purchased in 1996 to a 2022 brush truck which was purchased for \$39,000 and outfitted with grant funding, bringing the overall value to \$150,000.

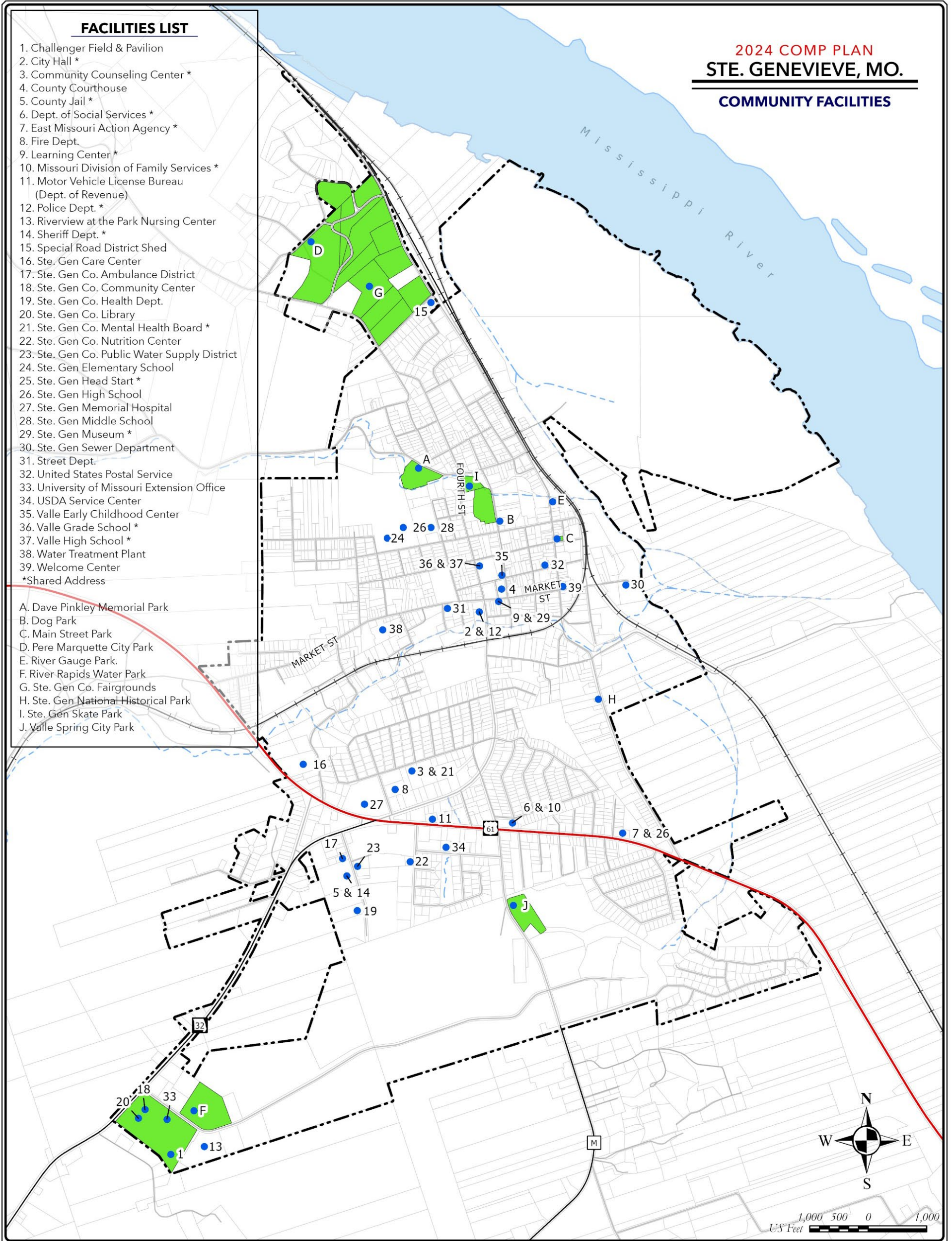
Exhibit No. I-1 Community Facilities Map

2024 COMP PLAN
 STE. GENEVIEVE, MO.
 COMMUNITY FACILITIES

FACILITIES LIST

1. Challenger Field & Pavilion
 2. City Hall *
 3. Community Counseling Center *
 4. County Courthouse
 5. County Jail *
 6. Dept. of Social Services *
 7. East Missouri Action Agency *
 8. Fire Dept.
 9. Learning Center *
 10. Missouri Division of Family Services *
 11. Motor Vehicle License Bureau (Dept. of Revenue)
 12. Police Dept. *
 13. Riverview at the Park Nursing Center
 14. Sheriff Dept. *
 15. Special Road District Shed
 16. Ste. Gen Care Center
 17. Ste. Gen Co. Ambulance District
 18. Ste. Gen Co. Community Center
 19. Ste. Gen Co. Health Dept.
 20. Ste. Gen Co. Library
 21. Ste. Gen Co. Mental Health Board *
 22. Ste. Gen Co. Nutrition Center
 23. Ste. Gen Co. Public Water Supply District
 24. Ste. Gen Elementary School
 25. Ste. Gen Head Start *
 26. Ste. Gen High School
 27. Ste. Gen Memorial Hospital
 28. Ste. Gen Middle School
 29. Ste. Gen Museum *
 30. Ste. Gen Sewer Department
 31. Street Dept.
 32. United States Postal Service
 33. University of Missouri Extension Office
 34. USDA Service Center
 35. Valle Early Childhood Center
 36. Valle Grade School *
 37. Valle High School *
 38. Water Treatment Plant
 39. Welcome Center
- *Shared Address

- A. Dave Pinkley Memorial Park
 B. Dog Park
 C. Main Street Park
 D. Pere Marquette City Park
 E. River Gauge Park
 F. River Rapids Water Park
 G. Ste. Gen Co. Fairgrounds
 H. Ste. Gen National Historical Park
 I. Ste. Gen Skate Park
 J. Valle Spring City Park



Legend

- Community Facilities
- Parks & Recreation
- ⬭ City Limits
- ⊕ Railroads
- Parcels
- Waterbodies
- Streams
- Roadways
- State HWY & Routes
- US HWY
- Pavement



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Scale: 1:17,800
 Parcels Dated: 2021
 Map Printed: 4/24/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

COMMUNITY FACILITIES

The department responded to 86 calls in 2003 (62 in the city as well as 24 rural or requests for mutual aid). In 2013, the department responded to 169 calls. This included 117 in the city of Ste. Genevieve plus another 52 from rural areas or requests for mutual aid. As of Sept. 20, 2023, the department had responded to 205 calls – 165 in the city plus another 40 rural/mutual aid requests.

Exhibit No. I-2 Fire Department Calls by Year

Year	City	Rural/Mutual Aid	Total
2003	62	24	86
2013	117	52	169
2023	216	57	273

The fire department’s long-term plan in 1997 was to develop a detailed, 10-year equipment replacement plan along with a funding plan which would allow the department to replace its oldest piece of fire equipment. Such a detailed plan with finding a proper funding mechanism lined up and in place would provide the department the ability to replace 30-year fire truck every 10 years.

As of late 2023, the staffing of 24 firefighters is the same number as 1997. It was viewed, at the time in the late 1990s, that an increase to this number would offer the department a great level of flexibility in properly meeting firefighting demands upon the inevitable turnover of volunteer personnel within the department. To a certain degree, there is a level of turnover considered to be normal, while other firefighters have spent several years, even decades, serving with the department. In the late 1990s, the amount of development and new construction was focused on the southern and western portion of the city. There was a strong sense that that trend appeared likely to continue. This led fire department staff to wonder whether or not the location of the fire department, east of the Central Business District, would lead to response delays in certain portions of the city.

Since the previous plan, the fire department has moved to a new facility at 550 Pine Drive. The modern, 13,000 square foot facility has offices, a meeting room, equipment storage, training space, locker rooms, sleeping quarters as well as a kitchen.

Streets/Public Works

The city of Ste. Genevieve’s Street Department operated with five full-time employees in 1997, which also included the superintendent. The most recent employee count, as of 2023 was five employees plus a supervisor and is managed by Alliance Water Resources. The department actively maintains a versatile inventory of road equipment for different street and road improvement activities.

The city’s street department includes two operable dump trucks, five pickup trucks, a street sweeper, backhoe, paving roller, pull-type paving machine, two tractors, three brush hogs, three mowers and four trailers. The equipment a couple of decades ago proved adequate enough for most routine maintenance tasks, though at the time, additional equipment was believed to be a

necessity to meet future demands. In addition to the continued maintenance of the city's streets, Ste. Genevieve's Street Department actively remains involved in the clean-up of damage from storm events as well as the temporary flood control structures which were in place due to the Mississippi River flood event of 1993.

The street department is located at 590 Market Street, west of city hall and across the street (south of) from Memorial Cemetery since the 1990s. Previously, the street department was stationed east of the Burlington Northern-Santa Fe Railroad tracks.

Due to different equipment in use by Ste. Genevieve's Street Department, in the late 1990s the city was considering moving to a new facility or perhaps upgrade its existing facility to meet the demand of the future. Eventually, the street department moved to 590 Market Street. At the time, a move to a more centralized location west of the railroad tracks resulted in fewer operational delays and offered a generally more efficient manner to provide service to the community. The current building underwent an office remodel in 2023.

Water and Sewer Department

The city of Ste. Genevieve's water and sewer department is located at the city's water treatment facility, which is 890 Market Street and at the maintenance building at 88 Market Street. Water and sewer service is contracted with Alliance Water Resources for management and supervision. This department's responsibility includes both the installation and maintenance of water and sewer lines, and the operation of the city-owned water treatment and sewer facilities. A part of these responsibilities also includes the monthly task of monitoring water meters.

The city has approximately 2,100 water accounts. In 2009, the city hired Alliance to take over water and sewer service. As of 2023, it is in the third year of a five-year contract for water, sewer, streets, parks management and supervision.

There are four wells, each 80-feet deep. Three of the wells were drilled in 1997 while another, well no. 6, was drilled in 2015. There are seven lift stations, and 650 manhole covers, along with 375 fire hydrants.

The water plant processes approximately 1.2 million gallons per day and has a storage capacity of 2.1 million gallons. The city uses a claricone water system which was put in service in 1994 and has a 30-year life expectancy. The claricone system makes use of a helical, upflow, to remove excess solids and cut down on turbidity. The city's sewer plant has a daily capacity of 700,000 gallons but processes closer to 400,000 to 500,000 gallons each day. The city is following a 10-year water/sewer line replacement plan for upgrading different portions of the city's water and sewer mains.

The city's sewer plant is located at 54 East Market Street, east of the BNSF railroad lines and includes one clarifier, an aeration tank with paddles as well as a holding tank and an ultraviolet disinfection tank.

Ste. Genevieve Welcome Center

Operating at 66 South Main Street, the Ste. Genevieve Welcome Center, previously the Great River Roads Interpretive Center, serves as a starting point for those seeking tourist, visitor, and additional information in the downtown area along with details about National Historical Park sites. The welcome center had a reported 17,852 visitors stop by in 2021 and the attendance figure for 2022 was at 18,434.

COUNTY FACILITIES

Ste. Genevieve County Courthouse

The courthouse, located at 55 South Third Street, houses several of Ste. Genevieve County's administrative offices, including the circuit clerk's, assessor's, collector's, commissioner's, county clerk's, prosecuting attorney's, public administrator's, recorder of deeds' and treasurer's offices. Built in 1885, the courthouse last underwent an expansion in 1987.

Ste. Genevieve County Jail

Officially referred to as the Ste. Genevieve County Sheriff Office and Detention Center, it is located at 5 Basler Drive. The facility is capable of housing approximately 450 detainees each day. The detention center serves law enforcement entities in the community, including local, state and federal agencies.

STATE FACILITIES

Department of Social Services

The Division of Family Support of the state of Missouri's Department of Social Services is located at 583 Ste. Genevieve Drive. Services include food assistance, utility assistance, childcare, child support, health care, blind services, cash assistance, child safety, child support payments and an assortment of other family assistance services.

The Missouri Department of Revenue License Bureau.

The License Bureau office, which serves the city of Ste. Genevieve as well as all of Ste. Genevieve County and is operated by the Ste. Genevieve Chamber of Commerce is at 753 Ste. Genevieve Drive. Previously, it was located at 305 North Main Street. Services at this spot include the licensing for all motor vehicles, boats, trailers, the registration and issuance of all license plates, as well as the renewal of driver's licenses.

FEDERAL FACILITIES

USDA Service Center

The programs which are administered by the federal United States Department of Agriculture (USDA) are operated from a 3,000 square foot service center at 711 Point Basse Drive. The facility offers ample parking to accommodate a rather large number of customers. The service center offers several Department of Agriculture programs, providing a variety of assistance from

market transition program payments for corn, wheat, sorghum, barley, oats, rice and cotton, as well as marketing assistance loans for those crops.

In addition, the USDA offers direct and guaranteed farm ownership loans, direct and guaranteed farm operating loans, borrowing plans for beginning farms and also disaster emergency loans. Other services offered by the USDA include a variety of economic and community development programs, such as home ownership loans, home improvement and repair loans and grants, rental assistance, community facilities loans and grants, water and wastewater disposal loans and grants, business as well as industry loans, rural economic development zero interest loans and grants, intermediary relending loans, rural business enterprise grants and rural cooperative development grants. Finally, the USDA service center also looks over and oversees voluntary programs for soil conservation, wildlife habitats, water quality, wetlands restoration and natural resource conservation planning, which can typically be achieved through local conservation districts and state conservation agencies and also offers a wide range of research and education options.

The Farm Service Agency (FSA) implements agricultural policy, administers the credit and loan programs, and also manages the conservation, commodity, disaster and farm marketing programs through its series of regional offices.

The Natural Resources Conservation Service (NRCS), which was previously called the Soil Conservation Service until 1994, offers technical assistance to farmers and other private landowners and homeowners. The Ste. Genevieve County Soil & Water Conservation District is organized via state law and provides information and education, financial incentives and technical support with design, implementation and maintenance to voluntarily implement soil and water conservation practices that decrease soil erosion and protect water resources. Every county in the state has a soil and water conservation district and they are governed by five supervisors. Most of the conservation districts hold monthly meetings which are open to the public. The conservation district actively works with the Missouri Department of Natural Resources, the Natural Resources Conservation Service, the Missouri Department of Agriculture, the Missouri Department of Conservation, the University of Missouri Extension and the Missouri Association of Soil and Water Districts. Viewed as having local people solving local problems, the Ste. Genevieve County Soil and Water Conservation District's motto is "Helping People Help the Land."

The USDA service center in Ste. Genevieve also is heavily involved in administering a series of voluntary programs geared toward wildlife habitat, water quality, wetlands restoration and natural resource conservation planning, which is typically done through the local conservation districts and state conservation agencies, and this offers a variety of research and education options.

USPS

The Ste. Genevieve branch of the United States Postal Service (also known as the post office) is located at 135 Merchant Street. The facility was built in 1940, with an addition constructed in 1960. The post office serves an estimated 2,100 customers in the city of Ste. Genevieve, as well

as about 2,400 rural deliveries. The post office structure offers regular as well as express delivery services and a 24-hour lobby service. In addition, post office boxes are available to rent.

Ste. Genevieve National Historical Park

In 2020, the National Park Service opened the Ste. Genevieve National Historical Park and took over responsibility and maintenance of several historically significant structures in Ste. Genevieve, including the Green Tree Tavern, the Beauvais-Amoureaux House and the Jean Baptiste Valle House. They offer tours, education outreach, and interpretive studies of the history in Ste. Genevieve.

HEALTH CARE FACILITIES

Health care facilities remain a vitally important community resource. It was an integral industry within any developed area decades ago and continues to be well into the 21st century. According to the American Medical Association nationwide, there was \$4,255.1 billion spent nationally on health care in 2021. This figure was broken into several health care related categories. Hospital care (\$1,323 billion, 31 percent), other personal care (\$680.4 billion, 16 percent) and prescription drugs (\$378 billion, 8.9 percent) account for better than 70 percent of those nationwide measurable medical costs and the remaining 30 percent are a combination of smaller health-care related expenditures. The expectations of the health care providers by residents have continued to increase, as more and more attention has been devoted to the health care industry and it is essential that each community has the proper healthcare-related infrastructure in place to meet the demand and the need of the citizenry.

The health care providers working in Ste. Genevieve County understand the need to grow into the 21st century and be there to meet the needs of the community and its future. They continue to provide planned growth and an assortment of health care services for an increasingly aging population. In 2000, the percent of Ste. Genevieve County residents 65 and older was 14.4 percent while in 2020, the percent of county residents 65 and older increased to 20.2 percent, an increase of 40.28 percent. Also, in 2020, the percent of the county population age 0-9 was 11.3 percent, a drop of 15.03 percent from 13.3 percent in 2000.

Ste. Genevieve County Memorial Hospital

Ste. Genevieve County Memorial Hospital (SGCMH) has served the medical and health care needs of our area since 1969. SGCMH is a 25-bed Critical Access Hospital (CAH) located in Ste. Genevieve, Missouri, providing acute care for adults and pediatrics, emergency medicine, birthing center and newborn nursery, surgery, and ancillary services to the residents of a 10-county area in SE Missouri and SW Illinois, with most patients coming from Ste. Genevieve County. SGCMH is a 4-Star hospital per CMS Hospital Compare current data, with the goal to achieve 5-star status. SGCMH is a non-for-profit, county-owned hospital governed by a community-elected 5-member Board of Trustees.

In addition to the services listed above, SGCMH also offers:

- New Medical Surgical Nurse unit and Medical Office Building opened in a new building wing in March 2020.
- 24/7 Hospitalist coverage on-site
- Cardiology, Orthopedics, Women's Health and Breast Care Center, ENT, Podiatry, and Urology, and Pulmonology services
- Oncology Research and Infusion Center
- Swing-Bed Transitional Care Unit
- 7 Rural Health Clinics
- 2 off-site walk-in clinics with extended evening and weekend hours
- SGCMH has a network relationship with Missouri Baptist Hospital in place since 2005 in accordance with Missouri Critical Access Hospital regulations.
- Occupational Medicine clinic for local companies
- A licensed home health agency and home-visiting Nurse Practitioners

As of 2023, a total of 19 physicians practice full-time within Ste. Genevieve County and there are another 17 physicians with outpatients clinics who are part-time through Ste. Genevieve County Memorial Hospital's outpatient physician clinic. In addition, there are 26 nurse practitioners and more than 100 total credentialed providers, including radiologists, pathologists, emergency room physicians, hospitalist physicians and more.

During 2021 there were 5,147 emergency room visits and 3,133 surgeries. The employed medical staff includes specialties in cardiology, internal medicine, general surgery, breast surgery, obstetrics/gynecology, oncology, orthopedics, pediatrics, podiatry, pulmonology, radiology, dermatology and urology.

The hospital officially opened in 1969 as a 35-bed facility. Since opening its doors more than 50 years ago, the hospital has undergone a series of expansions and renovations as it has grown and adapted to meet the needs of the community. The following is a brief summary of a few of the improvements and updates made over the past several decades.

In 1972, the hospital expanded following a bond issue and the renovations were completed. In 1978, the hospital had a capacity of 53 beds as its number of beds increased from 35 in 1969. In 1980, the hospital expanded its emergency room; the surgery department, laboratory and X-ray services were also expanded that same year.

In 1993, the hospital added a 21,000 square foot expansion to its original building and a new health education wing, an outpatient rehabilitation facility as well as an expanded specialty physician clinic. This expansion provided for wellness programs and added to outpatient services.

In 1996, the hospital converted its lower level in order to be able to house new outpatient services. The switch enabled the hospital to offer occupational, health clinic, a cardiac and pulmonary rehabilitation programs, and space to house its data management administration.

A new oncology facility opened in 2001, which added 1,500 square feet to an existing space dedicated to this service. This allowed patients treatment in private rooms, more comfortable

surroundings and privacy. In 2004, the hospital took over ownership of the 120-bed Riverview at the Park Care & Rehabilitation Center and kept ownership of the nursing home until 2009. A new emergency department opened in 2008. In December 2009, a front entrance remodeling project was completed.

SGCMH opened its new Bloomsdale Medical Centre in 2012 and, two years later, an expansion of the hospital's surgical center opened. In 2018, the Hospital's surgery center was updated and the oncology area underwent a renovation. The hospital opened its Pine Drive Medical Centre in 2020. All new space added since 2008 has included construction to current earthquake standards.

Ste. Genevieve Care Center

Located at 1010 Ste. Genevieve Drive, the facility is a 90-bed one floor skilled nursing home about one-fourth of a mile from SGCMH. The nursing home is operated and maintained by Community Care Centers Inc. which also operates nursing homes in at least 15 other locations in both Missouri and Illinois. It is a 24-hour care facility. Additional information can be found at communitycaremidwest.com/ste-gen.

Ste. Genevieve County Health Department

The Ste. Genevieve Public Health Department, which is located at 15 Basler Drive, is a tax-funded government agency that is overseen by a five-member board of elected trustees. The health department's mission is to promote a healthy and productive way of life for all of Ste. Genevieve County's residents through services such as disease prevention, health promotion, emergency preparedness, injury prevention and environmental safety. With a motto of "prevent, promote, protect," the department continues to provide a variety of health-related services to the community, including vital records, child and adult immunizations, Narcan distribution, passport acceptance, the Women Infants Children federal program funded by the USDA which serves as a special supplemental nutrition option, Covid-19 data and vaccines/boosters, prescription drug drop offs, child health conferences for children of low-income families, pre-school speech therapy, temporary Medicaid, the tracking of communicable diseases, TB tuberculosis testing, STD/HIV/AIDS information and investigation, prenatal clinic, day care center nursing consultation, an ear, nose and throat clinic, school health programs, family planning, sanitation inspections, cholesterol, blood pressure and blood services. Additional information on the health department's complete list of programs can be found at stegencohealth.org.

Ste. Genevieve County Nutrition Center

The Ste. Genevieve County Nutrition Center can be found at 727 Parkwood Drive. The facility provides lunches for senior citizens in the county Mondays through Fridays from 11:30 a.m. to 12:30 p.m. The center also takes part in a meals-on-wheels program to more than 100 individuals who are unable to get to the center. The nutrition center also provides a place for social activity.

EDUCATION

Ste. Genevieve County School District

The Ste. Genevieve County R-II School District, from its offices located at 375 North Fifth Street in Ste. Genevieve, operates the public school system in Ste. Genevieve County. The operation of the school district is financed by a tax levy of \$3.4050 per \$100 of assessed valuation.

The district employs a certified staff of 180 and a support staff of 114 for a count of 294 total employees. The district has a combined enrollment of more than 1,800 kindergarten through 12th grade students, and an enrollment of 80 preschool and early childhood special education students for the 2023-24 school year.

The official count from the school district was 1,891 in October 2023. This includes 1,811 for kindergarten through 12th grade plus the 80 in preschool and early childhood.

The SGCR-II School District operates four educational facilities in the city of Ste. Genevieve. Ste. Genevieve Elementary, located at 725 Washington Street, serves pre-kindergarten through fifth grade students. Ste. Genevieve Middle School, at 211 North Fifth Street, serves students in sixth through eighth grade. Ste. Genevieve High School, at 715 Washington Street, serves those in the secondary grades (9-12). The new early childhood development center, which is expected to be completed in the next 12 months, will have 10 classrooms and a multi-purpose room to serve children 3-4 years old. In addition to the schools in the city of Ste. Genevieve, the SGCR-II school district also operates Bloomsdale Elementary, at 6279 U.S. Highway 61, which serves pre-kindergarten through fifth grade students.

The district generates revenue from an overall assessed property valuation of \$867,725,814 and has an operating budget of \$10.7 million. The district's total budget, for the 2023-24 school year, was \$35 million. Previously, the district operated a handicapped school in Ste. Genevieve at 716 Ste. Genevieve Drive, but that is no longer the case.

Private schools

The Ste. Genevieve Catholic Parish maintains and operates a private school system to serve the Catholic population within the city of Ste. Genevieve and Ste. Genevieve County. The parochial school's overall mission is "to work with families to get our students to heaven." Grade school students have daily religion class, beginning in kindergarten and continuing through eighth grade. Those enrolled in the high school are required to complete a minimum of four hours of theology to graduate.

The parish operates three schools: Valle Early Childhood Center, located at 305 Merchant Street, has welcomed students since the 2004 school year. For the 2021-22 school year, enrollment was 82 students. Valle Catholic Grade School, at 40 North Fourth Street, provides a long and rich tradition of Catholic education through eighth grade. Enrollment was 164 students as of the 2021-22 school year. Valle High School reported an enrollment of 143 in the 2021-22 school year.

The parish schools offer a learning community which is dedicated to the mission of the Christian church and preparing students spiritually, academically, emotionally and physically for Christian living well into the 21st century.

Ste. Genevieve County Library

The Ste. Genevieve County Library is a county-ran branch which is located at 21388 Highway 32. The library is in the Ste. Genevieve County Community Center and is open Mondays through Fridays, from 9 a.m. to 7 p.m. and Saturdays from 10 a.m. to 4 p.m. It has been at its present location since 2001 and serves all residents of Ste. Genevieve County. The library houses more than 24,000 volumes at the physical location and also has more than 3.8 million volumes available throughout the entire Missouri Evergreen catalog sharing system as well as other materials including DVDs, Library of Things, Telescopes and local artwork. The library also houses an extensive collection of local historic information that is available on microfilm. The system is financed by a county tax levy and does not receive assistance from the state of Missouri.

Any county resident can obtain a free library card to borrow items from the Ste. Genevieve County Library. All that is needed to get a three-year card is to bring in either a valid driver's license (or other valid photo identification) or a certified piece of mail to confirm one's residence in Ste. Genevieve County. Non-residents may also obtain a library card for \$10 a year. Those 18 and older with a library card have the ability to borrow materials and special collections, make use of the library's digital resources and access other resources. The library system has an agreement with the Missouri Evergreen catalog system to borrow books, audiobooks and DVDs. This system can be accessed at the library, online or via a mobile app. In addition, children ages 5-17 are eligible to obtain a library card, with the permission of a parent or guardian. Services also available besides book borrowing and material rental include: an employment center, printing, genealogy, homebound delivery and more. Programs and events include: story time, book club, chess club, bake club and 1,000 books before kindergarten. A full listing of events can be found at sgclib.org.

OTHER FACILITIES

University of Missouri Extension Office

Ste. Genevieve County's branch of the University of Missouri Extension is located in Suite B of the Progress Sports Complex at the Ste. Genevieve County Community Center, at 1300 Progress Parkway. This educational outreach center is open Mondays through Fridays, from 8 a.m. to 4:30 p.m., or by appointment. Services include: consultation for community groups, disaster planning and recovery, distance education, test proctoring, educational opportunities, group process moderation, plant and insect identification, plant disease diagnosis, private pesticide applicator training and more. Ste. Genevieve is part of the East Central Region of the Missouri Extension and also oversees 4-H and Master Gardener activities from this location.

East Missouri Action Agency

The East Missouri Action Agency office is at 95 Ste. Genevieve Drive (U.S. Highway 61). The EMAA provides assistance to low-income individuals and families via programs for family intake, assessment and referral, community outreach, emergency assistance, family support and self-help programs. These services include the administration of a federal Head Start program, rental assistance through the federally funded Low Income Home Energy Assistance Program (LIHEAP), rental assistance through Section 8 Rental Certificates, family planning, employment and training services, and a variety of community services. The Ste. Genevieve County Head Start is located at 95 Ste. Genevieve Drive. Head Start is a U.S. Department of Health and Human Services program for early childhood education, health and nutrition for low-income children and their families. Periodically, vision and hearing screenings are taken at the center. The EMAA Ste. Genevieve Head Start is part of the eight-county Southeast Economic Development Fund Inc. which also includes EMAA locations in Bollinger, Cape Girardeau, Iron, Madison, Perry, St. Francois and Washington counties. The capacity of the Head Start program in Ste. Genevieve County is 40 students, according to the EMAA. The program is geared toward ages 3-5.

PARKS AND RECREATION

The city of Ste. Genevieve's parks are overseen, operated and maintained by Alliance, the same entity that oversees Public Works. There are two employees designated as Parks and Recreation, with the equipment for this city department including: one pickup, one tractor, one trailer and three mowers. The city owns seven city parks or green spaces and also leases and maintains a ballfield which was developed by the local VFW post. These areas are identified in the accompanying community facilities map.

Pere Marquette

Pere Marquette is a 45-acre recreation area in the northeast portion of the city limits. It was annexed into the city of Ste. Genevieve in 1998. The park provides a number of recreational opportunities, including athletic fields (baseball, basketball, soccer and softball), walking trails, shelters, restroom facilities and a wide variety of playground equipment. The park has several baseball fields, though the main baseball and softball fields were given to the school district in 2015. The city still has a t-ball field located at Pere Marquette.

In 2020 the city completed a Master Plan for Pere Marquette Park, which includes plans for new or improvements to: playgrounds, bleachers, trails, multi-use courts, parking, nature areas, and disc golf holes. The plan is available for review upon request at City Hall.

Valle Spring City Park

Valle Spring Park is located directly east of Highway M, approximately a quarter mile south of Highway 61. The location on Highway M is adjacent to the Valle Spring Industrial Park. The park is directly across the road from the Valle Catholic High School football field. The park, about 5.15 acres in size, serves the community as a spot with playground equipment which is suited both for pre-school and elementary-age children. There are also picnic tables, a pavilion, and barbecue pits as well as a short, one-third mile walking trail. The trail was developed mainly

through contributions from local businesses, including Ste. Genevieve County Memorial Hospital. The park is also near Crestlawn Cemetery. Valle Spring Park is also located near Progress Parkway/Trautman Industrial Court. The land for the park was donated in 1991 and it was later dedicated as an official city park a couple of years later.

Dave Pinkley Memorial Park – Located south of LaHaye and Roberts streets, this was previously referred to as LaHaye Park. It is flood buyout property which has been converted to a greenspace along North Gabouri Creek.

River Gauge Park - This is an open area east of North Main Street and north of Washington Street which commemorates past flood events in the region. The park is just west of the railroad tracks and was dedicated in August 2013.

Public Dog Park - A small parcel east of North Third Street and north of Washington Street. This was completed in 2017 and a grand opening held in 2018. It originally was an Eagle Scout Project that eventually was completed via donations from downtown residents.

Main Street Park - Purchased by the city in 2008 to add public restrooms as well as seating and greenspace in the downtown area. The park was dedicated in 2011. It is at the corner of North Main and Jefferson streets and extends east to Valle Street. Two parking spaces for an electric vehicle charging station were installed in 2024.

Ste. Genevieve Skate Park – Opened in 2005, this recreation area is located north of the Khoury League fields, at 450 North Fourth Street, just south of LaHaye Street.

Ste. Genevieve County Community Center

The Ste. Genevieve County Community Center, constructed in the late 1990s and formally opened officially in February 2000, is a 52,217 square foot facility which is open seven days a week. The center provides a series of recreational opportunities. There are specific spaces designed for social, recreational and cultural uses, including a swimming pool, gymnasium, aerobics/dance room, cardiovascular fitness area, weightroom, elevated walking track, spinning room and meeting rooms. The gymnasium can be rented on an hourly basis, and activities include basketball, volleyball and more. In addition, a batting cage can be rented as well. An administration wing and the county library are also a part of this facility.

Challenger Field/Playground/Pavilion

This baseball field opened in March 2015 and was the result of a multi-year effort by Jason and Sarah Schott to bring the community a home for the local Challenger baseball program. The all turf, all-inclusive field provides a home for the Challenger team as well as many other local teams for events and programs. A pavilion, more storage space and shade structures were added to the field in February 2018. The field is available to rent on an hourly basis with or without lighting. A weekend tournament option also is available. Next to the field is the Braden and Friends Challenger Playground, a 16,000 square foot all-inclusive playground which opened in 2015. It is designed for children of all abilities to experience the fun and leisure of an outdoor playground. The Progress Sports Complex offers indoor athletic fields, including two full-size

basketball courts, four volleyball courts and two batting cages. Outdoors, there are full-size, lighted, tennis courts, which also have pickleball lines and one court reserved for youth play. Additional information about the community center and adjacent recreation areas can be found online at sgccc.com/facilities.

River Rapids Waterpark

The River Rapids Waterpark began construction in 2018 and officially opened in 2019 next to the Ste. Genevieve Progress Sports Complex and the community center. It is an opportunity for families and relax and enjoy fun in the sun. Located at 1301 Progress Parkway, the facility is open daily from 11 a.m. to 6 p.m. during the summer months and on weekends in September. Additional information on the River Rapids facility can be found at riverrapidswaterpark.com.

Ste. Genevieve Museum Learning Center

Located at 360 Market Street, the SGMLC offers a collection of exhibits, art galleries, agricultural, mining tools and more. The center provides an opportunity for individuals of all ages to discover and learn more about the past. The museum is open daily from 10 a.m. to 5 p.m.

The learning center's mission, "Preserving the Past for Future Generations," is a major focus of the exhibits and displays for public viewing. The museum is a continued effort of a dedicated vision from when the Ste. Genevieve Museum opened in 1935. The building, formerly referred to as the Koetting building, includes two levels and 11,500 square feet of space. Specific exhibits at this time include "Bringing the World to Ste. Genevieve," "Hall of Giants," "Ancients Cultures Gallery," "Focus Gallery," "The Missouri Dinosaur Gallery," "Great Galley" and "Ste. Genevieve Gallery." Additional information can be found online at stegenmuseum.org.

Strategic Issues

1. Continue making improvements to infrastructure which will increase overall water pressure and volume in areas where it is deemed necessary to update or improve this particular service.
2. Extend water service along Highway 32 to increase fire protection and better water service.
3. Modernize the fire department's equipment and materials; and implement a long-term replacement plan for older trucks in the department's fleet.
4. Make an inventory of all the flood buyout properties and see what improvements have been made and where more can be done.
5. Develop a plan for updating or repairing major components of the city's sewer plant, which was originally constructed in 1985.
6. Develop a long-range parks and recreation master plan for the entire parks and rec system of the city.
7. Gather feedback from the community to determine the needs and wants of the residents for the city's parks and rec system.

8. Seek proper and adequate funding options for the ultimate replacement of the city's water treatment plant. There are several funding sources available, though each one needs to be investigated to determine which one is the best fit for the city.

9. Continue following the water/sewer line replacement plan for future improvements to the water and sewer pipelines. Develop a list of priorities for upgrades or replacement and determine the cost for doing so. Potential funding options include: Tax Increment Financing (TIF), Community Development Block Grant (CDBG), Economic Development Administration (EDA).

10. Acquire a small parcel of property (2-3 acres) away from the city for live burn training to better train volunteer firefighters.

11. Acquire property and construct a new larger facility for water/sewer maintenance equipment and Alliance employees.

J: HISTORIC PRESERVATION

Originally founded by French settlers in the early half of the 18th century – likely well before 1750 – the city of Ste. Genevieve is Missouri’s oldest permanent European settlement. To this day, the area has the largest concentration – and best examples – of early French architecture in Missouri.

Preservation

Historic preservation has long been a focal point for the Ste. Genevieve region. While the exact time of the area’s founding may be up for debate – 1735 is often found in conjunction with many written accounts of the area’s history and a sesquicentennial occurred in 1885 – the efforts focused on preserving the region’s rich past date back to at least 1965, if not earlier. In 1965, “The Master Plan for Restoration of Ste. Genevieve, Missouri” was prepared through funding from the Economic Development Administration, a division of the U.S. Department of Commerce.

Among the significant historic structures which are a part of the historic district are the Beauvais-Amoureux House (327 St. Marys Road), the Bolduc House (135 South Main Street), Bolduc-LeMeilleur House (123 South Main Street), Felix Valle House (corner of Merchant and Second streets) and Jacques Guibourd House (1 North Fourth Street).

The “Master Plan for Restoration of Ste. Genevieve, Missouri” report detailed several programs the city could do to carry out historic preservation efforts. The estimated cost to do all of those initial recommendations at the time was \$7.339 million. Admittedly, the estimated costs were high, and the plan did not point out the other associated costs which would be incurred by both the city and county, as well as private businesses and individual owners if all of the recommendations of the plan were to eventually be undertaken.

While the recommendations ultimately proved to be too costly for the plan’s complete undertaking, it did provide opportunities to embark on the historic preservation path. For example, it recommended the creation of a Foundation for the Restoration of Ste. Genevieve, which was formally established in 1967. This non-for-profit organization was created in an effort to encourage an improved awareness of the city’s historic heritage. The foundation had the proper IRS tax exemption status to allow the organization to collect financial gifts – as well as distribute them.

Ste. Genevieve Landmarks Commission

In January 1969, the city adopted an ordinance which was designed with the intent to safeguard the deemed historic structures and locations in Ste. Genevieve. With the ordinance’s approval came the installation of a four-person Landmarks and Urban Design Commission which had appointments made by the Foundation for the Restoration of Ste. Genevieve and approved by the mayor. An initial finding determined there were 81 locations considered worthy of special preservation. Since that first review, there were eight additional sites added to that list. The 1969

Landmarks Commission ordinance was repealed in 1993 and replaced with a new ordinance, which expanded the membership from four to seven individuals, all of which were to be appointed by the city's Board of Aldermen. That April 1993 ordinance refers to a landmark in the city as "a property or structure designated by ordinance of the board which is worthy of preservation because of its historic, architectural or archaeological significance to the city of Ste. Genevieve." The 1993 ordinance which created the Landmarks Commission was repealed in 2015 and replaced with a new ordinance creating the Ste. Genevieve Heritage Commission. The Heritage Commission is a five-member board, appointed by the Mayor and confirmed by the city's Board of Aldermen. City staff maintain a database of existing historical properties and structures within the city and the National Register and National Landmark Districts. This database and GIS maps are currently available for viewing through the semogis.com website.

Ste. Genevieve Historic District

The Ste. Genevieve Historic District encompasses more than 1,400 acres within the city limits. The district's official boundaries, as defined by the National Register of Historic Places, is as follows:

Beginning at a point on the west bank of the Mississippi River; thence S 60° W to the extreme southeast corner of the property in the acute angle formed by the junction of St. Mary's Road and U.S. Highway 61 (Ste. Genevieve Drive), thence in a westerly direction along the south boundary of this property to its intersection with the back property line; thence in a northwesterly direction along the back lines of the properties fronting on Ste. Mary's Road and Seraphin Street as far as the east side of Fourth Street; thence due west to its intersection with the 420-foot elevation contour; thence in a west-southwesterly direction along the contour to the east side of the U.S. Highway 61 right-of-way; thence in a north-northwesterly direction along the edge of the right-of-way to the back line of the nearest property facing the north side of Market Street; thence in an east-northeasterly direction along the back lines of the properties facing on Market Street to the back line of the nearest property facing on the west side of Ninth Street; thence in a northerly direction along the back lines of the properties facing on Ninth to the back line (extended) of the nearest property facing on the north side of Jefferson Street; thence in an easterly direction along the back lines of the properties facing on Jefferson Street to the back line of the nearest property facing on the west side of North Sixth Street; thence in a northerly direction along the back lines of the properties facing on North Sixth Street, and then along the extension of this line across North Gabouri Creek and the street paralleling the drainage to the back line (extended) of the nearest property facing on the south side of Wehner Street; thence in a north-northwesterly direction along the back lines of the properties facing on Main Street to the south side of Riverview Drive; then N 60° E to a point on the west bank of the Mississippi River; thence in a southeasterly direction to the point of beginning. The proposed boundaries, which encompass roughly 1,400 acres, fall within a rectangle for which coordinates are given in latitude and longitude on the National Register Form 10-300 on file in the Branch of Historical Surveys, National Park Service, Washington, D.C.

This legal description is furthermore delineated on a U.S. Geological Survey quadrangle map titled "Weingarten, Missouri-Illinois," 15-minute series, 1907, at a scale of 1:62,500. Guidelines

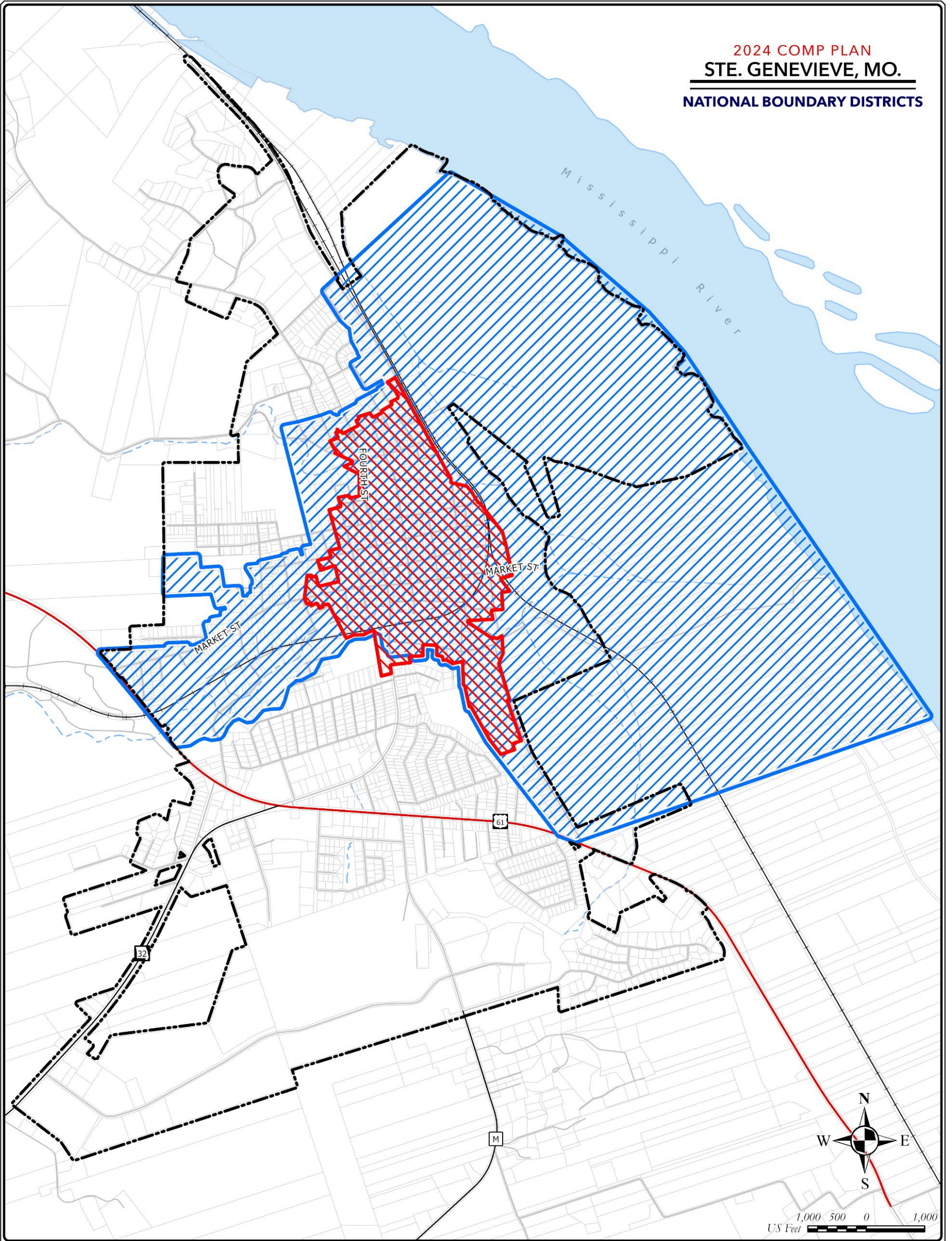
and standards for archeology and historic preservation are outlined in Section IV of the Department of the Interior's September 29, 1983, Federal Register. A map of the National Register and National Landmark Districts in the city can be found in **Exhibit No. J-1 National Boundary Districts**.

These guidelines and stipulations include the following: Preservation planning is based on the following principles:

- Important historic properties cannot be replaced if they are destroyed. Preservation planning provides for conservative use of these properties, preserving them in place and avoiding harm when possible or altering or destroying properties only when necessary.
- If planning for the preservation of historic properties is to have positive effects, it must begin before the identification of all significant properties has been completed. To make responsible decisions about historic properties, existing information just be used to the maximum extent and new information must be required as needed.
- Preservation planning includes public participation. The planning process should provide a forum for open discussion of preservation issues. Public involvement is most meaningful when it is used to assist in defining values of properties and preservation planning issues, rather than when it is limited to review of decisions already made. Early and continuing public participation is essential to the broad acceptance of preservation planning decisions.
- Preservation planning can occur at several levels or scales: in a project area; in a community; in a state as a whole; or in the scattered or contiguous landholdings of a federal agency. Depending on the scale, the planning process will involve different segments of the public and professional communities and the resulting plans will vary in detail. For example, a state preservation plan will likely have more general recommendations than a plan for a project area or a community. The planning process described in these standards is flexible enough to be used at all levels while providing a common structure which promotes coordination and minimizes duplication of effort. The guidelines for preservation planning contain additional information about how to integrate various levels of planning.

Exhibit No. J-1 National Boundary Districts

2024 COMP PLAN
STE. GENEVIEVE, MO.
NATIONAL BOUNDARY DISTRICTS



Scale: 1:17,800
 Parcels Dated: 2021
 Map Printed : 5/9/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

Legend		
Roadways	City Limits	National Boundary Districts
State HWY & Routes	Parcels	National Registered District
US HWY	Waterbodies	National Landmark District
Pavement	Streams	
	Railroads	



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NATIONAL BOUNDARY DISTRICTS

Preservation vs. Tourism

The ongoing effort to preserve the city of Ste. Genevieve's historic structures remains as much an economic issue as well as one of continuing preservation efforts. A large number of visitors come to Ste. Genevieve each year to explore the city's historic French district and to participate in planned festivals. For several decades now, tourism is a main component of the city's economy, and, to a large extent, supports the economic health and future growth of the entire downtown area. Spending on tourism-related categories totaled \$22.2 million in 2022, according to the Missouri Division of Tourism's 2022 annual report. The tourism industry in Ste. Genevieve County also supported 561 jobs in that most recent report, a significant increase of approximately 60.3 percent from the 350 jobs tourism supported in 1995.

Strategic Issues

1. The protection of historic architectural buildings in the city's historic district continues to be a primary emphasis for overall historic preservation. The proper maintenance of the urban levee remains of vital importance for the continued protection of historic portions of the city.
2. Protection of the historic structures within the city's historic district against all forms of future development should remain a top priority.
3. Continuing to encourage the use of heritage tourism by individuals and organizations to enhance the value of the historic structures in Ste. Genevieve to the local economy.

K: TOURISM

Tourism efforts are an integral part of Ste. Genevieve and its historic ambiance, though the focus of tourism has changed in the past couple of decades. Now, it is viewed as more of a multi-faceted approach than it used to be. Previously, the efforts focused more on historic preservation aspects while at the present time, the efforts are more diverse and collaborative, bringing a wide-ranging audience for multiple purposes. Individuals come to the region for a variety of reasons and from different places.

Most communities in the country have unique attractions that can bring people to the area for several reasons. Seeing family and friends is one of the key factors when planning trips but certainly the reasons don't stop there. History and the telling of an area's founding often is a good starting point, and the city of Ste. Genevieve continues to do this well. Many of the opportunities to learn about the city's past as the first permanent European settlement west of the Mississippi River are in the city limits, though the city shouldn't limit itself to promoting activities, recreation options and places to see only inside its legal boundaries. Ste. Genevieve, which has been spared the destructive forces of nature and modern development in most cases, provides strong proof of its historic past. It offers the biggest concentration in all of North America of buildings constructed in the French tradition and in their historic setting. Whether on a walking tour or spending time at one of the many area festivities, it's not difficult to take in the region's rich past.

Total tourism-related expenditures in the 2021 fiscal year for Ste. Genevieve County were \$19.3 million, according to Missouri's Division of Tourism. This figure includes spending in 45 tourism-related North American Industry Classification System codes. The amounts can be viewed as part of **Exhibit No. K-1 Tourism Expenditures**. Among the seven counties in the Southeast Missouri Regional Planning & Economic Development Commission area, Ste. Genevieve County ranked fourth in both number of tourism jobs and tourism-related spending. While not all those tourism-related expenditures occurred in the city of Ste. Genevieve, it is likely that the city is the destination of a significant number of visitors to the area, as many of the attractions are in the city as well as most of the places to stay. Determining the exact amount spent in the city is difficult, though a significant amount of revenue has been generated from tourism-related activities in recent years. The addition of the community center as well as the water park likely have helped this and added more revenue opportunities away from the main downtown historic site areas. Total tourism employment among the seven counties in the Southeast Missouri Regional Planning & Economic Development Commission is included as part of **Exhibit No. K-2 Tourism Related Jobs**.

A recent five-year study conducted by the Missouri Division of Tourism looked at all the visitor activities. Among the 57 listed options, and respondents could choose more than one, the top five were: visiting friends/relatives (34.9 percent), shopping (22.1 percent), rural sightseeing (14.3 percent), historic sites (11.6 percent) and fine dining (10.1 percent). A few other choices on the statewide list which are options in the city of Ste. Genevieve include: Museums (sixth, 9.2

percent), urban sightseeing (tied for eighth, 6.7 percent), local/folk art/crafts (10th, 6.3 percent), wine tasting/winery tour (tied for 34th, 2.0 percent).

Each area is unique and will have many of the activity options available, but not all. The positive takeaway for the city of Ste. Genevieve is that there are a variety of tourist attractions and with that brings the opportunity to combine several attractions and reasons for coming to visit. The city continues to be a destination and each year more people are choosing to come to the area, see friends/family, enjoy activities/attractions both in the city and county and boosting the local economy, which bodes well for the future.

Exhibit No. K-1 Tourism Expenditures

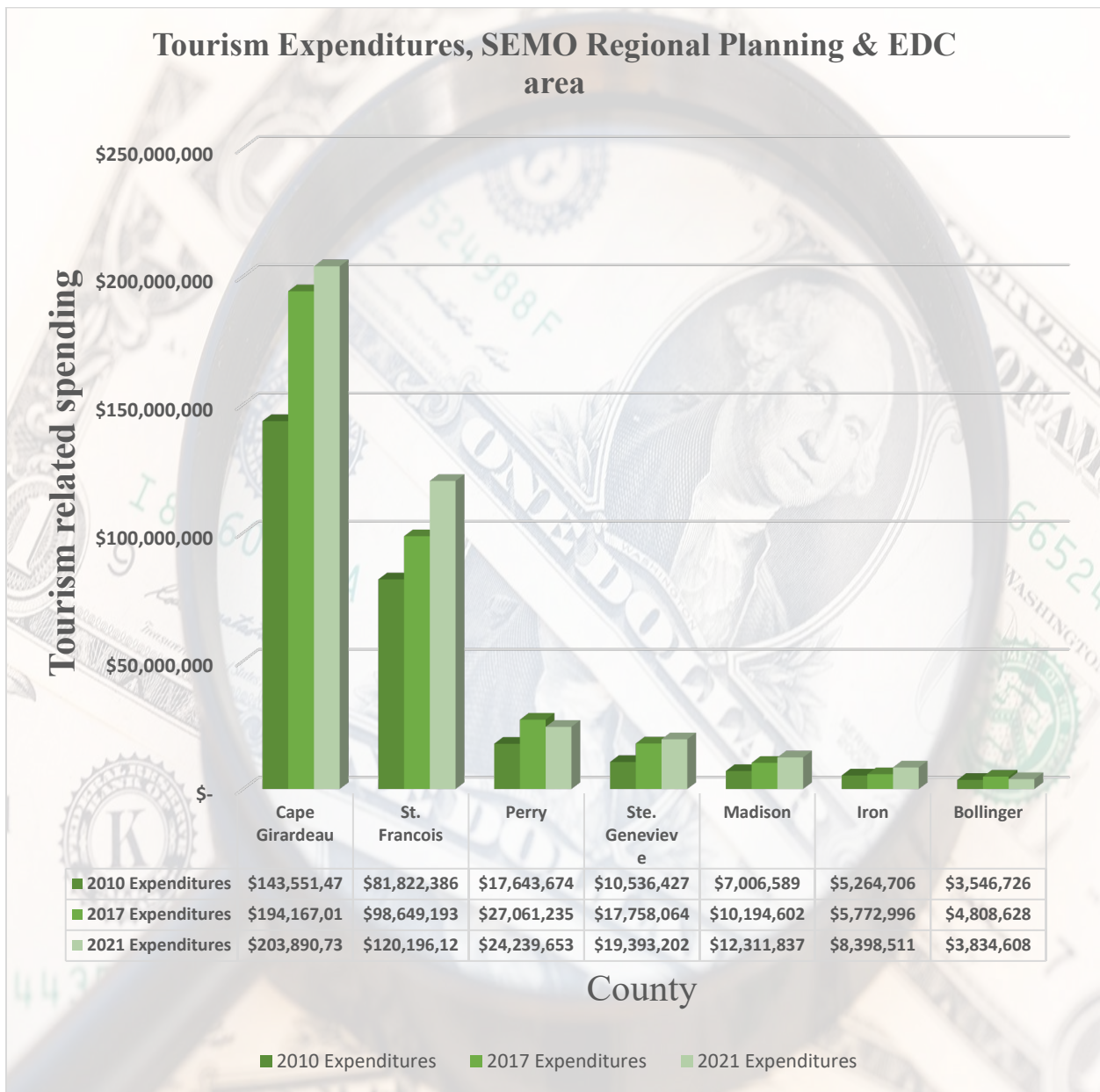
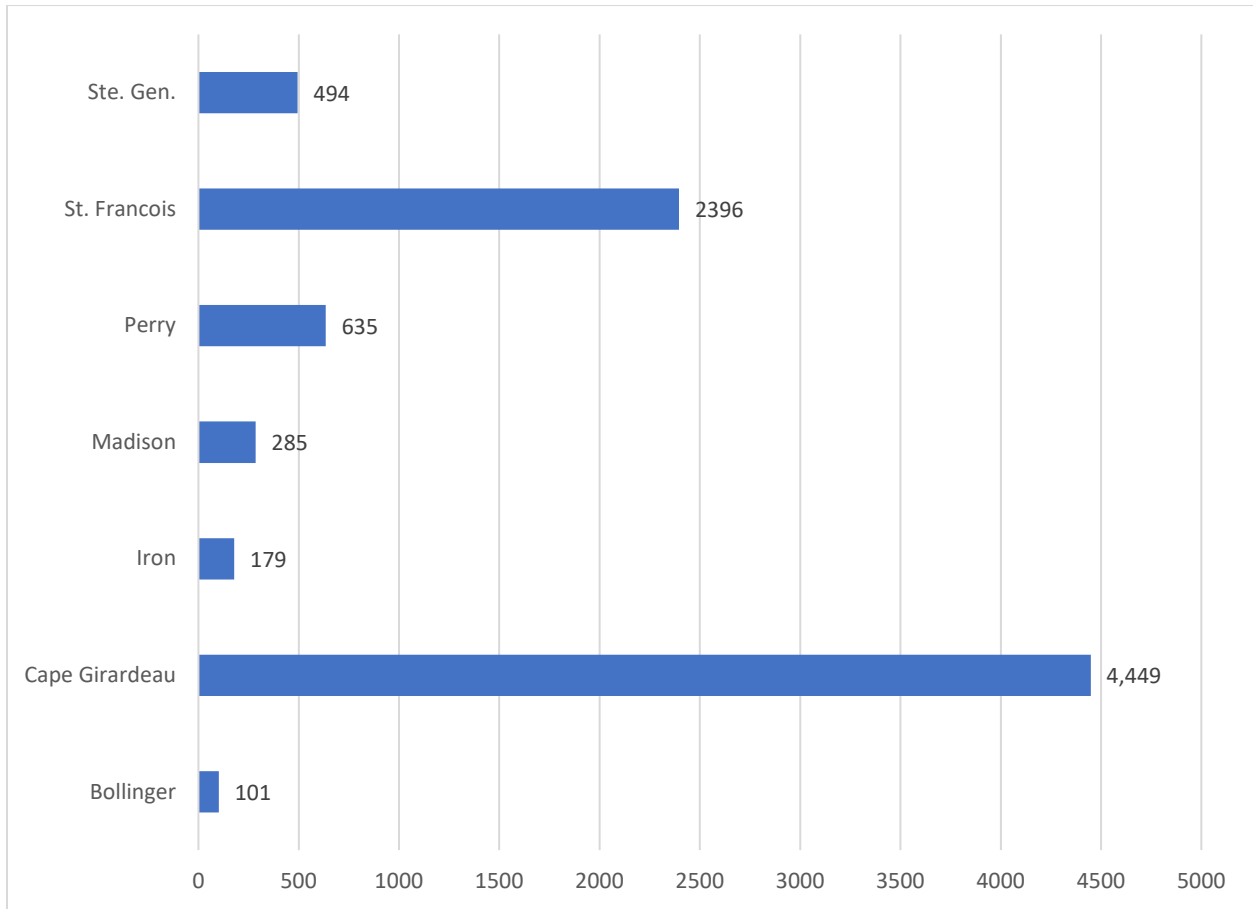


Exhibit No. K-2 Tourism Related Jobs



Employment in the tourism sector has shown positive gains in the past decade or so. The number of tourism-related jobs in Ste. Genevieve County went from 421 in 2010 to 524 in 2021, which was an addition of 103 jobs (24.4 percent) and total tourism jobs in the seven-county SEMORPC area went from 8,000 in 2010 to 8,271 in 2021, an overall increase of 3.4 percent. While more than half of the tourism jobs in this region are in Cape Girardeau County as well as more than 200 new jobs over the course of the past decade, it is significant to note that Ste. Genevieve County had the largest percent increase. Also, compared to Perry County, which has a very similar population, Ste. Genevieve tourism jobs increased by more than 100 and in Perry County they decreased by more than 100.

National Historical Park

The city of Ste. Genevieve was settled by the French in the 1700s. The city has the largest concentration and many great examples of French architecture in Missouri. An Advisory Board on National Park, Historic Sites and Buildings and Monuments approved the area as a National Historic Landmark in 1959. The city formed the Ste. Genevieve Landmarks Commission before 1970. This was updated in 1993 and again in 2015. The National Park Service in 2018 was

authorized to establish Ste. Genevieve National Historical Park as the area extends beyond single properties or buildings.

The Ste. Genevieve National Historical Park and the Ste. Genevieve Welcome Center are open daily except for New Year's Day (January 1), Thanksgiving Day (fourth Thursday of November) and Christmas Day (December 25). The national historical park visitor center is open and free of charge. Visitors can find out about all there is to do in Ste. Genevieve, including the local history, area attractions, places to eat, lodging and accommodation options as well as information about annual events and festivals. The visitor's center is located at 66 South Main Street. Interior portions of the Green Tree Tavern, the Jean Baptiste Valle and the Bauvais-Amoureux houses are only available during set tour times. At about 16.8 acres, the Ste. Genevieve National Historical Park is the fifth-smallest national historical park in operation by the U.S. Department of the Interior. The Ste. Genevieve National Historical Park provides an unparalleled opportunity for the understanding and appreciation of French settlement, specialized vernacular architecture as well as farming on the early frontier. Ste. Genevieve is unique in terms of its character, quality, quantity and rarity of its resources and there are no comparably protected or managed areas interpreting these specific themes, according to the Department of the Interior.

The Ste. Genevieve Historic District National Historic Landmark, established in October 1960, is one of the oldest historic landmark areas in the country. The establishment as a historic district initially was done so in an effort to recognize the area's unique connection of French vertical log architecture. It is one of 36 historic landmarks in Missouri.

Through an agreement announced between the NPS and the city of Ste. Genevieve in September 2020, the park service conducts visitor operations from the Great River Road Welcome Center. The welcome center (at 66 South Main Street) provides a starting point for those seeking to learn more about the area's unique history. In addition to the welcome center, a few of the structures worth checking out include the Bauvais-Amoureux House (built in 1792), the Jean Baptiste Valle House (built in 1794), the Green Tree Tavern and the Jean Baptiste Valle Gardens.

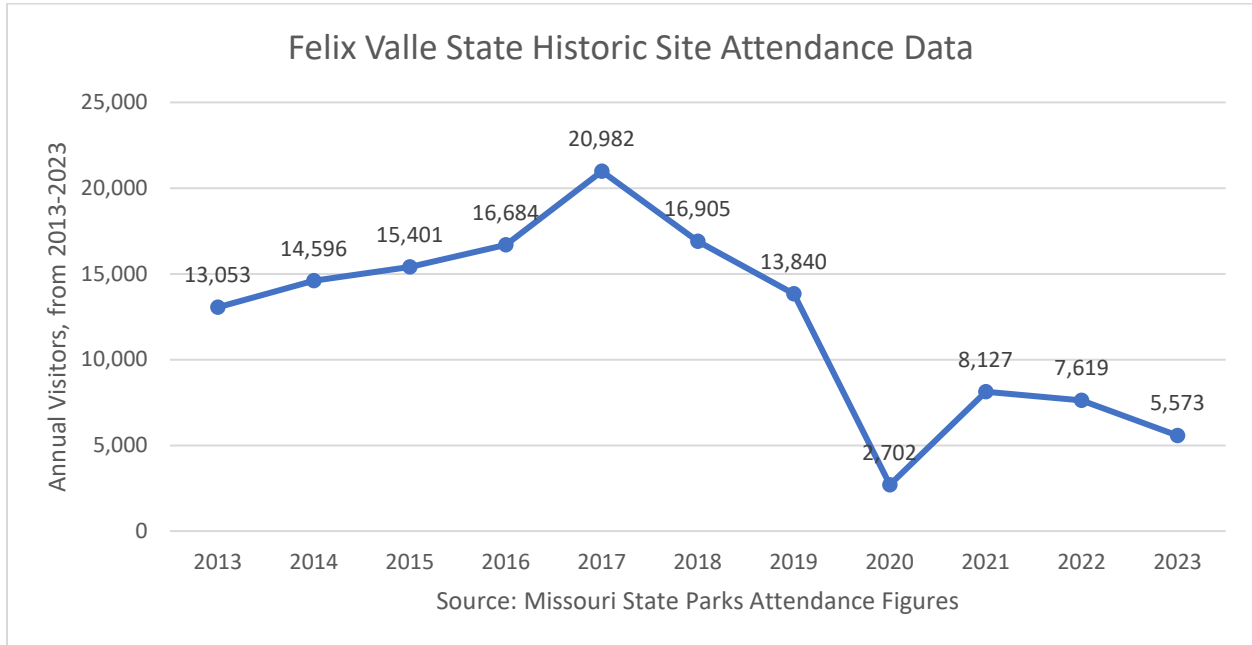
Authorization for the park began through an act of Congress in 2018. The park formally was established in October 2020. Tours of the area's historic district as well as tours of the Amoureux House are offered Fridays through Sundays (May to September). A reported 4,889 people visited the historical park from June to September 2020.

Historic District

Initially, there were more than 80 structures and sites of such age, unique design, construction, and historic impact in which preservation was deemed important. The area contains structures, commonly referred to as landmarks dating back to a range of more than 130 to 250 years (from 1770-1887). The Missouri Department of Natural Resources had been helpful in recent years in preservation efforts, acquiring several properties, including the Shaw House (1770) and the Felix Valle House, which is now a state historic site. The Felix Valle House, built in 1818 in the American federal style, is furnished in the style of the 1830s with many artifacts which depicts the American influence on the French settlement following the Louisiana Purchase. The Felix Valle House had a reported 5,573 visitors in 2023. The attendance peaked at 20,982 in 2017.

Exhibit No. K-3 Felix Valle State Historic Site Visits 2011-2022 shows attendance for the past 11 years at the Felix Valle House. From 2013-2019, attendance averaged 15,923 per year, though it has been five years since the number of visitors surpassed 13,800.

Exhibit No. K-3 Felix Valle State Historic Site Visits 2011-2022



Special Events (city only)

Various festivals and events occur throughout the calendar year, providing a draw for visitors, tourists and residents. These include:

La Guiannee (La Guignolee) – New Year’s Eve Festival;

Spring Garden walk – weekend after Mother’s Day;

French Heritage Festival – Second weekend in June;

Ste. Genevieve County Fair – mid-July;

Jour de Fete – Second full weekend in August;

Rural Heritage Days – last Saturday in October; and,

Holiday Christmas Festival – first full weekend in December.

A complete listing of city of Ste. Genevieve events can be found several places, including the Chamber of Commerce web site, as well as visitstegen.com.

Community Center

Located at 21390 Highway 32, the Ste. Genevieve County Community Center opened in February 2000. It is a 52,000-plus square foot complex which includes a variety of social,

recreational and cultural uses. Amenities include free weights, machine weights, a series of cardio equipment, aerobics room, locker rooms with showers, walking track, full size gym, an indoor pool with a slide and lap lanes and meeting rooms. Rentals of the meeting rooms, gym and pool are an option. It is also home to the Ste. Genevieve County Library. The facility's design incorporates several "visual signatures" of Ste. Genevieve's historic settlement, including galleries, red roofs and Creole-style rooflines. Excluding closures and varied holiday hours, the facility is open Mondays through Fridays, from 5 a.m. to 9 p.m., Saturdays from 7 a.m. to 8 p.m. and Sundays from 8 a.m. to 6 p.m. Progress Sports Complex, a 43,000 square foot facility, was added to the SGCCC campus in 2018. It offers a gymnasium with two full-size basketball courts seating 1,500, two racquetball courts, a turf batting cage, multiple meeting rooms with kitchen space, and also houses the University of Missouri Extension offices. In addition to the previously mentioned opportunities, the community center provides inclusive opportunities for people with disabilities as well.

Another aspect of the community center is Challenger Field, which opened in March 2015. It is an all-turf, all-inclusive field which serves as the home field of the Ste. Genevieve Challenger baseball program. A pavilion, additional storage and shade structures were added in February 2018.

Water Park

The River Rapids Waterpark officially opened in the summer of 2019 across the street from the Ste. Genevieve Community Center. It is one of the largest water parks in the region. The park features several water attractions for visitors of all ages, from slides, lazy river and more. The facility is open late May through Labor Day weekend from 11 a.m. to 6 p.m. It provides an opportunity for families to relax and enjoy a little fun in the sun.

Wineries & Breweries

One area that has seen growth in recent years is that of wineries and breweries. While this activity may not be at the top of the list for those that visit the city of Ste. Genevieve, it is certainly one aspect of tourism that shouldn't be avoided. It can often be combined with other sightseeing options and is responsible for both tourism-related jobs and revenue. This was more of an emerging market opportunity a couple of decades ago. Now, several businesses have taken the lead in this increasingly popular tourist activity.

Ste. Genevieve Municipal Band

Formed in 1945, it is one of a handful of municipal bands still remaining in the state. It's a tax-supported entity that performs concerts over a 10-week period in the summer months. The concerts are held at the Valle Schools parking lot with an alternate indoor, air-conditioned location in the event of extreme heat.

Tiger Sanctuary

Located at 19630 Crown Ridge north of Highway B about 14 miles south of Ste. Genevieve, Crown Ridge Tiger Sanctuary (The Scott Foundation) is a Global Federation of Animal

Sanctuaries non-profit big cat rescue and educational facility that provides lifelong care for abused, neglected or unwanted big cats. As a true sanctuary, it does not buy, sell, breed or trade any of its animals. Attractions include on and off-site presentations, tours and education groups to increase public awareness.

It is not within the city limits so it's difficult to gauge the interest level for those who come to stay and then end up taking part in activities or other recreation options in Ste. Genevieve County.

Ste. Genevieve - Modoc Ferry

Located just north of the city limits along the western shore of the Mississippi River, the ferry provides a quick connection between Ste. Genevieve and southern Illinois. From Ste. Genevieve, the ferry allows an opportunity for visitors to get to Fort de Chartres, Pierre Menard Home and Fort Kaskaskia State Historic Park. Depending on river conditions (which must be favorable to cross the river's span), the ferry operates year-round each day from 6 a.m. to 5:30 p.m. Mondays through Saturdays and 9 a.m. to 5:30 p.m. on Sundays during summer hours (April 1 to Oct. 31). In the winter season, which runs November until the end of March, the hours are 6 a.m. to 4:30 p.m. Monday through Saturday and 9 a.m. to 4:30 p.m. on Sunday. The ferry is owned by the New Bourbon Regional Port Authority, based in Perryville, Mo. and operated by Ste. Gen-Modoc Ferry Inc. in Ste. Genevieve. As of 2015 it was one of 11 ferries still working along the Mississippi River. In 2008, the ferry transported a total of 12,261 vehicles and had a total passenger count of 27,919 people. The ferry is accessible by taking Little Rock Road north of the city to 8205 Little Rock Road.

The New Bourbon Port Authority is located about three miles southeast of the city. The port began in 1982 and moved to its present location after a new port was constructed in 1997. It is one of six ports in the state of Missouri along the Mississippi River, with five more in development.

Magnolia Hollow Conservation Area

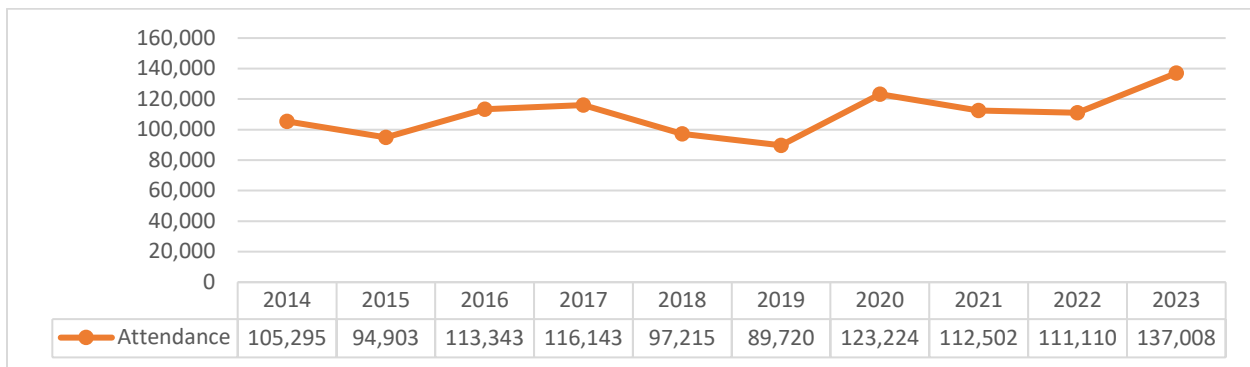
Magnolia Hollow Conservation Area is a 1,740-acre site located about 10 miles north of Ste. Genevieve along the Mississippi River. The area is bordered by Establishment Creek and Schmidt's Island and features bluffs and river views. Eagles are common in this landscape which includes hardwoods and cedar glades. The area offers picnicking, fishing, hunting, camping (open, designated or backpack options), trails and a shooting range. The conservation area is open daily from 4 a.m. to 10 p.m. When the Mississippi River is up, the area may be difficult to access.

Hawn State Park

The only state park in Ste. Genevieve County, Hawn State Park is about 22 miles southwest of the city limits. It can be found by taking Missouri Highway 32 toward Farmington, then heading south on Park Drive. The 4,956-acre site is unique for its hills of stately pine and oak trees, sandy-bottom streams and sandstone canyons and cliffs that create one of the most significant

and scenic landscapes in the state. The site offers hiking, backpacking, camping and an interpretive center as well as a playground. The campground has 50 sites, many of which include electric, and offers basic, electric and walk-in options. A backcountry camping option is also available. Showers and water are available from April 1 through Oct. 31 though camping is available year-round. Camping rates ranged from \$15-27 per night for on-season and \$14-23 for off-season. A reported 6,995 campers visited in 2021, up 21 percent from 5,761 in 2020. The total number of park visitors in 2021 (112,503) was down 9 percent from 2020, when Hawn State Park reportedly had 123,224 visitors. A reported 90,286 visited the park in 2011, which was down 23 percent from 2010, when the reported visitor tally was 117,874. Going back further, the park had 171,267 visitors in 2001, which was down four percent from the 2000 total of 178,526. **Exhibit No. K-4 Hawn State Park Attendance 2011-2022** details the attendance totals at Hawn State Park from 2014-2023. The annual attendance average from 2011-2022 was approximately 93,984. It should be noted that the highest year of visitors was in 2020. While this is not the highest park attendance since 2000, it shows that there was not a significant decline in the number of visitors during the COVID-19 pandemic in which many tourism-related sectors saw a substantial drop.

Exhibit No. K-4 Hawn State Park Attendance 2011-2022



It remains a viable outdoor recreation option that historically has not had as many visitors as other nearby state parks. By comparison, St. Joe State Park in Park Hills (about an hour west of Ste. Genevieve) had 486,116 visitors in 2021, St. Francois State Park in Bonne Terre (about an hour northwest) had a reported 252,637 visitors in 2021 and Trail of Tears State Park in Cape Girardeau (about an hour southeast of Ste. Genevieve) had 168,343 visitors in 2021.

Pickle Springs Natural Area

Located on 257 acres approximately 24 miles west of the city of Ste. Genevieve and just south of Highway 32 on State Route AA and Dorlac Road, this area is advertised as a “geological wonderland along the sandstone valley in the spring,” according to the Missouri Department of Conservation. It is a deep, forested gorge that contains one of the finest Pleistocene relict habitats in the state. The site features more than 250 plant species, including many considered to be glacial relics. The area, which is open to the public for hiking and birdwatching, welcomes visitors daily from 4 a.m. to 10 p.m. The trail loop is about 1.4 miles. The site was briefly closed in the summer of 2021 for the installation of a new parking lot and one-way road. The area was

designated as a National Natural Landmark in 1975. The trail features unique outcroppings, seasonal waterfalls, creek crossings, bluff overlooks and more. It is one of more than 600 national natural landmarks on U.S. territory.

Spending & Employment

Tourism spending in Ste. Genevieve County totaled \$19,393,201 in the most recent fiscal year, which concluded June 30, 2021, according to the Missouri Division of Tourism. This figure supported 524 jobs and included a property tax revenue amount of \$782,425, according to the North American Industry Classification System.

The Missouri Department of Revenue and Labor and Industrial Relations reported Ste. Genevieve County had \$10,700,354 in tourism expenses as part of the department of tourism's fiscal year 2011 annual report. Tourism employees for 2011 were a reported 452.

The change from 2011 to 2021 marked an 81.23 percent increase in spending while the number of tourism-related jobs increased by 15.92 percent. Ste. Genevieve County was one of 15 counties in the 26-county Southeast Region with total tourism-related expenditures of \$10 million or more.

Statewide, tourism generated \$10.2 billion in expenditures in the 2011 fiscal year. Leading the way in the seven-county southeast region was Cape Girardeau County (\$150.7 million, 4,115 employees), followed by St. Francois County (\$10.7 million, 2,210 employees) and Phelps County (\$71.2 million, 2,286 employees).

Ste. Genevieve Tourism, a citywide department, received \$89,308.13 in grants for the 2021 fiscal year through the Missouri Division of Tourism. As with many tourism attractions, if there isn't a strong tradition or it isn't a firmly entrenched habit for people to visit or interact with, there is the potential for certain places of interest to become neglected or not get as much use, eventually leading to a closure, especially if it is a privately-run operation. A citywide lodging tax approved in 2001 has generated between \$21,000 and \$36,700 each fiscal year (October 1 through September 30) from 2007 through 2023, excluding 2020.

Since the previous comprehensive plan was adopted, a few notable visitor attractions are no longer in use. For example, Marina de Gabouri and the Windows on the World of Wildlife Center were two visitor attractions nearly 25 years ago, both are not a part of the city or county's tourism offerings at this time.

In recent years, there has been an increased focus on more of a heritage tourism approach. The historical buildings were what first brought people to the Ste. Genevieve area, though additional attractions are all enhancing each of the other aspects of the city. The NPS overseeing the historical park has increased the notoriety of the area's historical structures.

Among the seven counties in the Southeast Missouri Regional Planning Commission's area, Ste. Genevieve County ranked fourth in terms of both revenue from tourism expenditures and the number of individuals employed in tourism-related jobs. The Missouri Division of Tourism

tracks the number of visitors to the state by month. In both the 2019 and 2020 fiscal years, which were impacted by the coronavirus, the region saw a significant number of visitors.

Recent city survey results from early 2023 revealed that historic preservation and assets were the highest-rated response on a question about Ste. Genevieve's image/identity. A total of 78 percent of respondents viewed historic preservation as a strength.

Strategic Issues

1. Develop a county-wide organization charged with guiding the growth of the travel industry in the city of Ste. Genevieve and Ste Genevieve County. The city currently operates and maintains the visitstegen.com web site with limited support from Ste. Genevieve County.
2. Develop or expand permanent financing mechanisms to support a strong visitor recruiting program.
3. Develop a tourism marketing plan to help efficiently target likely visitors based on their demographics, interests, and characteristics.
4. Promote bringing in a hotel capable of handling larger groups of tourists and facilitating bigger events or activities.
5. Find a way to improve Mississippi River access for walking to and viewing the river for recreational purposes as well as access for potential riverboat tours and possibly the addition of a boat ramp for those wanting to explore the river.
6. Explore potential ways to improve and accommodate more RV traffic. This could include overnight accommodations which are within reasonable walking distance to the downtown historic district.

L: CAPITAL IMPROVEMENTS PROGRAM

One of a city's major non-recurring expenses which has a direct and long-term benefit is often referred to as a capital improvement. The cost for physical facilities, which include the land acquisition, construction of buildings and other structures, construction of streets, roadways, and utilities, buying fixed equipment, or beautification and landscaping and similar items are called improvements.

The development of a capital improvements program, along with a review of the municipality's past financial situation and its future funding options and possible opportunities is a needed step in an effort to evaluate the city of Ste. Genevieve's ability both now and in the future to implement its capital improvements program.

Looking at past trends in overall revenues, expenses, assessed valuations and bonded indebtedness offer insight into the future financial outlook of the city and may assist in helping to determine the scope of the capital improvements program which may eventually get implemented.

As part of the city's annual budget process, the administrator presents a capital expense budget. When this proposal is adopted by the city's board of aldermen, this plan then becomes the official capital improvement program for the fiscal year. In this comprehensive plan, a recommended capital improvement program is attached based on the recommendations which are a part of this plan. The recommendations for additional capital improvements are provided here for consideration when the city officials update an official expense plan.

Tax rate, Assessed Valuation, Bonded Indebtedness

The city of Ste. Genevieve, as a fourth-class city, may levy a general tax of \$1 per \$100 of assessed valuation of real property. This limit may be increased by a maximum of 30 cents for up to four years if a voter-approved referendum garners a two-thirds majority of support. In fiscal year 2023, the city's tax rate was \$1.00 per \$100 of assessed valuation.

Of this total, 48.12 cents were slated for general revenue expenses, 26.84 cents is for public safety; 12.51 cents for the city's park fund, 4.8 cents for the cemetery fund, 7.73 cents is for the municipal band. The amounts by revenue for each category in 2022 revenue were as follows: general revenue, \$361,128; public safety, \$201,427; parks, \$93,884; municipal band, \$58,012; and cemetery, \$36,023.

The limit for bonded indebtedness is 20 percent of the taxable tangible property within the city limits. The total assessed valuation within the city of Ste. Genevieve was \$80,464,430 for the most recently completed fiscal year. At the most recent check, the city of Ste. Genevieve had no outstanding general obligation bonds.

The city does have outstanding indebtedness, as of March 31, 2024, of \$445,000 (Capital improvement bonds, series 2016, original amount of \$2.8 million); \$640,000 (Certificate of Participation Series 2015, original amount \$1,235,000); \$261,800 (MoDNR Rev. Loan Clean

Water – American Recovery and Reinvestment Act, original amount of \$647,500); and \$337,000 (MoDNR Rev. Loan, Drinking Water, American Recovery and Reinvestment Act, original amount of \$781,300). The city will also begin making payments on waterworks revenue bonds in 2025. The balance due is \$558,017.

City Sales Tax

In addition to the tax revenue from assessed real property, the sales tax revenue remains a large source of funding for Ste. Genevieve capital improvements. The sales tax at this time is 2 percent. This is broken down as 1 percent for general purposes, 0.5 percent for a transportation tax, and 0.5 percent toward capital improvement. The city of Ste. Genevieve's 2022 fiscal year budget projects general revenue sales tax of \$1,506,429. This includes transportation tax revenue and capital improvement tax revenue of \$363,207 each and \$780,015 in general revenue.

Funding Sources

Each municipality has several avenues it can use to fund capital improvements. Since many of the improvements incur a substantial cost, it is important to understand the funding methods available and options to combine them to complete the project. This section includes options available to local municipalities and a general description of how each can be utilized.

Pay-As-You-Go

The pay-as-you-go revenue method includes paying for projects from existing municipal revenues such as general property taxation, sales tax revenue totals, transportation sales taxes, various fees, charges, special funds and assessments. The use of this method offers a greater amount of budgetary flexibility and cuts down or nearly eliminates interest payments. One of the drawbacks to this approach is that it often is challenging for a municipality to have large amounts of what is termed as uncommitted cash available. This may prompt the city to fund more immediate expenditures rather than looking to finance more longer-term capital improvements.

A reserve-fund financing option is another method, and a slight variation on the pay-as-you-go approach. Funds which are collected, accumulate to eventually pay for capital projects in advance. A reserve fund method to pay for improvements may be a result of having surplus operational revenue, a depreciation account or also from the sale of any capital assets.

General Obligation Bonds

The use of any general obligation bonds requires the approval of two-thirds vote of the electorate, and then a tax is levied which will pay for the interest and ultimately retire the debt. Bonds as a funding option may be sold by municipalities to pay for such permanent infrastructure improvements as streets, water system projects, wastewater or sewer projects, parks, public facilities, recreational facilities, and airport projects.

Revenue Bonds

In certain instances, revenue bonds may be used to pay for projects like swimming pools, airports, sewer and water systems and other local projects, which lead to municipal revenue. Revenue bonds are not calculated in a city's 20 percent debt limit, the same with general

obligation bonds, because they are not backed up by the full faith and credit of the municipality. The companies that typically perform the underwriting of bonds are often reluctant to support new debt if that new debt total is above 20 percent of the assessed valuation within the city. In many cases, the interest rates for the revenue bonds tend to be higher than from general obligation bonds. As the revenue bonds are typically paid back from the net earnings of the new infrastructure, facility, building, etc., the estimates provided for the net earnings should be on the more conservative side. The use of revenue bonds requires a simple majority approval by voters of the municipality.

Authorities, Special Taxing Districts

The use of authorities and special districts are created to manage the use of infrastructure such as toll roads, water, and sewer systems. Going with the authority taxing method offers an opportunity to fund inter-jurisdictional facilities, though it can also lead to future problems, such as the decentralization of government responsibility. The debt which is incurred in these situations still remains a part of the area's total financial obligation even though it may not be counted as part of the overall debt limit. Special use taxing districts are created with a power to tax, issue bonds and construct facilities that may not be self-supporting. The use of authorities and special taxing districts may be necessary, at times, to avoid restrictive debt limits.

Tax Increment Financing (TIF)

Missouri's General Assembly adopted the "Real Property Tax Increment Financing Allocation Redevelopment Act" in 1982. This action is formally codified in Sections 99.800 to 99.865 of the Revised Statutes of the state of Missouri (RSMo), and commonly referred to as the TIF Act. The TIF method can be used in any city or county in the state of Missouri. The method remains a helpful tool for smaller communities in order to fund the necessary construction of public infrastructure, including sewers and roadways, as an incentive for investment in undeveloped areas.

Once a TIF is implemented in a particular region, up to 100 percent of the amount of real property taxes and 50 percent of the other tax revenue generated by new development in the district – primarily sales tax revenue – are set aside in a special "Special Allocation Fund." Ultimately, these funds may be used by the municipality (city or county) or a private developer for the sole purpose of "redevelopment project costs." In addition, the municipality may also issue obligations – typically loans or bonds of up to 23 years – to fund redevelopment project costs. Obligations for these costs can then be paid with funds in the TIF's allocation fund.

The redevelopment project costs used in a TIF are defined broadly and include, in part, the costs of studies, surveys, plans, and specifications, the acquisition of land; preparation of land; professional service costs and fees; as well as construction costs of both public and private improvements. A TIF district is defined as an area or region, which is one that specifically benefits from the improvements as a whole. There are no defined particular limitations on a TIF District boundaries, other than that the TIF district must be declared or determined to be blighted or as a conservation area, according to the Revised Missouri Statutes.

TIF, Specific to the city of Ste. Genevieve

On April 11, 2013, the City of Ste. Genevieve, Missouri Board of Aldermen adopted Ordinance No. 3855 approving the Redevelopment Plan for the Downtown Ste. Genevieve Tax Increment Financing District. The Redevelopment Area, as originally designated, consists of 300 separate parcels on 157 acres. The TIF district was adopted as a conservation area due to more than 50% of the properties being over 35 years of age and showing signs of dilapidation, deterioration, and being below minimum code of standards. The Redevelopment Plan proposes activities for Redevelopment Projects to alleviate the existing conditions. The projects include converting existing deteriorated and vacant buildings into retail, office, and service space.

The projects will also include the following improvements and activities:

- The establishment of a Building Stabilization and Rehabilitation grant/loan program*
- Streetscape, signage and electric utility improvements*
- Streets and Sidewalks*
- Parking lot improvements*
- Water, sewer and stormwater improvements*
- Environmental remediation*
- Additional building improvements*
- Construction of an RV park*
- Property acquisition*
- Associated engineering, architectural, planning, legal and administration*
- Contingencies*

This Redevelopment Plan proposes to finance the Redevelopment Projects through the issuance of tax increment financing notes, bonds or other obligations ("TIF Obligations") to be authorized and issued by the City. The total principal amount of TIF Obligations will not exceed \$24,368,750 plus accrued interest, capitalized interest, debt service reserve and issuance costs.

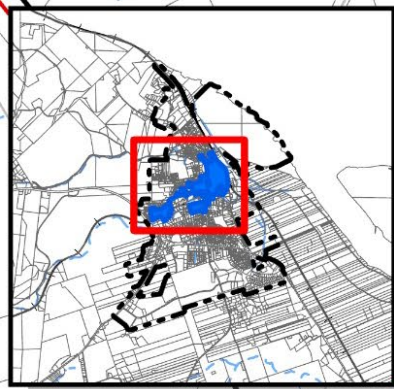
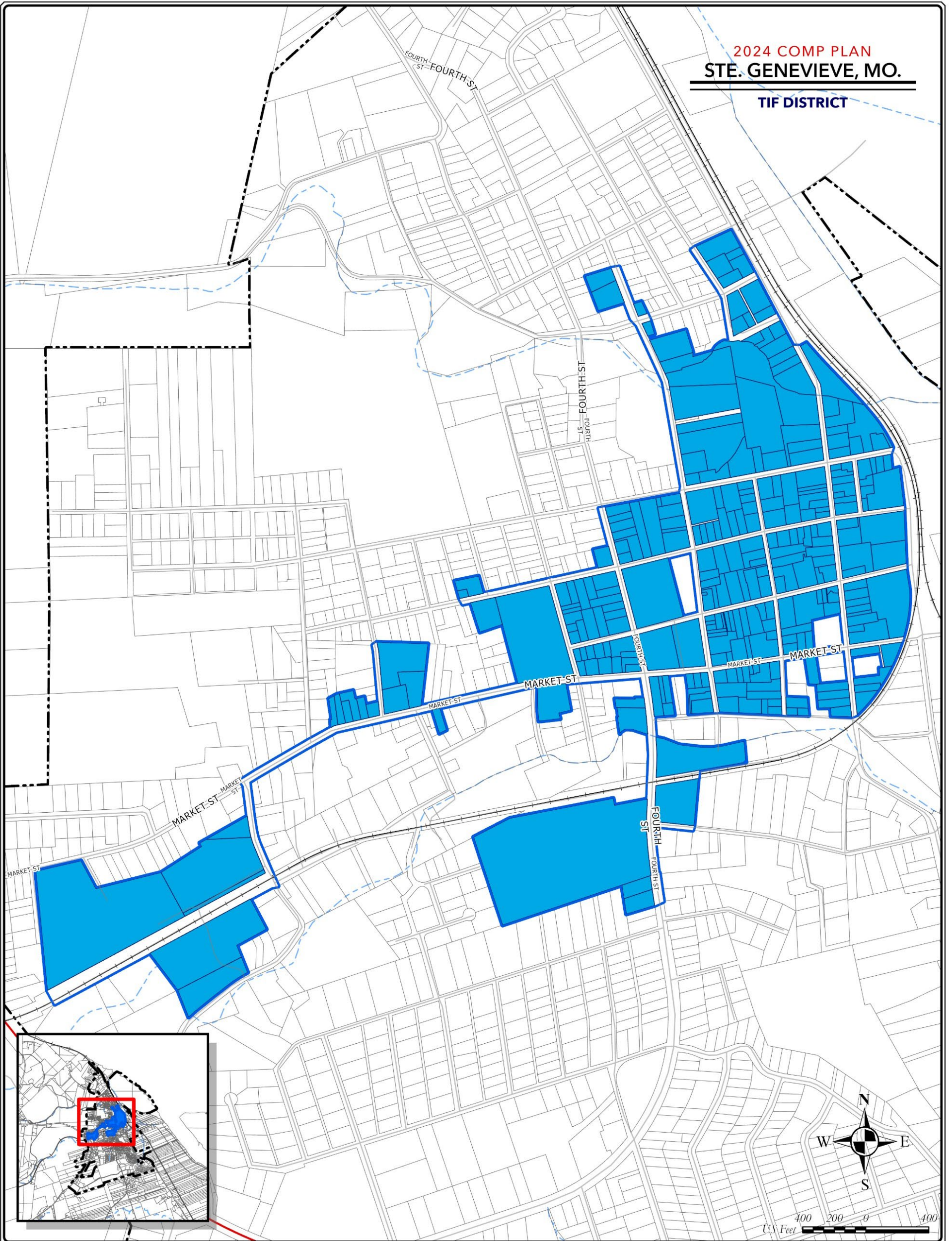
In 2018, the TIF district underwent an amendment to remove parcels that had significant reductions in their assessed values, either because of nonprofit ownership or vacancy. The amendment removed seven properties from the district. The amendment also divides the remaining properties into two separate Redevelopment Project Areas.

The duration of tax increment financing in the Redevelopment Area will terminate no later than April 10, 2036. The initial equalized assessed value, as of the date of adoption of the original Redevelopment Plan, is \$5,352,324 for RPA #1 and \$310,326 for RPA #2. The estimated assessed value of the entire Redevelopment Area, as amended, after completion of the Redevelopment Projects and expiration of tax increment financing is \$9,343,484.

A detailed map of the city of Ste. Genevieve's existing TIF District is included as **Exhibit No. L-1**.

Exhibit No. L-1 Ste Genevieve TIF Districts

2024 COMP PLAN
STE. GENEVIEVE, MO.
TIF DISTRICT



Scale: Scale: 1:6,600
 Parcels Dated: 2021
 TIF Parcels Dated: 2018
 Map Printed : 4/24/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

- | Legend | | |
|--------------|-------------|--------------------|
| TIF Boundary | Parcels | Roadways |
| TIF Parcel | City Limits | State HWY & Routes |
| | Railroads | US HWY |
| | Waterbodies | Pavement |
| | Streams | |



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 FAX: (573) 547-7283
 SEMORPC@SEMORPC.ORG

TIF DISTRICT

Neighborhood Improvement District Program

A constitutional amendment created the “Neighborhood Improvement District Program” in August 1990. It provides legislative authorization which went into effect in August 1991, directly as a result of chapters 67.453 to 67.475 in the Revised Statutes of the state of Missouri. The program’s purpose is to provide an affordable mechanism to finance public improvements. Both cities or counties may consider the issuance of general obligation bonds and the payments on this will be passed on down to property owners who will benefit from the development of the improvements through special assessments. No public vote is required for the issuance of bonds in this scenario. The programs which are eligible for funding as part of this approach are public improvements, including land acquisition, construction, engineering, legal, and other related costs. A N.I.D. program is an area, defined in a petition, benefitting from public improvements. There are not any specific limitations on the N.I.D. boundaries.

Special Assessments

There can be public works programs which benefit various properties more than others. As a result of this, special assessments are levied against those who are receiving the specified improvement. The improvements which are financed in this manner can include street paving, curb and gutters, sidewalks, sanitary sewers, stormwater collection systems and water mains.

Capital Improvement Sales Tax

The Missouri legislature approved the use of a sales tax for specific capital improvements. This can be done at the county level as part of 67.7 and more specifically, 67.729, of the Missouri Revised Statutes. The specific guidelines on this measure are explained in the following portion of 67.729:

(2) Each municipality located wholly within the county which levied the tax shall receive a percentage of the distributable revenue equal to the percentage ratio that the population of such municipality bears to the total population of the county.

The capital improvements sales tax needs to be approved by the voters of the specified county and must be used to construct certain infrastructure improvements and be able to maintain a specific project or series of projects which were formally approved by the voters.

Joint Financing

As this term suggests, there are projects which will benefit more than just one governmental entity, agency, authority, or special district. In certain instances, joint financing may be an option. A recent, nearby example of this is the new Don Welge Memorial Bridge spanning the Mississippi River and connecting Perry County, Missouri with Randolph County, Illinois. Both the Missouri Department of Transportation and the Illinois Department of Transportation have committed a combined amount of funding to the \$280-plus million transportation projects, which is expected to be completed in 2026. Closer to home, the New Bourbon Regional Port Authority was the direct result of a joint financing effort between Perry County, Ste. Genevieve County, the city of Ste. Genevieve, and the city of Perryville.

Outside Sources

Before the undertaking of any major project, there should be an effort made to determine if it is possible for the private sector to provide certain services or the parts of an important program. It is entirely possible that civic organizations (i.e. a local Rotary Club or Lions Club) may be able to assist in funding efforts which could include parks and recreation areas if the government lacks the sufficient amount of funding; or in other instances there may be efforts by business owners and others in the community to construct parking lots or possibly donate land.

Property Tax Abatements under Chapter 353 RSMO

Property tax abatement are a method of promoting private sector support for improvements by offering a property tax abatement to allow improvements to be tax free for a period of time. The process includes identifying “blighted” areas, forming an Urban Redevelopment Corporation, and proceeding with projects according to an approved redevelopment plan. The Urban Redevelopment Corporation then purchases the property and undertakes the project. The improvements are tax free, allowing sufficient cash flow to repay any debt incurred.

Property Tax Abatements under Chapter 100 RSMO

Article VI, Section 27 (b) of the Missouri Constitution and Sections 100.010 to 100.200 RSMO authorize the issuance of Industrial Development Bonds by local governments. Proceeds from the bonds then help to pay for private projects. Depending on the structure of the bonds in use, they can be tax free, which means they can have a lower interest rate, or they can be taxable. If taxable, then property tax abatements can be offered, making private development more attractive.

Proposed Capital Improvements Program

The capital improvement plan prepared by the planning staff is included in this section as **Exhibit No. L-2**.

The document provides a detailed listing of proposed capital improvements. None of the engineering work has been completed. The fixed costs for any potential capital improvements should be gathered from engineers and/or architects before any work starts on the possible improvements.

Exhibit No. L-2

Proposed Capital Improvement List for 2024 and beyond

	Project	Description
1	South Arterial	Highway 32 to Route M
2	Parkwood Drive Extension	Construct this road southward
3	Recreation Improvements	Construct Trail from Ferry Landing area to Levee Trail
		Construct Trail from Levee to the city's Downtown Historic District
		Construct Trail from Downtown Historic District to Ste. Genevieve County Community Center
4	Extend Oakwood	Connect Oakwood Drive to Basler Drive and possibly extent further west
5	Extend Basler Drive	Improve this roadway by going south toward Progress Parkway
6	Extend Seraphin Street	Extend the existing portion of Street west to Glenda Street or possibly to South Seventh Street
7	Klein Street	Extend this roadway parallel along St. Marys Road to Seraphin Street
8	St. Marys Road & S. Main St.	Improve intersections and traffic flow along S. Main St. from St. Marys Road to S. Gabouri St.
9	Maple Drive Extension	Extend from Virginia Street west to Highway 61
10	New Northwest area Connector	Extend Virginia Street north to White Sands Road
11	Bridge on North Arterial	Construct bridge over north arterial - an extension of Virginia Street which would intersect with Creek Road north of North Gabouri Creek

Strategic Issues

In terms of capital improvements, the following strategic issues have been identified:

1. Develop a detailed capital improvement program for all the city's infrastructure, including funding options for each project, for the next 10 years.
2. As a means of properly identifying potential funding sources for capital improvements in the city, there should be a series of additional revenue sources identified. These could possibly

include: property tax revenue from annexed areas; promote local shopping sharing development costs between both the city and local property owners using special assessments.

3. Seek grants and other potential funding sources to help fund infrastructure needs as industrial land use grows.

M: ANNEXATION PLAN

Municipal annexation is a primary tool in areawide planning and when it is used properly, can provide a method of ensuring orderly growth and proper standardization of public facilities and services. Development routinely occurs in the area which lies adjacent to a municipality's existing corporate limits, and annexation of these areas is the only method which is available to most municipalities in the state of Missouri for establishing the appropriate levels of control for certain areas. These specific controls are necessary for both public health and convenience, to properly maintain street alignments, to prevent potential land use conflicts in the future, and, finally, to achieve a community's desired land use configuration.

Annexation Procedures

Annexation procedures for most cities in Missouri, including a fourth-class city such as Ste. Genevieve, are governed under **Sections 71.012 and 71.015** of the Revised Statutes of the State of Missouri. Section 71.012 allows a municipality to annex adjacent territory by ordinance in certain conditions. If this procedure can be applied accordingly, the time and expense of circuit court litigation can be avoided. Section 71.015 covers those cases where objections to the annexation are filed or where the conditions to satisfy Section 71.012 are not present. **Sections 71.012 and 71.015** are included below and became effective August 28, 2018:

71.012. Annexation procedure, hearing, exceptions (Perry County, Randolph County) — contiguous and compact defined — common interest community, cooperative and planned community, defined — objection, procedure. — 1. Notwithstanding the provisions of sections [71.015](#) and [71.860 to 71.920](#), the governing body of any city, town or village may annex unincorporated areas which are contiguous and compact to the existing corporate limits of the city, town or village pursuant to this section. The term "contiguous and compact" does not include a situation whereby the unincorporated area proposed to be annexed is contiguous to the annexing city, town or village only by a railroad line, trail, pipeline or other strip of real property less than one-quarter mile in width within the city, town or village so that the boundaries of the city, town or village after annexation would leave unincorporated areas between the annexed area and the prior boundaries of the city, town or village connected only by such railroad line, trail, pipeline or other such strip of real property. The term contiguous and compact shall include a situation whereby the unincorporated area proposed to be annexed would be contiguous and compact to the existing corporate limits of the city, town, or village but for an intervening state highway or interstate highway as defined in section [304.001](#), or railroad right-of-way, regardless of whether any other city, town, or village has annexed such state or interstate highway or railroad right-of-way or otherwise has an easement in such state or interstate highway or railroad right-of-way. The term contiguous and compact does not prohibit voluntary annexations pursuant to this section merely because such voluntary annexation would create an island of unincorporated area within the city, town or village, so long as the owners of the unincorporated island were also given the opportunity to voluntarily annex into the city, town or village. Notwithstanding the provisions of this section, the governing body of any city, town or village in any county of the third classification which borders a county of the fourth classification, a county of the second classification and the Mississippi River may annex areas

along a road or highway up to two miles from existing boundaries of the city, town or village or the governing body in any city, town or village in any county of the third classification without a township form of government with a population of at least twenty-four thousand inhabitants but not more than thirty thousand inhabitants and such county contains a state correctional center may voluntarily annex such correctional center pursuant to the provisions of this section if the correctional center is along a road or highway within two miles from the existing boundaries of the city, town or village.

*2. (1) When a notarized petition, requesting annexation and signed by the owners of all fee interests of record in all tracts of real property located within the area proposed to be annexed, or a request for annexation signed under the authority of the governing body of any common interest community and approved by a majority vote of unit owners located within the area proposed to be annexed is presented to the governing body of the city, town or village, the governing body shall hold a public hearing concerning the matter not less than fourteen nor more than sixty days after the petition is received, and the hearing shall be held not less than seven days after notice of the hearing is published in a newspaper of general circulation qualified to publish legal matters and located within the boundary of the petitioned city, town or village. If no such newspaper exists within the boundary of such city, town or village, then the notice shall be published in the qualified newspaper nearest the petitioned city, town or village. For the purposes of this subdivision, the term "**common-interest community**" shall mean a condominium as said term is used in [chapter 448](#), or a common-interest community, a cooperative, or a planned community.*

*(a) A "**common-interest community**" shall be defined as real property with respect to which a person, by virtue of such person's ownership of a unit, is obliged to pay for real property taxes, insurance premiums, maintenance or improvement of other real property described in a declaration. "**Ownership of a unit**" does not include a leasehold interest of less than twenty years in a unit, including renewal options;*

*(b) A "**cooperative**" shall be defined as a common-interest community in which the real property is owned by an association, each of whose members is entitled by virtue of such member's ownership interest in the association to exclusive possession of a unit;*

*(c) A "**planned community**" shall be defined as a common-interest community that is not a condominium or a cooperative. A condominium or cooperative may be part of a planned community.*

(2) At the public hearing any interested person, corporation or political subdivision may present evidence regarding the proposed annexation. If, after holding the hearing, the governing body of the city, town or village determines that the annexation is reasonable and necessary to the proper development of the city, town or village, and the city, town or village has the ability to furnish normal municipal services to the area to be annexed within a reasonable time, it may, subject to the provisions of subdivision (3) of this subsection, annex the territory by ordinance without further action.

(3) If a written objection to the proposed annexation is filed with the governing body of the city, town or village not later than fourteen days after the public hearing by at least five percent of the qualified voters of the city, town or village, or two qualified voters of the area sought to be annexed if the same contains two qualified voters, the provisions of sections [71.015](#) and [71.860](#) to [71.920](#), shall be followed.

3. If no objection is filed, the city, town or village shall extend its limits by ordinance to include such territory, specifying with accuracy the new boundary lines to which the city's, town's or village's limits are extended. Upon duly enacting such annexation ordinance, the city, town or village shall cause three certified copies of the same to be filed with the county assessor and the clerk of the county wherein the city, town or village is located, and one certified copy to be filed with the election authority, if different from the clerk of the county which has jurisdiction over the area being annexed, whereupon the annexation shall be complete and final and thereafter all courts of this state shall take judicial notice of the limits of that city, town or village as so extended.

4. That a petition requesting annexation is not or was not verified or notarized shall not affect the validity of an annexation heretofore or hereafter undertaken in accordance with this section.

5. Any action of any kind seeking to deannex from any city, town, or village any area annexed under this section, or seeking in any way to reverse, invalidate, set aside, or otherwise challenge such annexation or oust such city, town, or village from jurisdiction over such annexed area shall be brought within five years of the date of adoption of the annexation ordinance.

(L. 1976 H.B. 1362, A.L. 1978 S.B. 738, A.L. 1980 H.B. 1110, A.L. 1986 H.B. 1135 merged with H.B. 1261, A.L. 1989 H.B. 487, A.L. 1990 H.B. 1536, A.L. 1993 S.B. 376, A.L. 1995 H.B. 414, A.L. 1996 H.B. 1237, A.L. 1998 H.B. 1352, A.L. 1999 S.B. 160 & 82, A.L. 2005 H.B. 58, A.L. 2007 H.B. 459 merged with S.B. 22 merged with S.B. 30, A.L. 2013 S.B. 58, A.L. 2018 S.B. 881)

(1987) The objection procedure provided by subdivision (3) of subsection 2 of this section is not available to a county. St. Louis County v. Village of Peerless Park, 726 S.W.2d 405 (Mo.App.).

(1987) The fact that a county will lose revenue or political power because of an annexation ordinance passed as provided in this section is not sufficiently adverse effect to confer standing upon the county to challenge such ordinance. St. Louis County v. Village of Peerless Park, 726 S.W.2d 405 (Mo.App.).

71.015. Objections to annexation, satisfaction of objections prior to annexation, procedure — certain cities, elections for annexation, procedure — cause of action for deannexation authorized. — 1. Should any city, town, or village, not located in any county of the first classification which has adopted a constitutional charter for its own local government, seek to annex an area to which objection is made, the following shall be satisfied:

(1) Before the governing body of any city, town, or village has adopted a resolution to annex any unincorporated area of land, such city, town, or village shall first as a condition precedent determine that:

(a) The land to be annexed is contiguous to the existing city, town, or village limits and that the length of the contiguous boundary common to the existing city, town, or village limit and the proposed area to be annexed is at least fifteen percent of the length of the perimeter of the area proposed for annexation; or

(b) The land to be annexed would be contiguous and compact to the existing city, town, or village limits but for an intervening state highway or interstate highway as defined in section [304.001](#), or railroad right-of-way, and the shared border of the land to be annexed and existing city, town, or village composes at least fifteen percent of the total perimeter of the land to be annexed. For purposes of calculating the length of such border under this paragraph, the border between the land to be annexed and the existing city, town, or village shall be deemed to be:

a. If an intervening state highway or interstate highway, the centerline; or

b. If a railroad right-of-way, the midpoint between the outermost rails if there are rails or the best estimate of the middle of the right-of-way if there are no rails;

(2) The governing body of any city, town, or village shall propose an ordinance setting forth the following:

(a) The area to be annexed and affirmatively stating that the boundaries comply with the condition precedent referred to in subdivision (1) above;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village;

(c) That the city has developed a plan of intent to provide services to the area proposed for annexation;

(d) That a public hearing shall be held prior to the adoption of the ordinance;

(e) When the annexation is proposed to be effective, the effective date being up to thirty-six months from the date of any election held in conjunction thereto;

(3) The city, town, or village shall fix a date for a public hearing on the ordinance and make a good faith effort to notify all fee owners of record within the area proposed to be annexed by certified mail, not less than thirty nor more than sixty days before the hearing, and notify all residents of the area by publication of notice in a newspaper of general circulation qualified to publish legal matters in the county or counties where the proposed area is located, at least once a week for three consecutive weeks prior to the hearing, with at least one such notice being not more than twenty days and not less than ten days before the hearing;

(4) At the hearing referred to in subdivision (3), the city, town, or village shall present the plan of intent and evidence in support thereof to include:

(a) A list of major services presently provided by the city, town, or village including, but not limited to, police and fire protection, water and sewer systems, street maintenance, parks and recreation, and refuse collection;

(b) A proposed time schedule whereby the city, town, or village plans to provide such services to the residents of the proposed area to be annexed within three years from the date the annexation is to become effective;

(c) The level at which the city, town, or village assesses property and the rate at which it taxes that property;

(d) How the city, town, or village proposes to zone the area to be annexed;

(e) When the proposed annexation shall become effective;

(5) Following the hearing, and either before or after the election held in subdivision (6) of this subsection, should the governing body of the city, town, or village vote favorably by ordinance to annex the area, the governing body of the city, town or village shall file an action in the circuit court of the county in which such unincorporated area is situated, under the provisions of [chapter 527](#), praying for a declaratory judgment authorizing such annexation. The petition in such action shall state facts showing:

(a) The area to be annexed and its conformity with the condition precedent referred to in subdivision (1) of this subsection;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village; and

(c) The ability of the city, town, or village to furnish normal municipal services of the city, town, or village to the unincorporated area within a reasonable time not to exceed three years after the annexation is to become effective. Such action shall be a class action against the inhabitants of such unincorporated area under the provisions of section [507.070](#);

(6) Except as provided in subsection 3 of this section, if the court authorizes the city, town, or village to make an annexation, the legislative body of such city, town, or village shall not have the power to extend the limits of the city, town, or village by such annexation until an election is held at which the proposition for annexation is approved by a majority of the total votes cast in the city, town, or village and by a separate majority of the total votes cast in the unincorporated territory sought to be annexed. However, should less than a majority of the total votes cast in the area proposed to be annexed vote in favor of the proposal, but at least a majority of the total votes cast in the city, town, or village vote in favor of the proposal, then the proposal shall again be voted upon in not more than one hundred twenty days by both the registered voters of the city, town, or village and the registered voters of the area proposed to be annexed. If at least two-

thirds of the qualified electors voting thereon are in favor of the annexation, then the city, town, or village may proceed to annex the territory. If the proposal fails to receive the necessary majority, no part of the area sought to be annexed may be the subject of another proposal to annex for a period of two years from the date of the election, except that, during the two-year period, the owners of all fee interests of record in the area or any portion of the area may petition the city, town, or village for the annexation of the land owned by them pursuant to the procedures in section [71.012](#). The elections shall if authorized be held, except as herein otherwise provided, in accordance with the general state law governing special elections, and the entire cost of the election or elections shall be paid by the city, town, or village proposing to annex the territory;

(7) Failure to comply in providing services to the said area or to zone in compliance with the plan of intent within three years after the effective date of the annexation, unless compliance is made unreasonable by an act of God, shall give rise to a cause of action for deannexation which may be filed in the circuit court by any resident of the area who was residing in the area at the time the annexation became effective;

(8) No city, town, or village which has filed an action under this section as this section read prior to May 13, 1980, which action is part of an annexation proceeding pending on May 13, 1980, shall be required to comply with subdivision (5) of this subsection in regard to such annexation proceeding;

(9) If the area proposed for annexation includes a public road or highway but does not include all of the land adjoining such road or highway, then such fee owners of record, of the lands adjoining said highway shall be permitted to intervene in the declaratory judgment action described in subdivision (5) of this subsection.

2. Notwithstanding any provision of subsection 1 of this section, for any annexation by any city with a population of three hundred fifty thousand or more inhabitants which is located in more than one county that becomes effective after August 28, 1994, if such city has not provided water and sewer service to such annexed area within three years of the effective date of the annexation, a cause of action shall lie for deannexation, unless the failure to provide such water and sewer service to the annexed area is made unreasonable by an act of God. The cause of action for deannexation may be filed in the circuit court by any resident of the annexed area who is presently residing in the area at the time of the filing of the suit and was a resident of the annexed area at the time the annexation became effective. If the suit for deannexation is successful, the city shall be liable for all court costs and attorney fees.

3. Notwithstanding the provisions of subdivision (6) of subsection 1 of this section, all cities, towns, and villages located in any county of the first classification with a charter form of government with a population of two hundred thousand or more inhabitants which adjoins a county with a population of nine hundred thousand or more inhabitants shall comply with the provisions of this subsection. If the court authorizes any city, town, or village subject to this subsection to make an annexation, the legislative body of such city, town or village shall not have the power to extend the limits of such city, town, or village by such annexation until an election is held at which the proposition for annexation is approved by a majority of the total

votes cast in such city, town, or village and by a separate majority of the total votes cast in the unincorporated territory sought to be annexed; except that:

(1) In the case of a proposed annexation in any area which is contiguous to the existing city, town or village and which is within an area designated as flood plain by the Federal Emergency Management Agency and which is inhabited by no more than thirty registered voters and for which a final declaratory judgment has been granted prior to January 1, 1993, approving such annexation and where notarized affidavits expressing approval of the proposed annexation are obtained from a majority of the registered voters residing in the area to be annexed, the area may be annexed by an ordinance duly enacted by the governing body and no elections shall be required; and

(2) In the case of a proposed annexation of unincorporated territory in which no qualified electors reside, if at least a majority of the qualified electors voting on the proposition are in favor of the annexation, the city, town or village may proceed to annex the territory and no subsequent election shall be required.

If the proposal fails to receive the necessary separate majorities, no part of the area sought to be annexed may be the subject of any other proposal to annex for a period of two years from the date of such election, except that, during the two-year period, the owners of all fee interests of record in the area or any portion of the area may petition the city, town, or village for the annexation of the land owned by them pursuant to the procedures in section [71.012](#) or [71.014](#). The election shall, if authorized, be held, except as otherwise provided in this section, in accordance with the general state laws governing special elections, and the entire cost of the election or elections shall be paid by the city, town, or village proposing to annex the territory. Failure of the city, town or village to comply in providing services to the area or to zone in compliance with the plan of intent within three years after the effective date of the annexation, unless compliance is made unreasonable by an act of God, shall give rise to a cause of action for deannexation which may be filed in the circuit court not later than four years after the effective date of the annexation by any resident of the area who was residing in such area at the time the annexation became effective or by any nonresident owner of real property in such area.

4. Except for a cause of action for deannexation under subdivision (2) of subsection 3 of this section, any action of any kind seeking to deannex from any city, town, or village any area annexed under this section, or seeking in any way to reverse, invalidate, set aside, or otherwise challenge such annexation or oust such city, town, or village from jurisdiction over such annexed area shall be brought within five years of the date of the adoption of the annexation ordinance.

(L. 1953 p. 309 § 1, A.L. 1980 H.B. 1110, A.L. 1986 H.B. 1261, A.L. 1990 H.B. 1536, A.L. 1992 S.B. 571, A.L. 1993 H.B. 566, A.L. 1994 S.B. 700 merged with S.B. 749, A.L. 1996 H.B. 1237, A.L. 1999 S.B. 160 & 82, A.L. 2013 S.B. 58, A.L. 2018 S.B. 881)

(2005) First valid step toward annexation is proposal of an ordinance to annex. City of St. Joseph v. Village of Country Club, 163 S.W.3d 905 (Mo.banc).

The statutes which are reproduced above are meant to familiarize the reader with the procedures governing the annexation process. It is not meant to be, nor is it, a comprehensive discussion of the subject. Before the city undertakes any annexation procedure, it is strongly recommended that the mayor and city council consult the city attorney as to the proper procedures and that current State Statutes will be followed.

Phasing of Annexation

Every municipality, whether it is a city, village or town, is unique and several factors need to be considered when discussing any annexation options. Annexation is necessary and vital for the continued growth and orderly development of a city, as well as to provide for the overall promotion of general health, safety and welfare of the residents of the community.

Exhibit No. M-1 Future Annexation Plan presents the annexation plan for the city of Ste. Genevieve. It is emphasized that the boundaries shown in the exhibit are general in nature, and further study and survey of the areas are necessary before exact boundaries can be established. Also, it is possible that partial annexations will occur within the areas shown, rather than annexation of the entire area included on the prepared map.

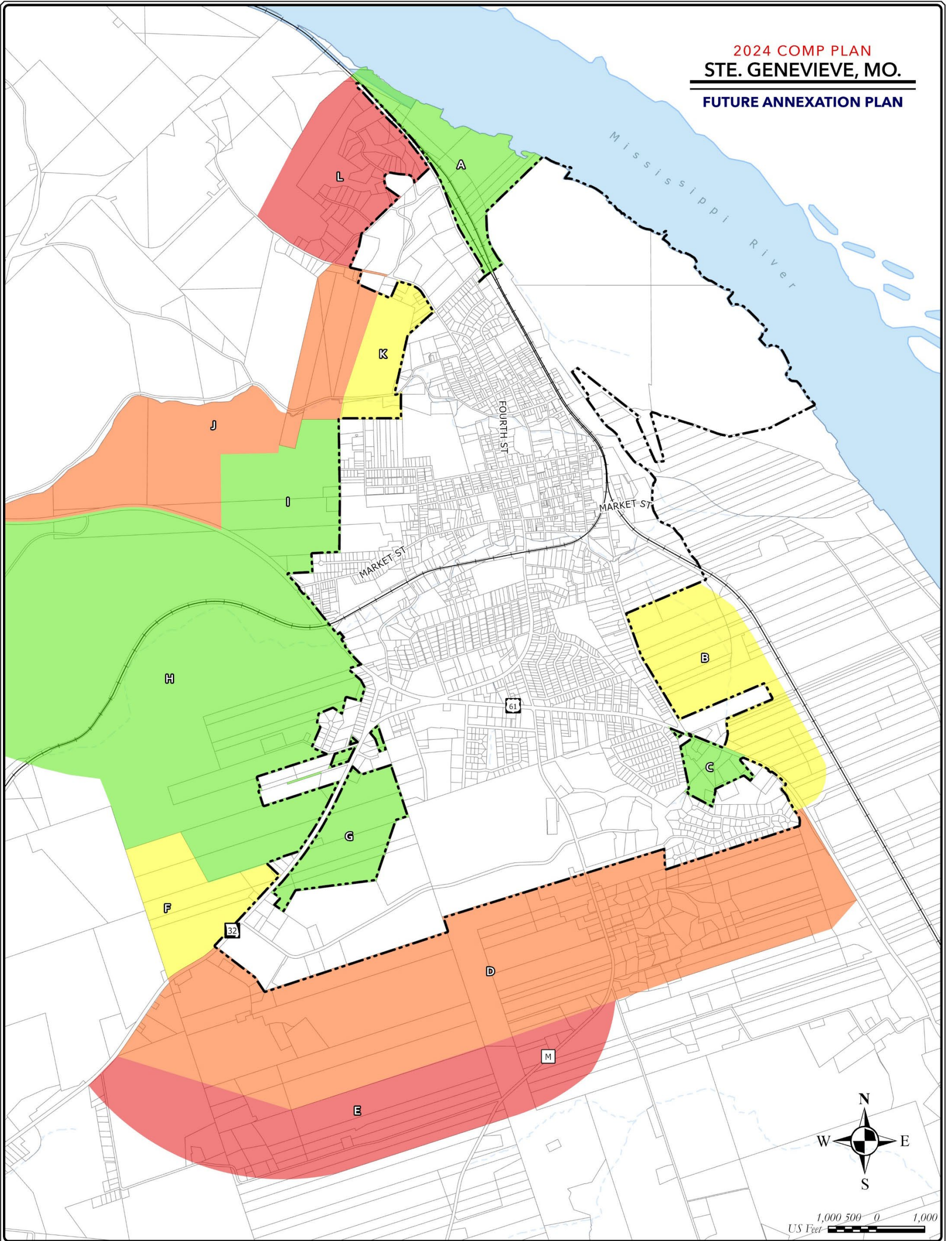
At this time, the city contains a total of approximately 2,206 acres. The proposed annexation areas of **1,393** acres in 0-3 years; **365** in 3-5 years; **1,154** in 5-10 years; and **550** in 10-plus years totals 3,462 acres and would bring the city's total area to 5,668 acres. Should all of this be completed in the study time frame it would increase the size of the city by 2.5 times its current area.

There are multiple areas of land that could be considered for annexation in the near future. The five unincorporated "islands" along Hwy 32 (area G, 98 acres) should be some of the first areas annexed into the city to clean up the city's boundary and allow for a more efficient delivery of services in the area. Also, on the west side of the city, the 0-3 year group includes areas H (1,015 acres) and I (120 acres). Area I contains developable land directly adjacent to the city limits which would be served by the proposed extension of Maple Drive and western arterials. Area H is the largest of all the proposed annexation areas contains some developable land in the southeast part of the area, but is predominated by the Mississippi Lime facilities. Also in the 0-3 year group is area C, a small area almost completely surrounded by city limits on Hwy 61 in the southeast area of the city. Finally, area A, north of the city along the river, is another location that could be annexed into the city soon. Areas targeted for annexation within 3-5 years total approximately 365 acres. This includes area F along and west of Hwy 61 (107 acres), area K near Pere Marquette Park (68 acres) and area B between the levee and the city limits (190 acres).

As for areas that are in the 5-10 year range for annexation, there is a large area directly south of the city limits (area D, 860 acres) and an area northwest of town (area J, 290 acres), both of which are mostly agricultural in nature. Finally, areas E and L have been identified as land suitable for annexation, though most likely not for at least a decade, possibly longer. Area E (380 acres) is not currently contiguous with the city limits and will require at least some portion of area D to be annexed before it would become eligible, and area L (170 acres) is mostly residential in nature, which can complicate the annexation process.

Exhibit No. M-1 Future Annexation Plan

2024 COMP PLAN
STE. GENEVIEVE, MO.
FUTURE ANNEXATION PLAN



Scale: 1:21,600
 Parcels Dated: 2021
 Map Printed : 7/1/2024
 Coordinate System: NAD 1983 StatePlane Missouri East FIPS 2401 Feet

Legend

- | | |
|-------------|------------------------|
| City Limits | Future Annex (Yrs) 0-3 |
| Parcels | 3-5 |
| Railroads | 5-10 |
| Waterbodies | 10+ |
| Streams | |



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FUTURE ANNEXATION PLAN

Strategic Issues

The following strategic issues have been identified:

1. The city of Ste. Genevieve's population remains about the same over several decades while Ste. Genevieve County continues to increase. Annexation efforts could help population growth in the city.
2. Additional purchases and annexation of land south of Progress Parkway could encourage future development for a variety of uses.
3. Consider annexing the landlocked areas along Missouri Highway 32 to better deliver and expand utilities and services such as water, sewer, police, and fire to these and surrounding areas.
4. Work with the Mississippi Lime Company and other nearby landowners of the agricultural land west and south of the city to discuss the benefits of annexation, including utilities, emergency services, and additional residential development which should in turn assist with providing more of a local workforce to fill open positions.

N: STRATEGIC PLAN

Included below is a complete listing of the strategic issues that have been identified to represent specific activities and are recommended to be carried out and developed in order to begin completing the comprehensive goals and objectives of the plan. The strategic issues are presented in the order those specific sections or categories appear in the plan.

Strategic Issues Related to Physical Environment

1. Continue on-site inspections should be conducted prior to the issuance of any building permits to ensure that the topography of the area remains suitable for construction and that there is an absence of sinkholes on each individual site.
2. The city work with the state's Department of Natural Resources, Division of Land Survey and Geology, or a similarly qualified firm, to complete a dye-tracing project which will determine the flow of water entering area sinkholes and their eventual point of resurgence.
3. The city of Ste. Genevieve should participate in aerial photography and LiDAR acquisition projects. Current LiDAR allows the city to have high accuracy digital elevation models and generate topography maps of the city at intervals of its choice to provide sufficient data for future engineering and planning for stormwater, wastewater, and sewer line construction.
4. The city should identify and address any outstanding city-wide stormwater runoff issues which were laid out in a recent stormwater analysis the city has received.
5. A written boundary description of the city's legal boundaries should be prepared and marked by a licensed Missouri surveyor.

Strategic Issues Related to Population

1. Continue to look for potential areas for annexation and future developable properties which can be reserved for the construction of new single-family housing units, retail businesses, and/or industrial uses.
2. Continue working to attract new business and industry to increase employment opportunities, and encourage movement into the community as a place of permanent residence.
3. Seek ways to incorporate additional options for congregate or group housing for the elderly and senior citizens.
4. Seek ways to provide the necessary funding options and long-term strategies for the development and building of the proper infrastructure of any annexed regions.

Strategic Issues Related to Economy

1. A greater diversification of products manufactured in and around Ste. Genevieve.
2. Bring on board an economic developer to coordinate city and county development efforts.

3. Find ways to create more internships or apprenticeships between local schools and the area manufacturers and industry.
4. Develop options in post-secondary education offerings in the city, either through in-person classes or virtual classes.
5. Expand the retail trade sector to capture a larger percentage of retail market share.
6. Expand corporate limits to take in additional opportunities for commercial, retail, and industrial growth to grow the city's economic base.

Strategic Issues Related to Housing

1. Encourage a variety of new home construction types with different price points.
2. Pursue possible grant funding to make specific improvements in a given neighborhood, which could include infrastructure improvements as well as an overall rehabilitation of lower to moderate-income housing units.
3. Pursue potential funding options and create a pool of money which could be used for low-interest revolving loans for the owners of properties in the historic district in need of repair.
4. Consider revised or additional residential zoning districts to allow for denser and more affordable single and multi-family residential units.

Strategic Issues Related to Land Use

1. Promote availability of vacant infill lots and remodeling of vacant structures which remain suitable for development now or in the near-term future.
2. Encourage the protection and maintenance of environmentally sensitive lands, including karst regions and creeks, to ensure proper drainage and mitigate stormwater flooding risk.
3. Pursue active marketing, promotion, and development of available property in the city which is suitable for the development of light industrial purposes particularly around the Progress Parkway, Trautman, and future industrial areas.
4. Encourage development of additional residential subdivisions to provide quality housing opportunities to the residents of the city across all income and lifecycle groups.
5. Continue maintenance of land acquired in the city's qualified flood buyout program as open space and promote gardening or other outdoor uses for city residents.
6. Annexation of adjacent areas around the city to allow for more residential, commercial, and industrial development.

Strategic Issues Related to Transportation

1. To cover the cost of major street repairs, the city should investigate a number of viable and realistic financing options.

2. Set the paving of local streets on a specifically defined schedule to assist with funding and use of resources.
3. Keep all roads in the community properly updated and maintained.
4. Continue to facilitate access to Highway 32 and U.S. Highway 61 as new collectors and arterials are developed.
5. Continue monitoring traffic counts through MoDOT and also work with the county and school district as well as any other community stakeholders (business owners, commercial developers, industrial landowners, etc.) on where transportation funding should be prioritized and what projects need to be completed first.
6. Seek funding options and easements/right of way which would allow the Highway 61 to Maple Dr. northwest arterial to be built in the next 5 years.
7. Grant opportunities with the Economic Development Administration and the Community Development Block Program should be researched and applied for depending on the timeframe when there is the possibility of job growth.

Strategic Issues Related to Community Facilities

1. Continue making improvements to infrastructure which will increase overall water pressure and volume in areas where it is deemed necessary to update or improve this particular service.
2. Extend water service along Highway 32 to increase fire protection and better water service.
3. Modernize the fire department's equipment and materials; and implement a long-term replacement plan for older trucks in the department's fleet.
4. Make an inventory of all the flood buyout properties and see what improvements have been made and where more can be done.
5. Develop a plan for updating or repairing major components of the city's sewer plant, which was originally constructed in 1985.
6. Develop a long-range parks and recreation master plan for the entire parks and rec system of the city.
7. Gather feedback from the community to determine the needs and wants of the residents for the city's parks and rec system.
8. Seek proper and adequate funding options for the ultimate replacement of the city's water treatment plant. There are several funding sources available, though each one needs to be investigated to determine which one is the best fit for the city.
9. Continue following the water/sewer line replacement plan for future improvements to the water and sewer pipelines. Develop a list of priorities for upgrades or replacement and determine

the cost for doing so. Potential funding options include: Tax Increment Financing (TIF), Community Development Block Grant (CDBG), Economic Development Administration (EDA).

10. Acquire a small parcel of property (2-3 acres) away from the city for live burn training to better train volunteer firefighters.

11. Acquire property and construct a new larger facility for water/sewer maintenance equipment and employees.

Strategic Issues Related to Historic Preservation

1. The protection of historic architectural buildings in the city's historic district continues to be a primary emphasis for overall historic preservation. The proper maintenance of the urban levee remains of vital importance for the continued protection of historic portions of the city.

2. Protection of the historic structures within the city's historic district against all forms of future development should remain a top priority.

3. Continuing to encourage the use of heritage tourism by individuals and organizations to enhance the value of the historic structures in Ste. Genevieve to the local economy.

Strategic Issues Related to Tourism

1. Develop a county-wide organization charged with guiding the growth of the tourism industry in the city of Ste. Genevieve and Ste Genevieve County. The city currently operates and maintains the visitstegen.com web site with limited support from Ste. Genevieve County.

2. Develop or expand permanent financing mechanisms to support a strong visitor recruiting program.

3. Develop a tourism marketing plan to help efficiently target likely visitors based on their demographics, interests, and characteristics.

4. Promote bringing in a hotel capable of handling larger groups of tourists and facilitating bigger events or activities.

5. Find a way to improve Mississippi River access for walking to and viewing the river for recreational purposes as well as access for potential riverboat tours and possibly the addition of a boat ramp for those wanting to explore the river.

6. Explore potential ways to improve and accommodate more RV traffic. This could include overnight accommodations which are within reasonable walking distance to the downtown historic district.

Strategic Issues Related to Capital Improvements

1. Develop a detailed capital improvement program for all the city's infrastructure, including funding options for each project, for the next 10 years.

2. As a means of properly identifying potential funding sources for capital improvements in the city, there should be a series of additional revenue sources identified. These could possibly include: property tax revenue from annexed areas; promote local shopping sharing development costs between both the city and local property owners using special assessments.

3. Seek grants and other potential funding sources to help fund infrastructure needs as industrial land use grows.

Strategic Issues Related to Annexation

1. The city of Ste. Genevieve's population remains about the same over several decades while Ste. Genevieve County continues to increase. Annexation efforts could help population growth in the city.

2. Additional purchases and annexation of land south of Progress Parkway could encourage future development for a variety of uses.

3. Consider annexing the landlocked areas along Missouri Highway 32 to better deliver and expand utilities and services such as water, sewer, police, and fire to these and surrounding areas.

4. Work with the MLC and other nearby landowners of the agricultural land west and south of the city to discuss the benefits of annexation, including utilities, emergency services, and additional residential development which should in turn assist with providing more of a local workforce to fill open positions.

Summary

The planning process has allowed various aspects of the City of Ste. Genevieve to be looked at and studied more in-depth. Positives viewed from the 1997 plan included a "very strong tourism industry, an excellent manufacturing base and an exemplary historic preservation program."

Looking ahead, while tourism is still a healthy component, the dynamic has shifted. While historic sites often are still the focus, the tourist attractions appear to have developed into a wider range which should prove beneficial to the area in the long term. Now, a large portion of the historic downtown area is part of the Ste. Genevieve National Historical Park. The community center and water park on Progress Parkway are major improvements since the 1997 plan. They both serve the area positively and will have a positive impact well into the future.

Population decline does not appear to be as big of a concern as it was in previous decades. For the first time since the 1960s, the city is poised to surpass the 5,000 threshold in its next official census count in 2030. This comes after getting to 4,443 in 1960 and remaining within that range for several decades.

In addition, the increase of revenue was one issue previously raised. Now, more focus should be geared toward finding an acceptable range of housing options, seeking ways to find additional industrial or commercial space, as well as further enhancing employment opportunities.

O: IMPLEMENTATION & ADMINISTRATION

The procedure for adopting a comprehensive plan is set forth in Section 89.360 of the Revised Missouri State Statutes (RMSS 89). According to the statutes, the Planning & Zoning Commission may adopt the plan as a whole by single resolution or may adopt a part or parts of the plan generally corresponding with one or more of the functional subdivisions of the plan. Before final adoption, amendment or extension of the plan, the commission must hold at least one public hearing with at least 15 days' public notice prior to the hearing.

The formal adoption of the plan requires a majority vote of the full membership of the commission, and the adopting resolution must refer expressly to the maps, descriptive matter and other materials which are intended by the commission to form the whole or part of the plan to be adopted. The action taken by the commission must be recorded on the adopted plan, or part thereof, by the identifying signature of the secretary of the commission and filed in the commission's office, identified properly by file number. A certified copy of the plan must also be distributed to the City Council as well as the city clerk, and a copy shall be available at the city clerk's office for public inspection during normal office hours. A copy of the adopted plan also is to be made available at the office of the County Recorder of Deeds for public inspection and review during the municipality's normal office hours.

Once the plan is formally adopted, the process of implementing the approved plan turns into a joint function of the Planning & Zoning Commission and the City Council. The Commission is charged with the responsibility of preparing the required implementing measures including zoning ordinances, building codes, and any subdivision regulations, with the final approval and adoption authority for these measures, in the form of ordinances, resting with the City Council. As with the plan itself, a public hearing is required before the adoption of any of the proposed implementing measures, but in this case the hearing is to be held by the City Council instead of the Commission.

A vital component is citizen involvement. This is an important element in the overall preparation of the plan and this involvement also is necessary if the plan is to be effectively implemented. Both the commission and the City Council should encourage ongoing resident participation throughout the planning process whenever possible and use civic resources in advancing the objectives of the adopted comprehensive plan.

Regulatory Measures

Regulatory measures, accomplished by ordinance, are often necessary to implement and administer the comprehensive plan. These measures must be made in accordance with the comprehensive plan and be designed to further the objectives of the plan and the health, safety, and general welfare of the community. As with the plan itself, these ordinances should also be reviewed periodically and revised as necessary to keep them up-to-date and effective. A summary of the characteristics of these and other regulatory measures follows:

Zoning Ordinance

As expressed in state-enabling legislation, the basic purpose of zoning is to promote the health, safety, and general welfare of a community through regulation of the location, construction and the use of buildings and land. Through a zoning ordinance, the community can enhance traffic and fire safety, prevent overcrowding, and facilitate the provision of transportation, water, sewer, school, and other public facilities. The ordinance itself usually specifies the minimum requirements for lot sizes, building heights, building setbacks, parking and the like.

The zoning ordinance is also accompanied by a zoning district map which is also part of the ordinance. The map divides the city into districts within which the zoning regulations are uniformly applied. As a normal part of implementing the comprehensive plan, the city's zoning district map is revised from time to time to permit the development of uses to generally conforming with the plan. Typically, these revisions take the form of re-zoning certain tracts of land which would allow a more intensive use or an issuance of a special use permit with an attached list of appropriate restrictions. This procedure allows the community to implement the provisions of the plan gradually and successively in a coordinated manner as the need arises. The procedure also helps to preserve local property values and prevent the practice of haphazard development and land use conflicts.

Subdivision Regulations

The regulation of subdivisions and development of unimproved land is also an important element of a community's planning program. These types of regulations usually provide detailed procedures for the division and development of land to direct future growth and ensure that residential areas and other developments meet the required minimum standards. In addition, they are also important in securing adequate street alignments, widths, and grades, and ensuring that the necessary supporting utilities such as water and sewer lines are installed to the proper local standards. Under state-enabling legislation, the regulation of land subdivision and development is accomplished in several ways.

After a city adopts its major street plan, or a city plan which includes a plan for major streets, no plat of any subdivision within the city may be filed or recorded until it has first been submitted to the city's Planning & Zoning Commission. The commission must then make a report and recommendation on the plat to the City Council and the City Council must approve the plat before it can be filed for record.

Also, once a city plan has been adopted and after due procedure and a public hearing, the city is empowered under state law to enact regulations setting forth minimum requirements for the platting and development of land subdivisions within its jurisdiction. Such regulations may include requirements for the approval of subdivision plats, the extent and manner in which streets may be graded and improved, and provisions for securing adequate assurances that all necessary improvements and utilities within the subdivisions will be installed and completed.

Additional regulatory measures are also connected to the city's major street plan and land subdivision ordinance. These include provisions of Section 89.460 of the state statutes, under which streets may be opened, improved or accepted if they were legally established as a public

street prior to the adoption of the comprehensive plan. Other streets may be located and constructed if they are first approved by the Planning & Zoning Commission and City Council. This section also stipulates that no public utility may be authorized or constructed in any street that does not meet the above requirements. Section 89.470 of the statutes further stipulates that once a major street plan has been adopted, no permit can be issued for, and no building can be constructed on any lot unless the street providing access to the lot has been established as a public street as provided for in Section 89.460.

Housing, Building and Related Codes

A comprehensive, uniform program of codes and standards for building construction and occupancy is a basic tool in improving and maintaining housing and other structures in a community. Although all such codes and ordinances are sometimes consolidated in a single approved “building” code, their purpose and functions are different in a strict sense.

Housing codes are generally concerned with health and safety aspects. Such a code typically provides for the inspection of structures prior to occupancy to ensure that they meet minimum standards. Provisions for periodic re-inspection may be provided for upon re-sale, re-rental, or another change in occupancy. The latter provisions serve to ensure maintenance of adequate living conditions. Building codes refer to codes and ordinances which regulate the construction, alteration or the repair of a building by established minimum standards for the use of the building, the type of construction, and certain requirements for design and safety features.

Although closely tied together with building codes, the fire safety codes are usually concerned with regulations of the use of buildings to minimize hazards which have a direct impact to life and property. In addition, most communities have established a “basic nuisance” ordinance which provides guidance and direction for the repair and demolition of unsafe buildings.

Floodplain Management Regulations

Under the provisions of the federally approved National Disaster Protection Act of 1973, communities which have identified flood/hazard regions were required to implement regulations which governed construction in certain floodplain areas in order to qualify for federally subsidized flood insurance.

The city of Ste. Genevieve has annexed portions where floodplains exist. The city and the land to its immediate or adjacent south are protected by two levee systems. Ste. Genevieve No. 3 Levee protects the city from rising waters which could enter the Mississippi Slough, North Gabouri Creek and South Gabouri Creek waterways. Most recently, the 3 ½ mile urban design levee withstood a winter flood event in 2015. The urban levee is designed to protect the city and the historic area from Mississippi River flooding and cut down on flash flood risks in the adjoining creeks.

Coordination with Other Government Agencies & Organizations

Any successful and coordinated planning effort requires cooperation with other nearby governmental entities and organizations. In the past, the city of Ste. Genevieve worked with the Ste. Genevieve County Commission on several local programs and projects. It is believed that effort, coordination, and cooperation should continue in the future since there are certain projects which benefit the residents of the city and also works well with a level of cooperation with the county. There are elements within the comprehensive plan which are based on state and federal programs administered at the local level by various agencies. It often is necessary to adjust or modify improvements or updates in order to comply with typical standards or regulations set in place by state and federal agencies if they are initiated during a planning period.

Annual Review & Update Process

The adopted comprehensive plan should serve as a general guide for the future physical and cultural development of the City of Ste. Genevieve for the next 10 to 20 years. However, the plan's flexibility should be maintained through an annual review and updated by the municipality's Planning & Zoning Commission. This is especially essential for capital improvements programming because this element will certainly require several project alterations or additions during the planning period.

General Administrative Guidelines

There are a number of general administrative procedures which need to be properly addressed to adequately document the necessary Planning & Zoning Commission actions and the actions of the Community Development Director in carrying out the intent and purposes of the Planning & Zoning Commission and the adopted comprehensive plan. The following guidelines are intended to assist the city in ensuring that permanent records are available and easily accessible for re-checking of various issues that are considered by the Planning & Zoning Commission and carried out by the Community Development Director. These are primarily operational in nature and deal with the "nuts and bolts" of handling the administration of planning and zoning. There are eight such specific guidelines as detailed below.

1. The first guideline is that a detailed set of minutes be taken by a secretary assigned and paid for by the City of Ste Genevieve in order to ensure that all discussion is appropriately included in the minutes and that these are then reviewed within 10 days by the Chairman of the Planning & Zoning Commission and the Zoning Administrator to ensure that the minutes clearly identify discussion that has taken place at clearly identify discussion that has taken place at hearing concerning either the plan or issues of rezoning or subdivision of land or any other issues appropriate to the planning and zoning program. This will ensure that there is a permanent record of the conversations taken, agreements entered into, and decisions made by the Planning & Zoning Commission. The votes taken by the Planning & Zoning Commission on any matters should be properly

recorded, including those voting in favor of an issue and those voting in opposition to an issue by name of participant.

2. The second guideline is that the roster of individuals involved in the review of proposed subdivisions, re-zoning, street extensions and the like be as broad as practical. This will ensure that a wide range of persons could express concerns with regard to what is being proposed. Individuals, at a minimum, that ought to be involved in addition to the full Planning & Zoning Commission, and when it is appropriate, the Board of Adjustment and the Community Development Director include: the fire chief – to ensure that fire safety issues are addressed and that access to developing areas will be reasonable for the fire equipment necessary to developing areas will be reasonable for the fire equipment necessary to respond in emergency situations; the police chief – to ensure that if there are any concerns with regard to traffic flow, parking and other public safety issues, are given the proper questioning during the review process; the director of public works – to address any issues concerning extensions of any water, sewer, stormwater issues, waste collection and other similar infrastructure improvements, or the necessity of upgrading such facilities to accommodate developments that are proposed. In addition, major development should also have input from the municipality's public works director to ensure that capacities of the systems are not taxed by the development, or if they are going to be taxed, that the city's Planning & Zoning Commission and, in turn, the City Council and mayor, as well as the city's administrative staff, are fully aware of the implications of the development and the direct impact upon public utilities, streets and more.
3. The third guideline is that the Planning & Zoning Commission and the officials of the City of Ste Genevieve, require sufficient copies of proposed subdivisions, zoning changes and the like so they can be distributed to all of the Planning & Zoning Commission and the appropriate city officials that are being recommended to be included as part of the review process. This will mean that either the applicant must provide a sufficient number of copies or the city must ensure that what is presented for consideration is in a form that is easily reproducible and a size that can be handled on equipment which is owned by the city so it can be distributed ahead of meetings with agendas so the individual members of the city's Planning & Zoning Commission can consider the issue at hand also so that the city officials that are being recommended be added to the review process have ample opportunity and time to do site visits to inspect the areas that are under consideration. It may be possible for the various municipal officials to collectively visit sites so that they can jointly discuss issues that each observes in order to make the process a more meaningful one and also one that protects the overall interests of the community.
4. The fourth guideline is that all approvals of re-zoning subdivisions and the like be appropriately noted in a computer-based systems and that hard copies of the approvals be filed in an alphanumeric system which can readily identify the property which is affected, the ownership of the property, and the actions to be considered be appropriately recorded and included along with the file. Copies of all maps, plats and other pertinent documents should be included in the hard copy file and referred to in the computer system. The appropriate survey numbers utilized for assessment and re-assessment would be one way

of handling the identification of specific places, along with the name of the subdivisions and the lot numbers within the context of the city's identification system.

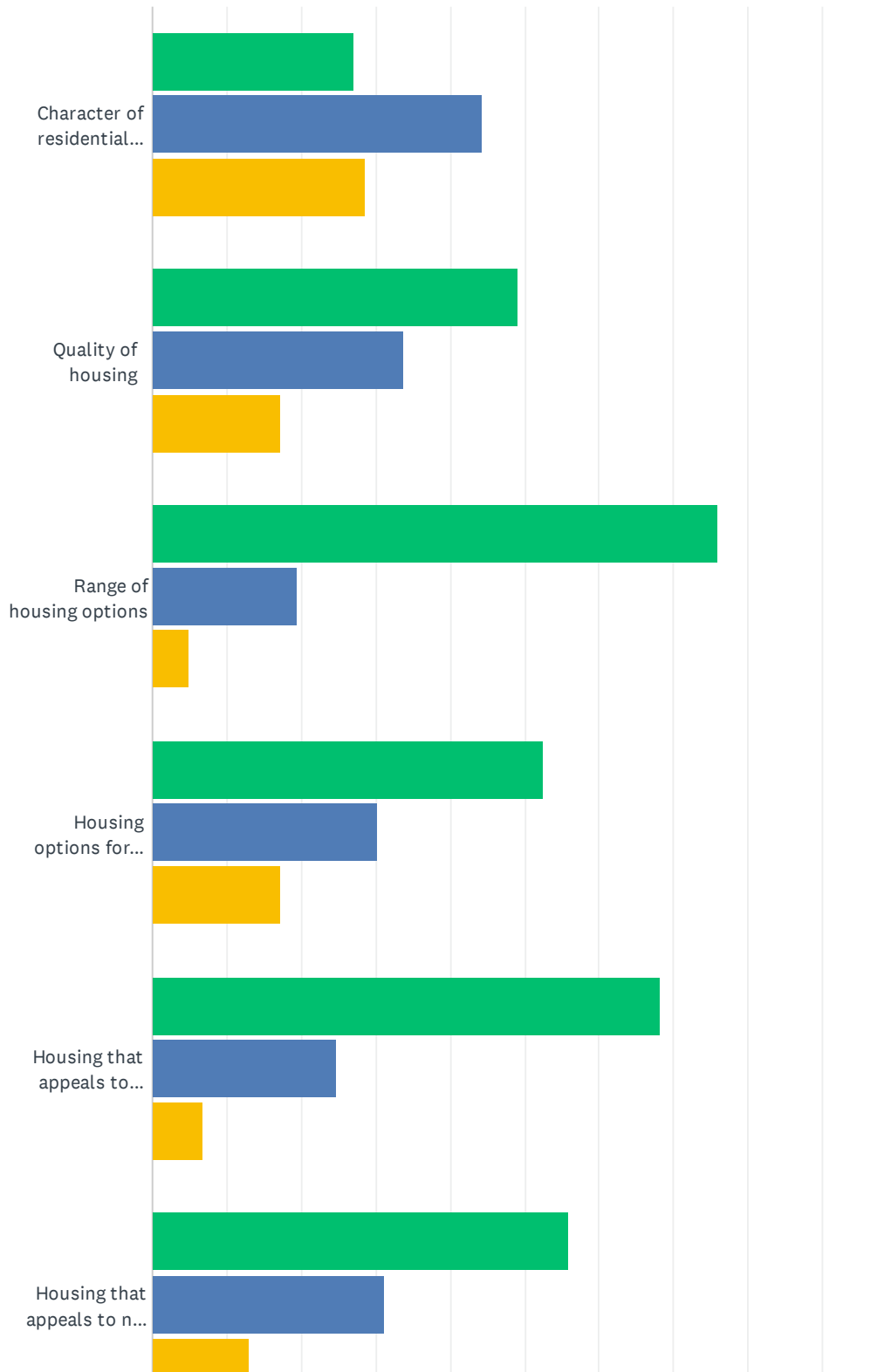
5. A related guideline is that any agreements entered into by the proposer for the development of the subdivision or re-zoning issues or splits of existing properties be included in the computer file and the hard copy file. These might include such issues as waivers of street width, when necessary; the alignment of streets with existing streets; responsibilities for improving sinkholes; the issue of how the property owners are protected from the potential infringement by new uses or different land usages. Also to be included in the computer system and the file are any restrictions that are placed upon this development or re-zoning. This may include such issues as setback from the streets; setback from streams or tributaries that might flood; the responsibilities for the extension of utilities, whether they are going to be done by the property owner or the city and later billed; the requirements on the streets and whether the property owner is required to construct the streets or whether they will be constructed by the city and billed; and any other issues that are appropriate to the actions being considered and taken.
6. Another guideline is that the city's Planning & Zoning Commission and the Community Development Director, along with the mayor and the City Council, review all proposed developments to ensure that they are in compliance with the Major Street Plan and that the alignment of new streets, access to streets, etc. provide for a reasonable traffic flow are aligned accordingly. Sight distance should be a consideration with the construction of new streets in order to avoid traffic safety problems.
7. The final specific guideline is that both the Planning & Zoning Commission and the City Council review the approved comprehensive plan at public hearings, and review the appropriate segments of the plan prior to any public hearings or meetings so they are aware of the content of the plan that may be applicable to the particular development at hand and so that the decisions that are made are done so in the context of the plan. While the plan must maintain a certain level of flexibility, issues that impact neighbors of the proposed properties should be addressed both by the Planning & Zoning Commission and the City Council. The future land use plan is a broad recommendation for areas to be developed for various land usage. This does not mean that the future land use plan may not result in conflicts that need to be resolved or addressed. While there is a natural desire to support new economic activities which create jobs and generate cash-flow for the community, it should also always be remembered that those who have invested in their residential properties deserve protection from infringement and disruption of their neighborhood lifestyle. The utilization of the plan in addressing specific issues will help alleviate major problems and conflicts, if appropriately handled.

It should be noted that there are a number of matters that could be addressed as potential administrative issues, and it is suggested that the Planning & Zoning Commission, the Community Development Director, administrative officials of the City, and the Mayor and City Council meet together to review and formally establish a process that will ensure appropriate documentation of actions taken, specific reasons why a particular project is approved or not approved, and that the recording and long-term handling of the necessary records be done so in a manner which will provide for continuity on a long-term basis.

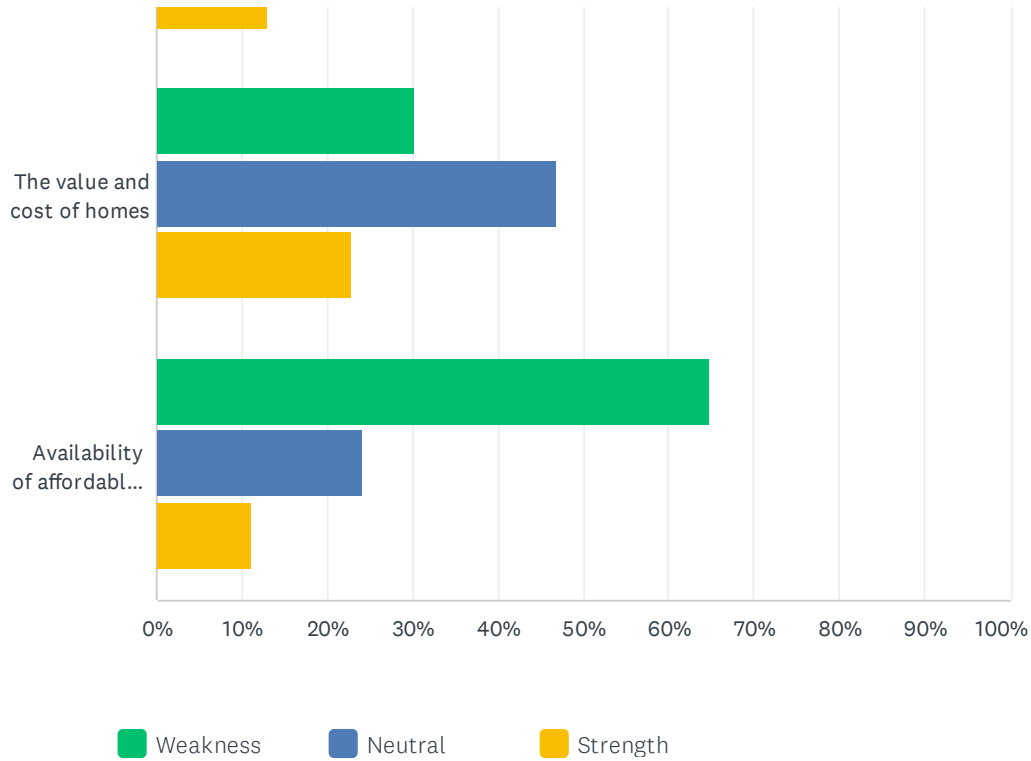
APPENDIX

Q1 When considering the City of Ste. Genevieve's existing housing and residential areas, identify if each of the following is a strength or weakness for the city today.

Answered: 145 Skipped: 0



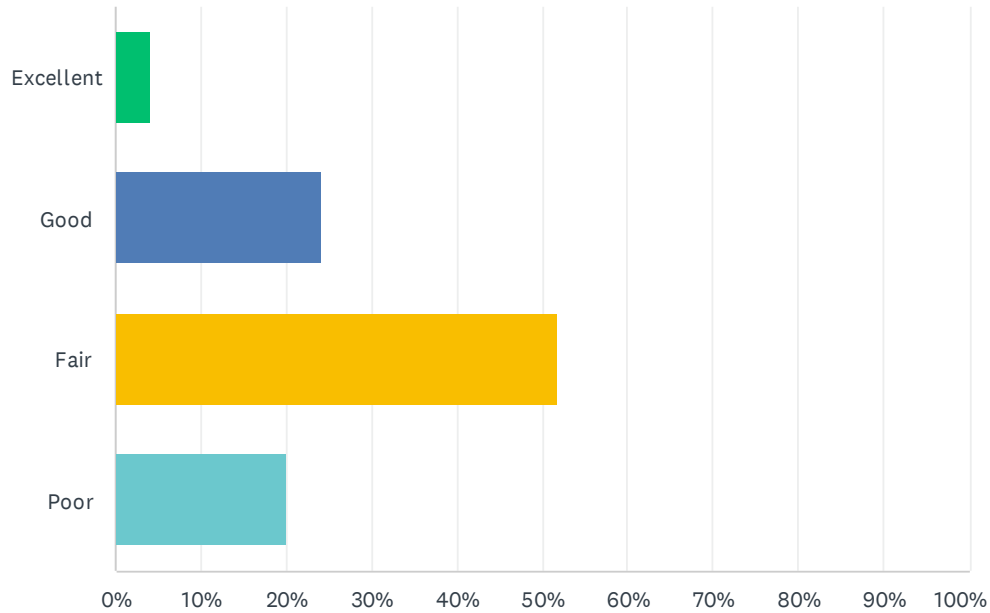
Ste. Genevieve Comprehensive Plan Community Survey



	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Character of residential neighborhoods	27.08% 39	44.44% 64	28.47% 41	144	2.01
Quality of housing	48.97% 71	33.79% 49	17.24% 25	145	1.68
Range of housing options	75.86% 110	19.31% 28	4.83% 7	145	1.29
Housing options for seniors	52.41% 76	30.34% 44	17.24% 25	145	1.65
Housing that appeals to young professionals	68.28% 99	24.83% 36	6.90% 10	145	1.39
Housing that appeals to new families	55.86% 81	31.03% 45	13.10% 19	145	1.57
The value and cost of homes	30.34% 44	46.90% 68	22.76% 33	145	1.92
Availability of affordable housing	64.83% 94	24.14% 35	11.03% 16	145	1.46

Q2 What is the overall quality of housing stock (appearance, cost, property maintenance) in the city of Ste. Genevieve?

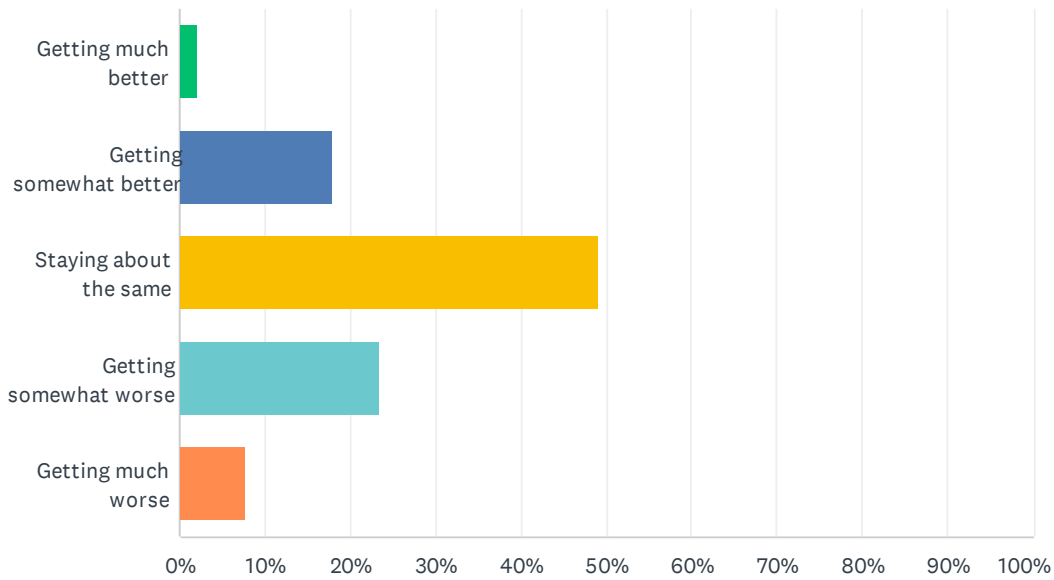
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent	4.14%	6
Good	24.14%	35
Fair	51.72%	75
Poor	20.00%	29
TOTAL		145

Q3 How is the quality of housing changing in the city of Ste. Genevieve?

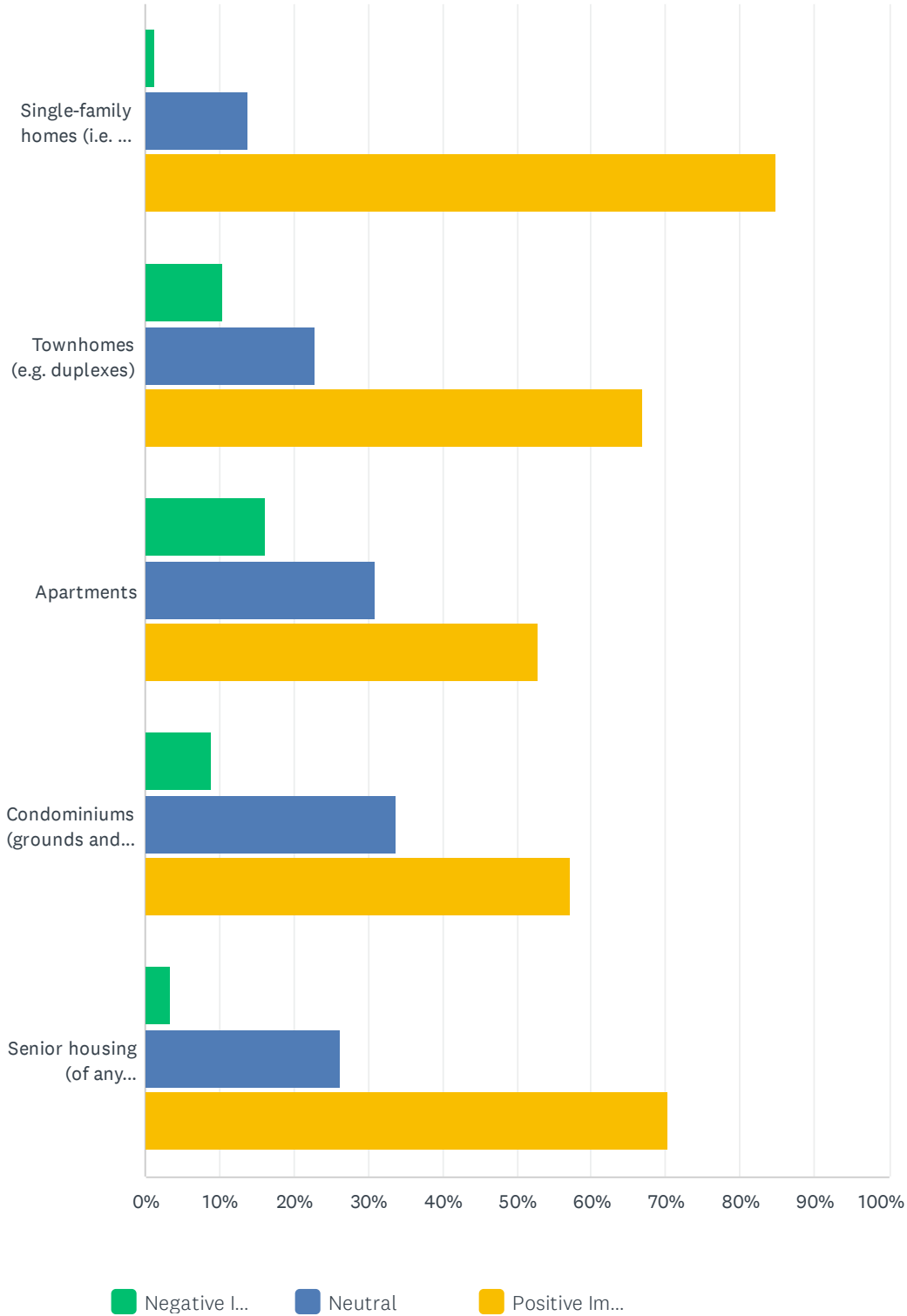
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Getting much better	2.07%	3
Getting somewhat better	17.93%	26
Staying about the same	48.97%	71
Getting somewhat worse	23.45%	34
Getting much worse	7.59%	11
TOTAL		145

Q4 What kind of impact would each of the following types of new residential development have on the community?

Answered: 145 Skipped: 0



Ste. Genevieve Comprehensive Plan Community Survey

	NEGATIVE IMPACT	NEUTRAL	POSITIVE IMPACT	TOTAL	WEIGHTED AVERAGE
Single-family homes (i.e. one dwelling per structure)	1.38% 2	13.79% 20	84.83% 123	145	2.83
Townhomes (e.g. duplexes)	10.34% 15	22.76% 33	66.90% 97	145	2.57
Apartments	16.20% 23	30.99% 44	52.82% 75	142	2.37
Condominiums (grounds and exterior of building are owned by the group, interiors are owned by individuals)	8.97% 13	33.79% 49	57.24% 83	145	2.48
Senior housing (of any physical style: townhomes, apartments, etc.)	3.45% 5	26.21% 38	70.34% 102	145	2.67

Q5 If you have additional comments regarding housing and residential uses, please provide them below.

Answered: 58 Skipped: 87

#	RESPONSES	DATE
1	I don't understand why so many people here are allowed to turn their yards into junkyards that can be seen from the street and by their neighbors. Why is it that a landlord is allowed to rent to people who devalue everyone else's property, not to mention the image they give to tourists? And it apparently isn't just renters, also homeowners. Are there no restrictions anywhere? We are told we need permits to improve our houses in the historic district, and yet in the same block, houses look like pig styes. There are derelict buildings downtown that haven't changed since we moved here over five years ago. Why? I'm told they can't find the owners. If they are paying taxes, you can find them. If not, the city can take them through eminent domain. So many people are trying to make small businesses work downtown, to make Ste Genevieve a tourist destination. We can do it, but there has to be cooperation from the city government.	2/6/2023 8:55 PM
2	Less restrictions for garages in historic district.	1/29/2023 5:33 PM
3	Neighborhoods that have space with them and not built right on top of each other(Valle Spring has nice distance between homes) Want subdivisions that have to follow some rules so that you don't have the chance of "trashy" neighbors or "trashy" looking homes	1/28/2023 10:42 AM
4	Need for more affordable housing for young people and young families. It's hard to start a family if you both need to work to make house payments.	1/26/2023 8:41 AM
5	Suggest assisting homes in historic area with exterior maintenance cost the maintain appearances.	1/25/2023 9:37 PM
6	Cap B&B, Vrbo permits to a minimum!!!!	1/25/2023 3:05 PM
7	The homes that appear to be abandoned by the owners should be forced to maintain them, pay fines, or option to sell to city.	1/24/2023 4:05 PM
8	Take basler drive to progress parkway to start for kids to access community center you want this town to grow make it connect also for the safety for kids	1/19/2023 4:01 PM
9	The rating of weakness is related to the age and lack of maintenance of the houses in Ste. Gen city that are not in a subdivision. Also the lack of properly or safely maintained sidewalks considered to be the responsibility of the home owner have a negative affect.	1/18/2023 8:58 AM
10	The new water tower should allow residential areas to expand across all categories to everyone's benefit. A new hotel as our parcel at 155 and Hwy32 would draw more tourists into town as well - Hampton Inn a possibility?	1/15/2023 11:32 AM
11	Some housing around the downtown and city is not well kept. Senior living is difficult for some due to staircases and climbing. Single story dwellings are easier.	1/12/2023 9:04 AM
12	Affordable housing for our community.	1/10/2023 3:34 PM
13	We need more affordable housing overall.	1/10/2023 1:56 PM
14	Younger generation wants to go directly into new housing or higher cost housing rather than working their way up which causes issues with the market.	1/10/2023 10:46 AM
15	Driving through neighborhoods - you usually come across a couple houses/properties that look like crap - I know of people who have not bought a house because of the house sitting next to it - real eye sores	1/10/2023 10:36 AM
16	I think our city would benefit greatly from senior condo/residential housing. Which then would free up the houses that these individuals now reside in for future residents and new families. I	1/10/2023 10:28 AM

Ste. Genevieve Comprehensive Plan Community Survey

have heard from a good amount of individuals that town needs more nicer condos for new downsizing retirees.

17	WE need more options for all residents.	1/10/2023 10:12 AM
18	more small parks in neighborhoods would be a good place to start	1/10/2023 9:02 AM
19	We need more lots to build medium priced houses	1/10/2023 7:10 AM
20	A mix of residential options would strengthen the community.	1/6/2023 4:51 PM
21	Too many homes are poorly maintained. Little or no enforcement of code. many backyards have abandoned vehicles and discarded scrap. Very unappealing. Ozark style comes to downtown	1/6/2023 11:08 AM
22	Specifically to the historic district, there are too many homes that are not kept up: lawns free of clutter, disrepair. It is disappointing to live in such a wonderful part of the town and see homes that owners don't care about.	1/6/2023 7:53 AM
23	I would love to see additional neighborhoods added equivalent to Valle Springs, Windsor Village, and Zell Country Club.	1/5/2023 12:14 PM
24	Too many slum landlords	1/5/2023 11:18 AM
25	None	1/4/2023 3:31 PM
26	The city needs to work with the idc to make the newly acquired city property available for development. It's totally useless as farm ground	1/4/2023 8:31 AM
27	While Ste. Genevieve is and always will be considered a tourism town - the fact also remains that we have a strong mining and aggregate industry. Housing is crucial to drawing in new families. Current conditions don't exist to house new families. Property is hard to come by and the result is that new families end up residing in outlying communities like Farmington, Festus, Perryville, or elsewhere. Any opportunity the City of Ste. Genevieve has to add housing should be pursued without delay. This is tax revenue being lost by not pursuing additional and affordable housing for young adults through the elderly.	1/4/2023 7:16 AM
28	an effort needs to be made to help and encourage lower income residents to better maintain their properties, with less restrictions related to "authenticity"	1/4/2023 12:35 AM
29	So many home have been bought up for air bnbs which we also need but has had a major impact on rental housing and available housing.	1/3/2023 10:55 PM
30	A standard for property appearance and maintenance should be set and homeowners who do not comply must face fines and other repercussions, especially in/around the National Park/historic area.	1/2/2023 12:34 AM
31	We need more housing! To attract professionals to our community. To give shelter to disadvantaged. We need more apartments in better neighborhoods than just low income.	12/31/2022 10:54 PM
32	Recent spec homes have missed the mark in terms of pricing. As a someone with a young family, I was in the market for 3+ in Ste. Genevieve city before eventually buying a lot, being out priced by significant building costs (local builders are wildly overpriced for the market-look at neighboring towns, what builders charge in Ste. Gen. is obscene), buying a house, renovating the house, and selling the lot.	12/30/2022 12:05 AM
33	The quaint small town feel of Ste. Genevieve is what brings new residents here like ourselves. Having lived in a few large cities on the coasts and gulf, we appreciate spending our time and money in our community. Any more traffic / congestion would not be a positive prospect for us , as we moved out of the large cities for that very reason.	12/28/2022 10:12 PM
34	We all know the housing market has been unreal the last couple of years and the pandemic was the root of some of those issues. However, I have spoken with many people that have built homes in surrounding counties and have built a house for a lot less than what you can build in Ste. Genevieve.	12/28/2022 2:47 PM
35	There are little to no housing options for people looking to rent. There are no apartments that fit a normal size family.	12/28/2022 12:36 PM
36	Quality building and construction is imperative. Keeping in mind the character of the town and history of the community. Strategic use of land, underground utilities, and storm water	12/28/2022 11:23 AM

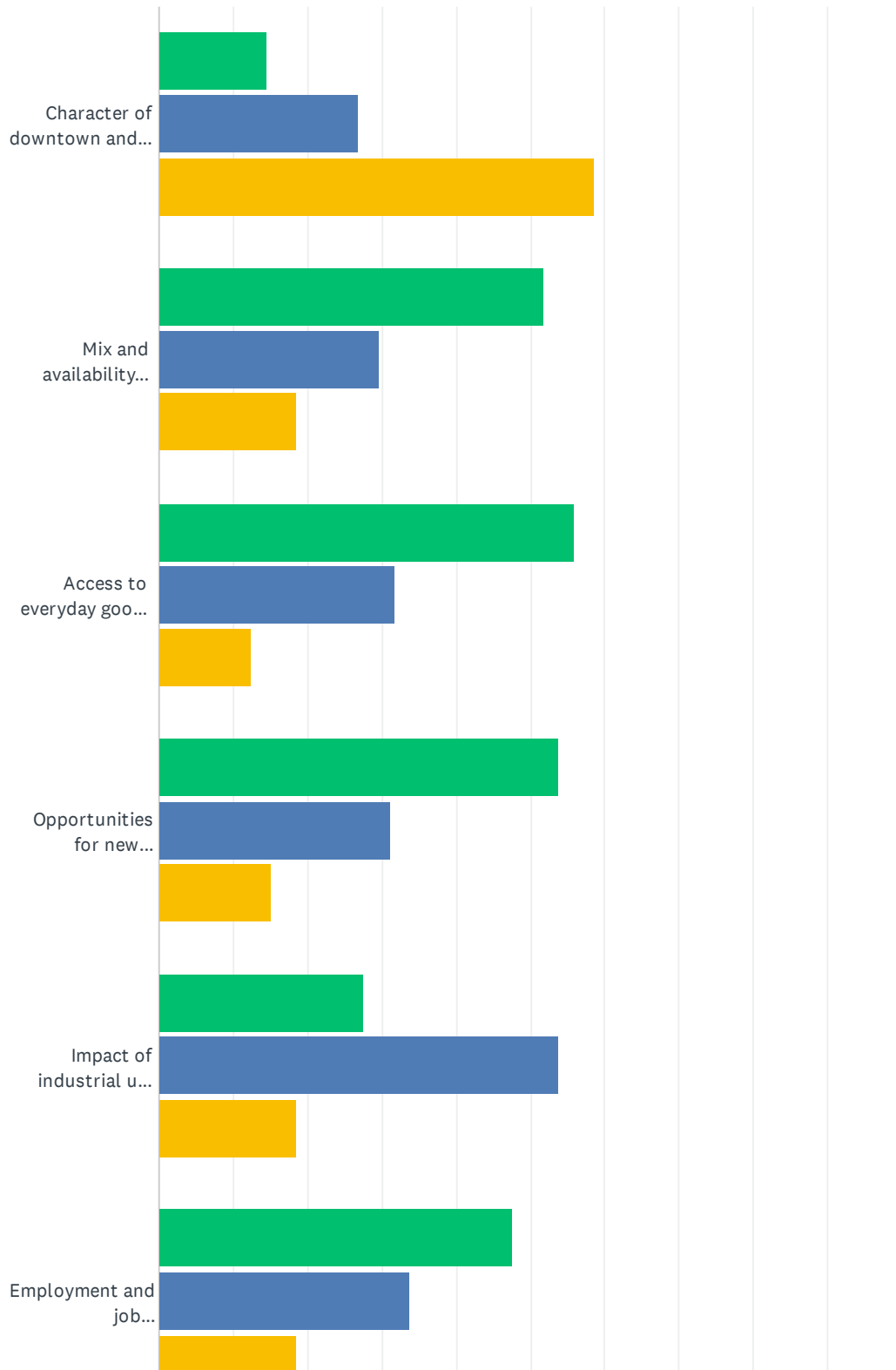
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drainage. Senior living communities are very much needed. Age qualifying with landscape maintenance and gated for security. Not additional apartments or duplexes.

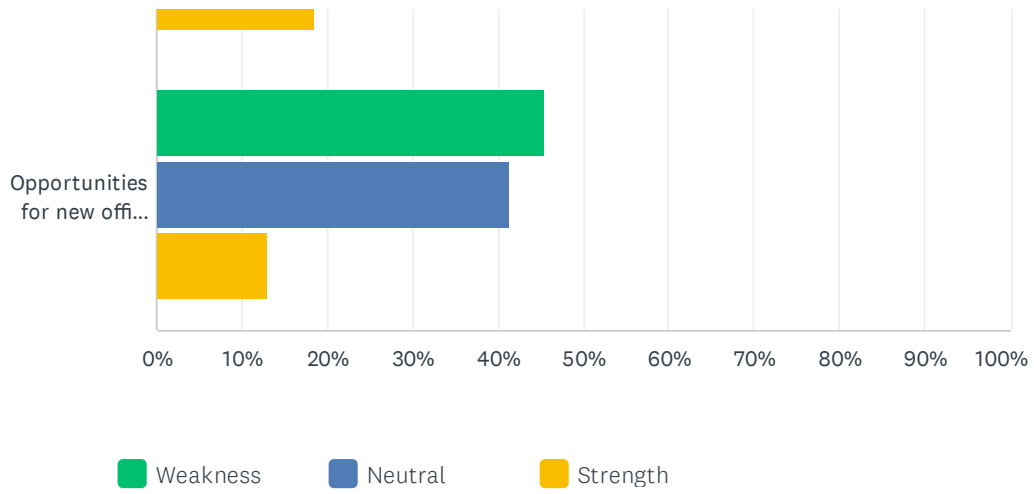
37	Air bnb is buying up so many properties that it's negatively impacted long term residents	12/28/2022 9:55 AM
38	Less "vacation rentals" please, we need that housing!	12/28/2022 9:55 AM
39	Get stray and residential outside cats under control due to tearing into trash and tearing up yards.	12/28/2022 9:43 AM
40	The current housing in the city is antiquated and expensive to get up to date and of any quality. The inability to find land to build your own house in a huge prohibiting factor. Lastly there are no newer subdivisions that can meet the needs of lower income families.	12/28/2022 9:36 AM
41	Housing is difficult for folks looking to rent. Impossible to find anything.	12/28/2022 9:21 AM
42	Make the units affordable for low income families	12/28/2022 9:15 AM
43	The historical rules need to be more manageable and available.	12/28/2022 9:14 AM
44	Affordable single income family homes	12/28/2022 9:08 AM
45	Get rid of slumlords!!! Make inspections better on rental property and force landlords to fix properties!! It doesn't help having a house that is falling apart and the utilities are more then the rent!	12/28/2022 9:08 AM
46	We need more good quality, affordable housing for people who make too much for income based, but don't make enough to afford their other bills with the cost of rent of regular apartments/etc. They are stuck in the middle of income based and senior and can't ever find anything here in ste gen.	12/28/2022 9:08 AM
47	We need to focus on places for people to live and grow their families and stop allowing people to buy homes, update them and then turn them into air bnbs.	12/28/2022 9:07 AM
48	The senior apartments are unaffordable for elderly on a fixed income and the ones that are somewhat income based are non compliant with keeping up with codes.	12/28/2022 9:07 AM
49	The city is landlocked with almost no available building lots, expansion/annexation is needed as well as zoning/land use changes to Progress Parkway.	12/28/2022 9:05 AM
50	Make people clean up their yards! Take care of historic homes! Make the shop & restaurant owner clean up the sidewalks on Main Street.	12/28/2022 9:03 AM
51	Why have we not developed or purchased property along progress parkway or brought in a developer with the funds to do it. I know money is hanging up the cost but the only logical expansion of housing seems to be west on 32, or north on 61. Developing along 32 around infrastructure and within walking distance of gym, library, area to swim, walk seems like logical fit.	12/28/2022 9:01 AM
52	Residents should not be allowed to store junk around their homes, burn trash, neglect yard maintenance, or horde trash and someone should be enforcing these rules.	12/28/2022 8:37 AM
53	Stricker rules on trash and junk around homes	12/28/2022 6:41 AM
54	I would like to see more budget friendly land in or around city limits for people to build houses on.	12/27/2022 11:17 PM
55	Wake up or our community with continue to go down hill.	12/27/2022 10:33 PM
56	There is a lot of clean up that needs to be down in various housing areas in Ste. Genevieve.	12/27/2022 4:42 PM
57	The town is in bad need of low cost rental housing.	12/27/2022 1:10 PM
58	The city's housing stock is aging with a lack of new, affordable homes being built. New home stock needs to be increased to make available older homes that can be refurbished.	12/27/2022 8:15 AM

Q6 When considering the city of Ste. Genevieve's existing commercial and industrial areas, identify if each of the following is a strength or weakness for the city today.

Answered: 145 Skipped: 0



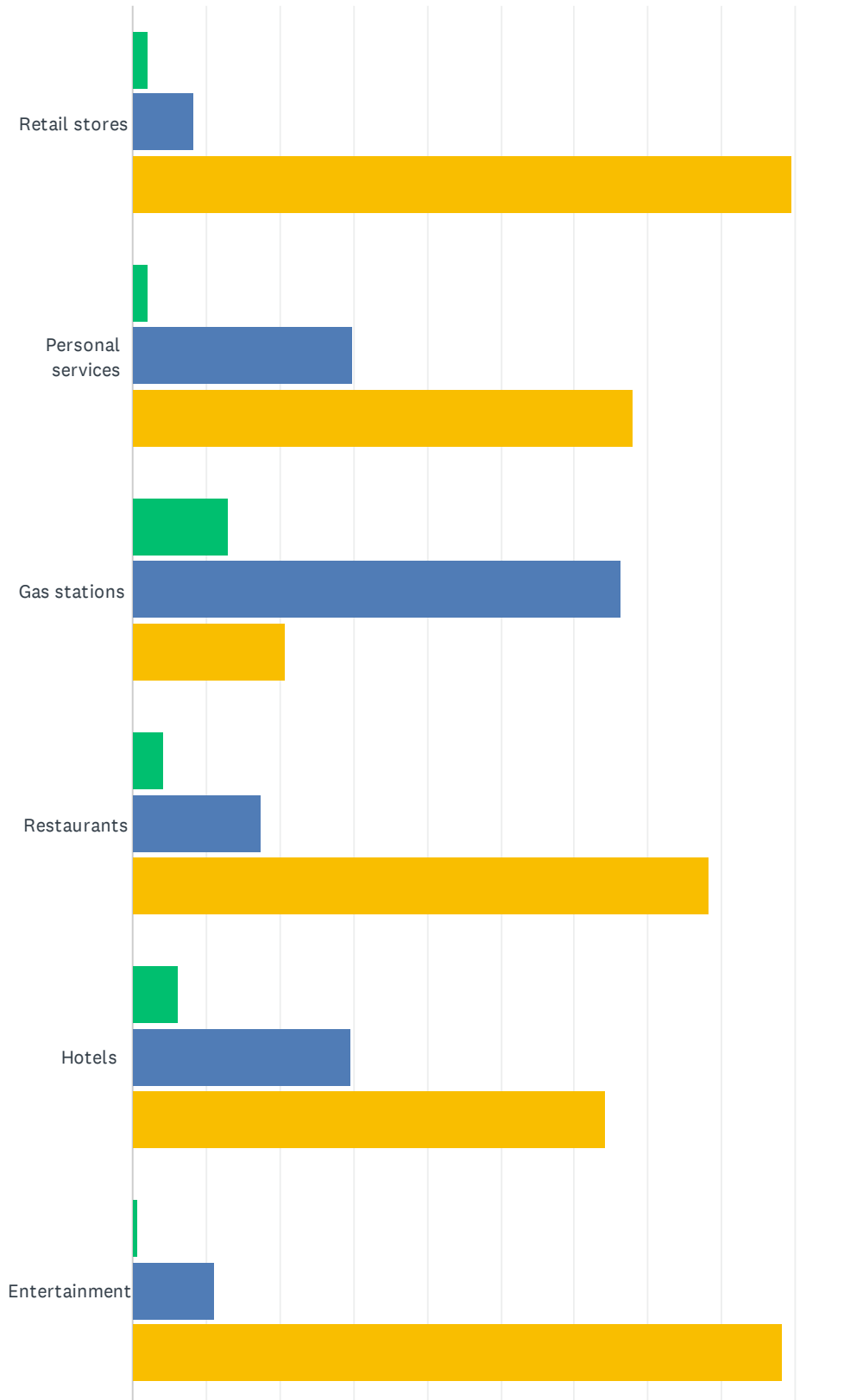
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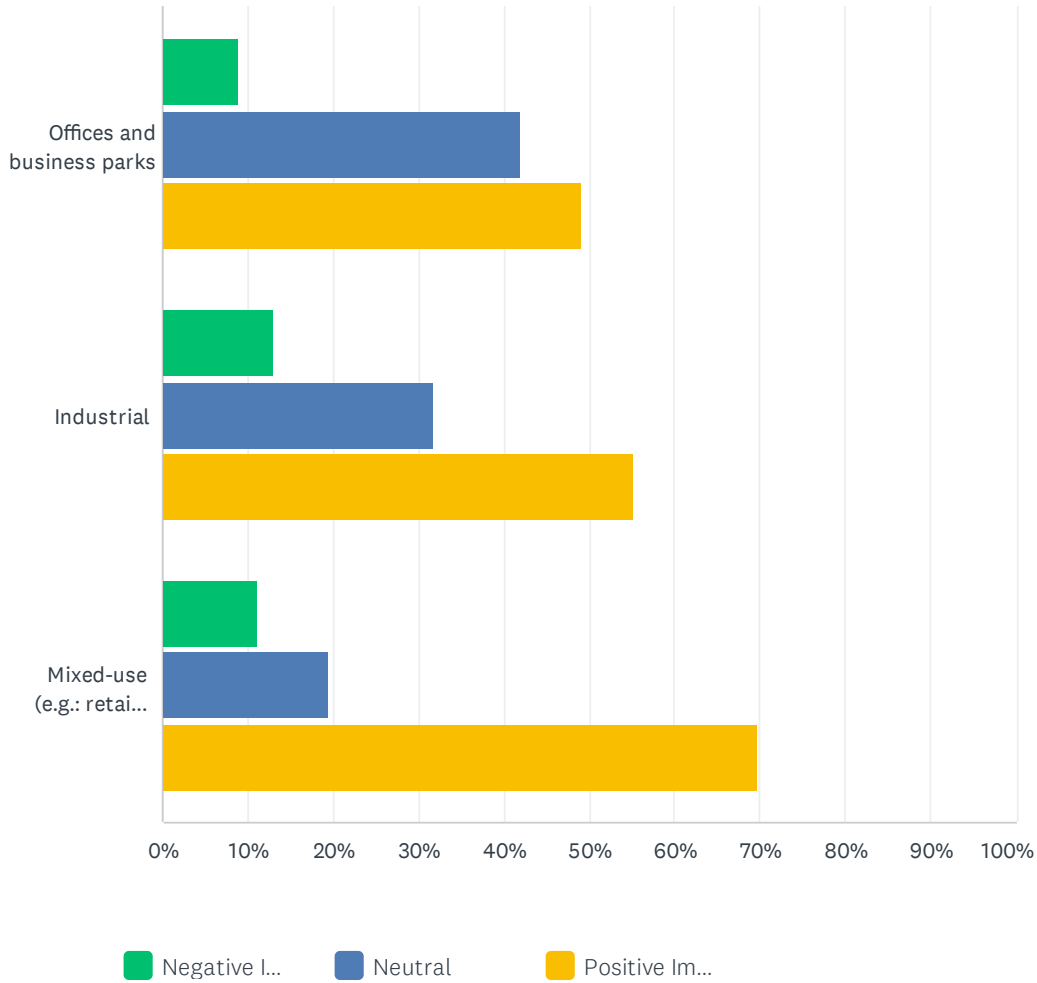
	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Character of downtown and commercial areas	14.48% 21	26.90% 39	58.62% 85	145	2.44
Mix and availability of shopping options	51.72% 75	29.66% 43	18.62% 27	145	1.67
Access to everyday goods and services	55.86% 81	31.72% 46	12.41% 18	145	1.57
Opportunities for new commercial development	53.79% 78	31.03% 45	15.17% 22	145	1.61
Impact of industrial uses on the community	27.59% 40	53.79% 78	18.62% 27	145	1.91
Employment and job opportunities	47.59% 69	33.79% 49	18.62% 27	145	1.71
Opportunities for new office and employment uses	45.52% 66	41.38% 60	13.10% 19	145	1.68

Q7 What kind of impact would each of the following types of development have on the city of Ste. Genevieve?

Answered: 145 Skipped: 0



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	NEGATIVE IMPACT	NEUTRAL	POSITIVE IMPACT	TOTAL	WEIGHTED AVERAGE
Retail stores	2.07% 3	8.28% 12	89.66% 130	145	2.88
Personal services	2.08% 3	29.86% 43	68.06% 98	144	2.66
Gas stations	13.10% 19	66.21% 96	20.69% 30	145	2.08
Restaurants	4.20% 6	17.48% 25	78.32% 112	143	2.74
Hotels	6.21% 9	29.66% 43	64.14% 93	145	2.58
Entertainment	0.69% 1	11.11% 16	88.19% 127	144	2.88
Offices and business parks	8.97% 13	42.07% 61	48.97% 71	145	2.40
Industrial	13.10% 19	31.72% 46	55.17% 80	145	2.42
Mixed-use (e.g.: retail store on 1st floor with apartment on 2nd floor)	11.03% 16	19.31% 28	69.66% 101	145	2.59

Q8 If you have additional comments regarding commercial and industrial uses, please provide them below.

Answered: 37 Skipped: 108

#	RESPONSES	DATE
1	Don't be so close-minded about new companies coming in. We need them! I've heard comments from too many people who would have invested here, but got tired of fooling with the powers that be. Tax incentives?	2/6/2023 8:58 PM
2	Improve roads and sidewalks.	1/29/2023 5:36 PM
3	We have attracted some nice new small businesses downtown- but we need other businesses in order to attract more jobs and more families to live here. Growth = opportunity =tax revenue= growth	1/28/2023 10:45 AM
4	Decent paying job opportunities will keep people in town. Possibly attract others to move here.	1/26/2023 8:44 AM
5	More services are needed but we need to maintain a 'boutique' hometown feeling to set us apart.	1/24/2023 4:08 PM
6	We need more industry. We need more retail to help better serve our citizens. Not only for retail but in economic , we need more jobs.	1/22/2023 12:25 PM
7	Any new business that builds a restaurant or retail tax them accordingly 1 yr 25% 2yr 50% 3rdyr.75% 4th yr. 90% 5thyr. 100percent a new company needs time to build before you take there feet out from under them. It's called a incentive to come here!!!	1/19/2023 4:08 PM
8	We desperately need another grocery store. Country Mart price gouges like crazy, I.e. Fricks bacon is \$11 there and \$5 and change at Savalot. To shop at a real grocery store you have to drive to Walmart or Schnucks, over 20 miles away. We have restaurants and local stores coming out our ears, but we could use a TJMaxx. And Ste. Gen is not too small for them. They opened a TJMaxx in Blueridge GA and their population is 1300.	1/18/2023 9:06 AM
9	Downtown is a plus and commercial areas are a negative as the later are often run down and unsightly. Pollution left at old manufacturing sites a negative as those sites require costly cleanup before they can be sold to bring in new business. Repurposing abandoned commercial sites in city would be a huge plus.	1/15/2023 11:39 AM
10	I really like the idea of retail businesses on the first floor and apartments above floors. There are numerous developments in St. Louis area that are being built with this concept in mind.	1/10/2023 10:32 AM
11	develop a new industrial park and promote it to the max. if businesses don't know it's here, how could we expect them to locate here	1/10/2023 9:07 AM
12	Depends on what kind of retail stores we're talking about. Like no big box (NO Walmart) or obnoxious chain retail (Panera, Kay Jewelers, etc). There are few opportunities for work outside working from home that don't involve musical chairs between CVS, Ace, flower shop, Roziers, Mississippi Lime. But that may be standard for a small town. We will never be a white collar town and that's okay.	1/6/2023 7:59 AM
13	WALMART	1/4/2023 3:36 PM
14	The historic district will remain a historic district. Ste. Genevieve will continue to draw those interested in history. Our downtown is really nice and there are numerous options for the tourism segment. However, commercial and industrial use is extremely limited. Many in the community travel 30 miles up to 60 miles for commercial, industrial, and entertainment options. Again, this is lost revenue due to a lack of options here in Ste. Genevieve,	1/4/2023 7:21 AM
15	part of this should involve encouraging reuse of potentially useful buildings -- especially retail spaces on Main, and some of the industrial sites like the underwear factory that are sitting empty or almost empty	1/4/2023 12:38 AM

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16	We need more services for our town. We need retail stores, more restraunts. We need to have items needed to live in 2023, we don't have that. Most of all we need industries!	12/31/2022 10:59 PM
17	Develop I-55 and Hwy 32 corridor with big box retail and industrial. Keep retail/restaurant/hotel footprint reasonable within city limits.	12/31/2022 4:08 PM
18	Senior living combined w shopping health care and outdoor activities all near each other.	12/29/2022 8:51 AM
19	Industrial growth would weaken the natural beauty and benefits of healthy living , commercialism may destroy the family owned businesses in the town.	12/28/2022 10:19 PM
20	Ste. Genevieve is a historic town. However, as all the surrounding counties are growing and flourishing, Ste. Genevieve is standing still. I end up traveling to all of our surrounding counties in order to shop because there are no options in Ste. Genevieve. I would prefer to stay local to shop but we are so limited on options. I know of so many people including myself that travel to Festus, Perryville and Farmington in order to do Walmart pickups and spend a lot of money in those counties because they end up eating out and also going to other stores. If Ste. Genevieve is wanting to grow they need to be able to bring in other retail stores and other restaurants in order to do so. As a mother of young children, one of the only options for fast food on busy night due to sports or other school activities is McDonald's. This town needs more options.	12/28/2022 2:53 PM
21	Need more entertainment for teens and young adults	12/28/2022 12:38 PM
22	The community is in need of a quality hotel with several rooms such as a Hampton or Holiday Inn Express. As a wedding destination area friends and family struggle to find area lodging. Restaurants are also needed.	12/28/2022 11:32 AM
23	We need to welcome more chain stores and restaurants in the city. Finding items such as shoe strings, Nike shoes, and many other every day items is very hard to find in the city. LET STE. GENEVIEVE GROW!!!!	12/28/2022 10:19 AM
24	I don't want to see "big box" stores move in but there is no place in town to buy nice men's clothing.	12/28/2022 10:01 AM
25	No new mining	12/28/2022 10:00 AM
26	Allow other stores in the town so we don't have to drive to other towns to get affordable groceries since our local store is price gouging us	12/28/2022 9:18 AM
27	Yes, let them in. We need some fresh air in here.	12/28/2022 9:16 AM
28	There is no where in town to buy cheaper good quality clothes. The boutiques are expensive, dollar general you cant even walk down the aisles. We need a decent store to be able to buy basic clothes and household items. We have to shop out of town to find what we need for our children.	12/28/2022 9:11 AM
29	We need a Walmart unfortunately driving 30 miles either direction to get essentials is ridiculous. Until something supersedes Walmart it'll have to do.	12/28/2022 9:10 AM
30	Seems like the city tries to block or inhibit growth commercially, industries that want in seem to be told no. Compared to surrounding areas there appears to be no investment into commerical growth. We are a river-town without access to the river or commerical development near it. What is the plan for growth for the community? To bring jobs and support business development? What is the future of the city if we continue to stick to this plan and path of very little or no business growth? How do we build the middle class and put more rooftops in town if we do not have the jobs or commercial development around to support business growth/jobs?	12/28/2022 9:09 AM
31	We have ample opportunity for commercial growth or at least very near city limits.	12/28/2022 9:06 AM
32	Actual retailers would make the town more attractive. Starbucks, a real grocery store that can efficiently stock their shelves	12/28/2022 9:05 AM
33	Get a walmart	12/28/2022 6:43 AM
34	I feel like a commercial hotel would take away business from local Bed and Breakfasts as well as AirBnB's.	12/27/2022 11:20 PM
35	Hotels would be negative, takes away from all the local airBNB's that local people are opening for income. Thus, these same people are restoring old homes to do so. This improves property	12/27/2022 8:02 PM

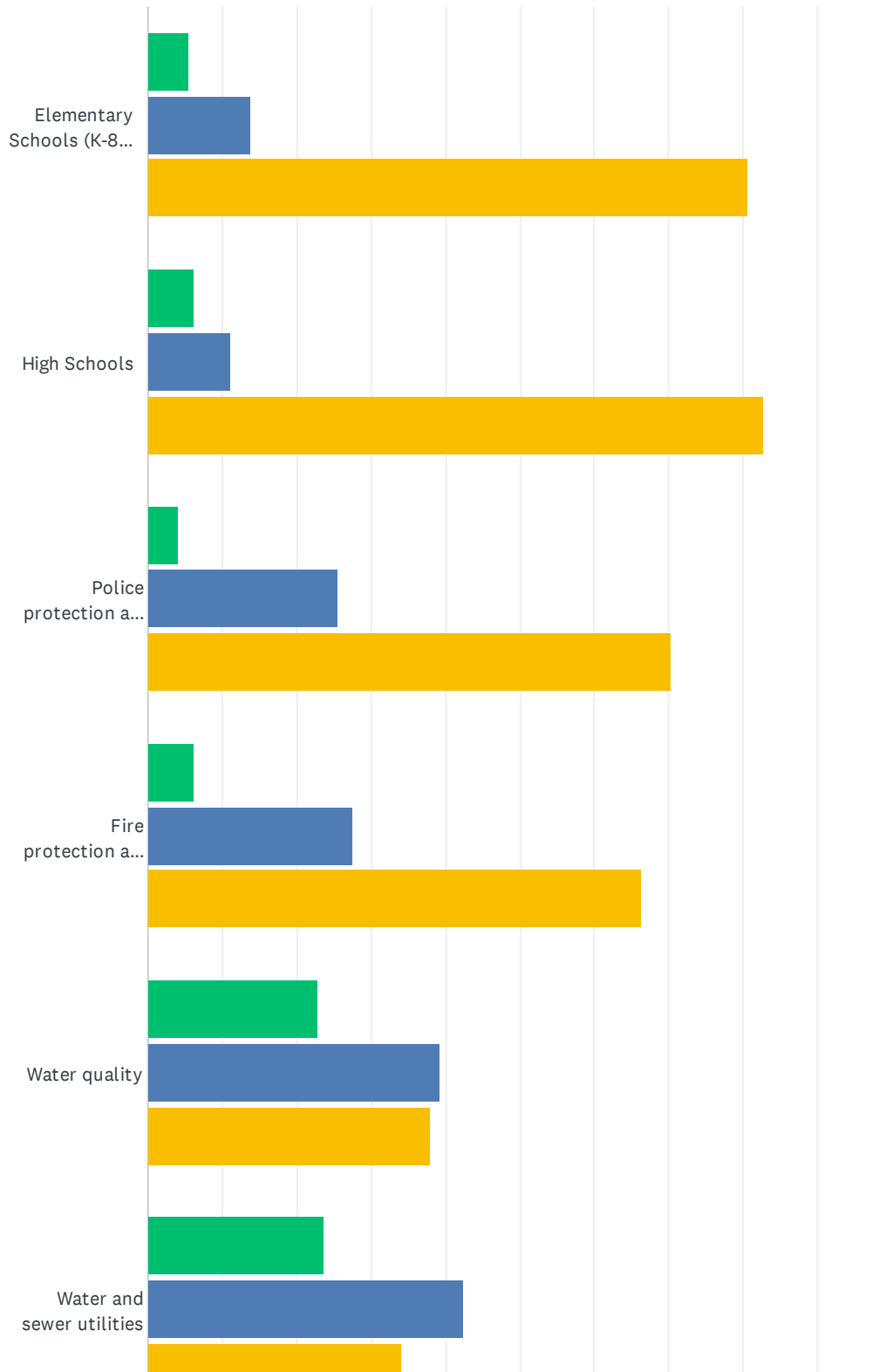
Ste. Genevieve Comprehensive Plan Community Survey

values.

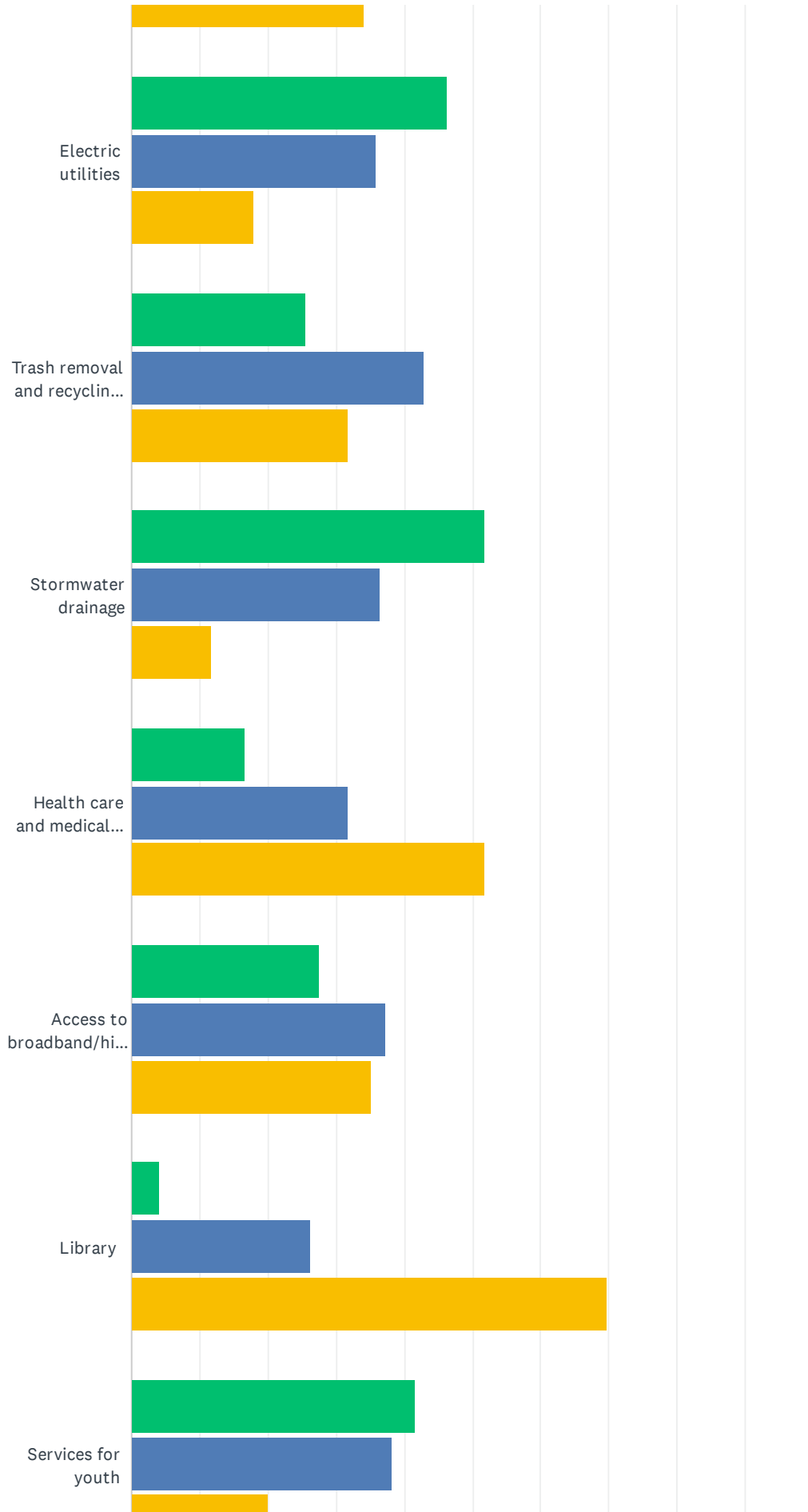
36	Most downtown "historic" businesses only stay open during the week. They are closed on weekends! This is crazy for a tourist town. I have seen many tourists looking into dark storefronts and wondering why a business is closed on a weekend.	12/27/2022 1:14 PM
37	One of the problems with business expansion/new is the lack of available workforce to fill positions. This is across the board from industrial to service and will slow any improvement along those lines.	12/27/2022 8:18 AM

Q9 When considering the city of Ste. Genevieve's existing community facilities and services, identify if each of the following is a strength or weakness for the city today.

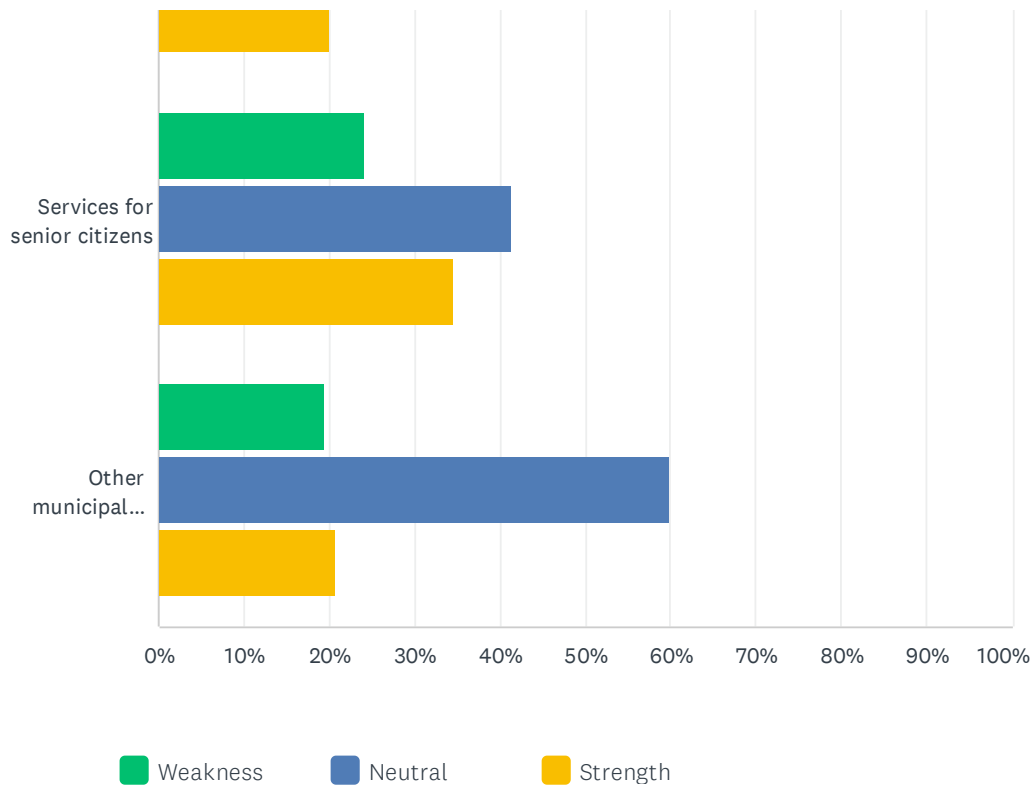
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Ste. Genevieve Comprehensive Plan Community Survey



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	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Elementary Schools (K-8th grade)	5.52% 8	13.79% 20	80.69% 117	145	2.75
High Schools	6.21% 9	11.03% 16	82.76% 120	145	2.77
Police protection and public safety	4.14% 6	25.52% 37	70.34% 102	145	2.66
Fire protection and emergency response	6.21% 9	27.59% 40	66.21% 96	145	2.60
Water quality	22.76% 33	39.31% 57	37.93% 55	145	2.15
Water and sewer utilities	23.61% 34	42.36% 61	34.03% 49	144	2.10
Electric utilities	46.21% 67	35.86% 52	17.93% 26	145	1.72
Trash removal and recycling services	25.52% 37	42.76% 62	31.72% 46	145	2.06
Stormwater drainage	51.72% 75	36.55% 53	11.72% 17	145	1.60
Health care and medical services	16.55% 24	31.72% 46	51.72% 75	145	2.35
Access to broadband/highspeed internet	27.59% 40	37.24% 54	35.17% 51	145	2.08
Library	4.14% 6	26.21% 38	69.66% 101	145	2.66
Services for youth	41.67% 60	38.19% 55	20.14% 29	144	1.78
Services for senior citizens	24.14% 35	41.38% 60	34.48% 50	145	2.10
Other municipal programs and services	19.31% 28	60.00% 87	20.69% 30	145	2.01

Q10 If you have additional comments regarding community facilities and services, please provide them below.

Answered: 28 Skipped: 117

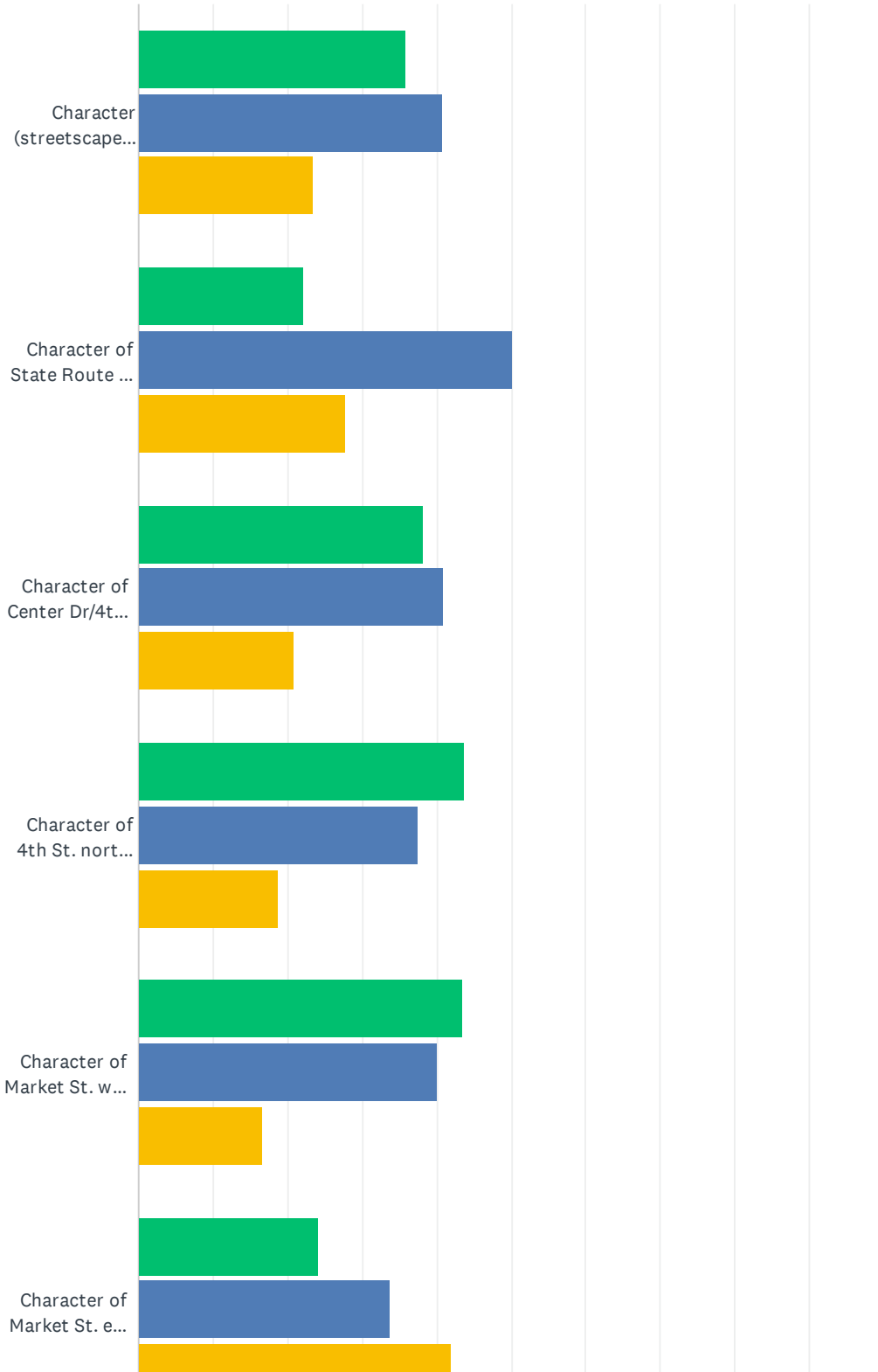
#	RESPONSES	DATE
1	I would like to see a increased focus on the condition of our county/city park. Playground updates, walking trails. I would like to see an increase in walking/biking trails in the city in general. Having an electricity option other than Citizens Electric.	2/16/2023 3:36 PM
2	Do we need four or five companies for trash removal? Any way to get bids, just one or two doing the job so trash cans aren't out every day and big trucks using the streets daily?	2/6/2023 9:00 PM
3	Too much chlorine in the water.	1/29/2023 5:38 PM
4	We need more to attract younger families to live here	1/28/2023 10:47 AM
5	I think we have services available. I believe some are embarrassed to be seen using what is available	1/26/2023 8:47 AM
6	Flooding of the North Gabouri creek is negative to business, potential business and residential properties near Washington and North 2nd Street	1/25/2023 9:42 PM
7	Not every child enjoys sports. Need more out of school special interest opportunities.	1/25/2023 3:13 PM
8	No sewer access in downtown as manholes paved over. Thus business/home cannot make sewer line repair without tearing up the street. No storm drainage to Poor drainage cause streets and yards to flood. Mine dumping water into creek causes/worsens storm runoff and flooding.	1/15/2023 11:46 AM
9	Lots of areas for the younger generations. Need some work on areas for older adults. Feel like we get pushed aside if there is a choice to be made.	1/10/2023 10:50 AM
10	The price of electricity is outrageous	1/6/2023 11:11 AM
11	Electric fees are out of control. Wish there was a way to boot Citizens and get Ameren down here.	1/6/2023 8:01 AM
12	I would love to see more restaurants and even some chain restaurants such as Chick-fil-A, Applebees, or Olive Garden as examples.	1/5/2023 12:17 PM
13	None	1/4/2023 3:40 PM
14	We have a very nice Community Center with additional facilities for the public. However, Ste. Gen Public School purchased the softball and baseball fields located in the park. While they are used by summer programs the city no longer owns facilities like this for use. What's more, we don't have public access to ponds or lakes for other outdoor enthusiasts. By adding housing, commercial, and industrial options to the city - there could be more tax dollars available to expand recreational options for the entire community.	1/4/2023 7:28 AM
15	city activities in tourism need to focus on marketing -- getting people here -- not trying to augment or compete with the attractions	1/4/2023 12:41 AM
16	There is absolutely nothing for our youth. Community center is mostly done that. Limited adult attractions. Plenty to do if a visitor.	12/31/2022 11:05 PM
17	We need childcare (daycare) for infants and toddlers in the worst way. Young families are struggling to find infant/toddler care in Ste. Genevieve.	12/30/2022 12:08 AM
18	Schools are crowded and hopefully that has a near solution.	12/29/2022 8:54 AM
19	They community center , water park and library provides for the activities for the community. The memorial hospital is an important community asset. A roller rink, bowling alley or cinema might be some options for community entertainment.	12/28/2022 10:25 PM

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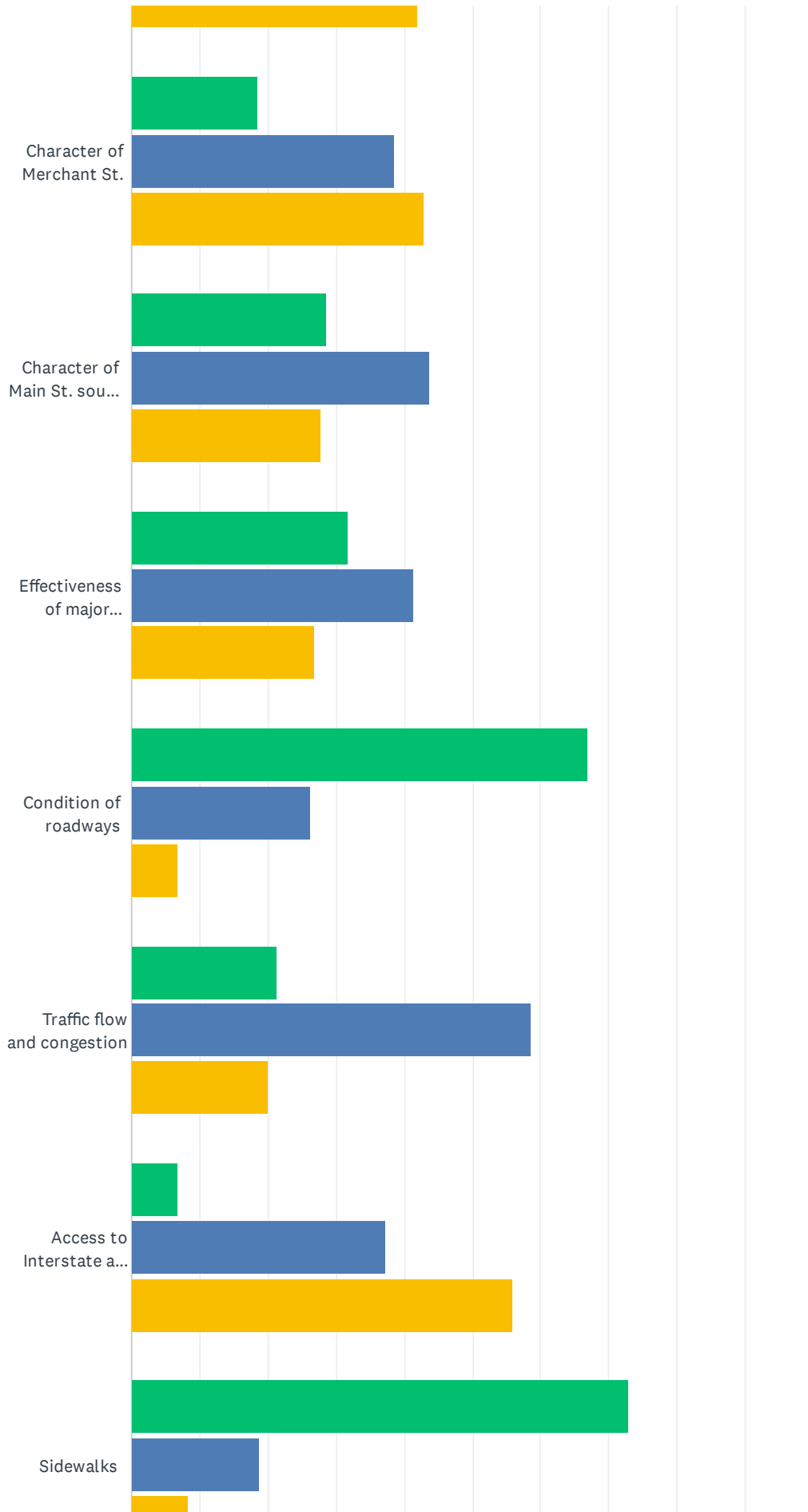
20	We have a serious lack of mental health services, especially for young people and those who can't afford it.	12/28/2022 10:04 AM
21	Very little to do here for younger kids.	12/28/2022 9:23 AM
22	New leadership and management of water resources. The money we pay on taxes for the schools are ridiculous and we don't see where the money is being used but the parents are still forking out hundreds of dollars every school year for their kids in school.	12/28/2022 9:22 AM
23	We need more than one option for electric services. Citizens is consistently raising their rates, and their customer service is absolutely horrible.	12/28/2022 9:18 AM
24	The healthcare system in this community is low standard at best the urgent care in Ste. Genevieve is a disaster. Need to retire the dream of healthcare and focus on youth and youth programs after all they are the future. Having a clinic with a bigger institution funding it would work way better then they system in place now. Focus for this community needs to be on the children. And on the elderly they can not get quality medical attention here. Not to be rude but really Ste. Genevieve hospital and all associated with it is an actual embarrassment. Start a survey on that. Not a hospital issued survey that most don't complete.	12/28/2022 9:18 AM
25	We have invested a lot of tax \$ for what we currently have, much better than a lot of communities of our size.	12/28/2022 9:07 AM
26	Need more things to do for entertainment	12/28/2022 6:45 AM
27	Cost of electricity is much more than counties with Ameren. Water is outrageous compared to county prices and the quality isn't that great. There's so much chlorine that I have to filter all of my drinking sources.	12/27/2022 11:24 PM
28	Seniors have many activities available through the multiple non-profit organizations in town that they can find a spot that fills the need for socialization, activity, and responsibility.	12/27/2022 8:20 AM

Q11 When considering the city of Ste. Genevieve’s existing transportation networks, identify if each of the following is a strength or weakness for the city today.

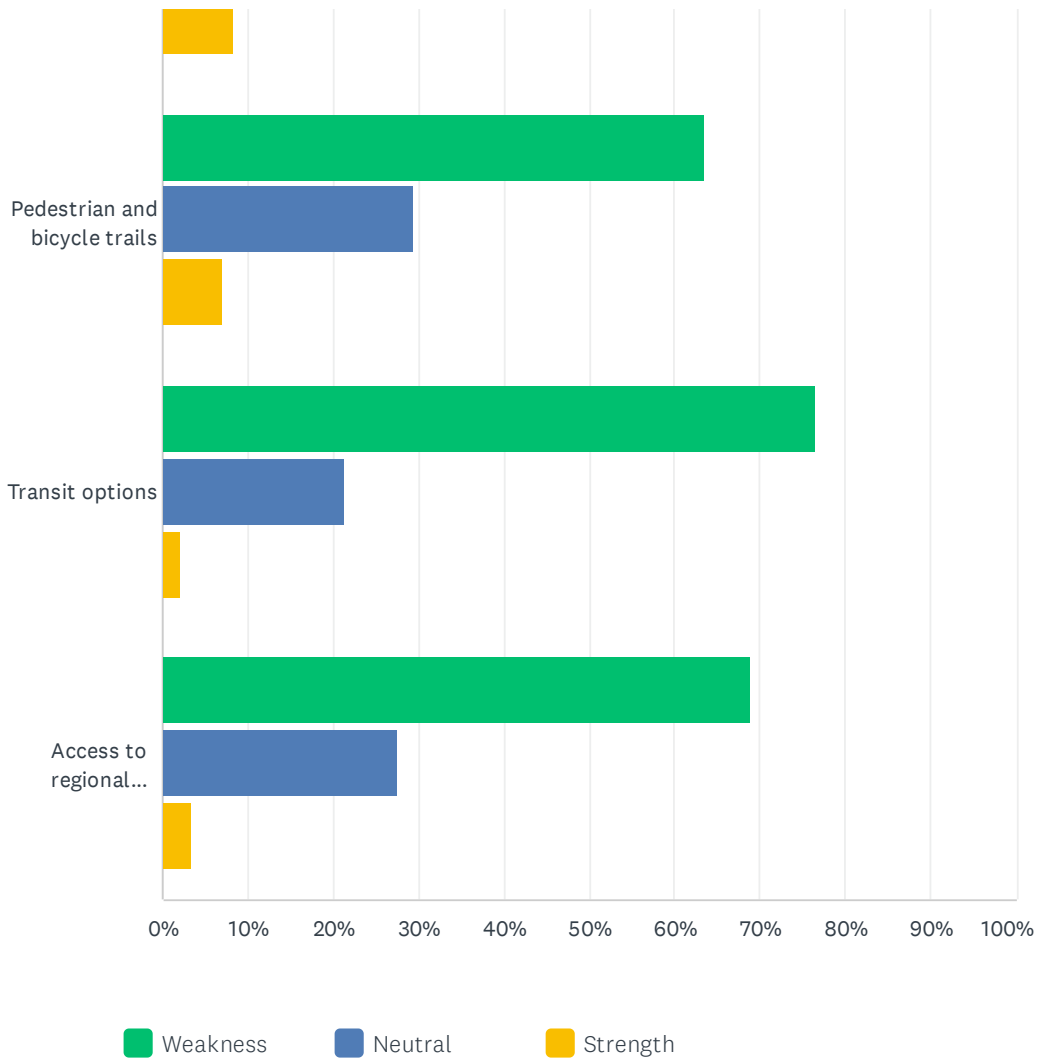
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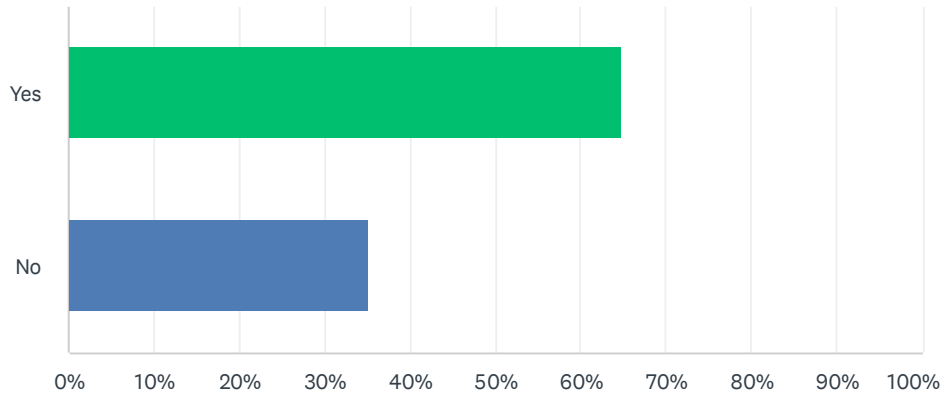


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	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Character (streetscape, aesthetics, general feel of) of U.S. 61	35.86% 52	40.69% 59	23.45% 34	145	1.88
Character of State Route 32 south of U.S. 61	22.22% 32	50.00% 72	27.78% 40	144	2.06
Character of Center Dr/4th St from U.S. 61 to South Gabouri Creek	38.19% 55	40.97% 59	20.83% 30	144	1.83
Character of 4th St. north of S. Gabouri Creek	43.75% 63	37.50% 54	18.75% 27	144	1.75
Character of Market St. west of 4th St.	43.45% 63	40.00% 58	16.55% 24	145	1.73
Character of Market St. east of 4th St.	24.14% 35	33.79% 49	42.07% 61	145	2.18
Character of Merchant St.	18.62% 27	38.62% 56	42.76% 62	145	2.24
Character of Main St. south of N. Gabouri Creek	28.47% 41	43.75% 63	27.78% 40	144	1.99
Effectiveness of major roadways to handle traffic	31.72% 46	41.38% 60	26.90% 39	145	1.95
Condition of roadways	66.90% 97	26.21% 38	6.90% 10	145	1.40
Traffic flow and congestion	21.38% 31	58.62% 85	20.00% 29	145	1.99
Access to Interstate and highways	6.90% 10	37.24% 54	55.86% 81	145	2.49
Sidewalks	72.92% 105	18.75% 27	8.33% 12	144	1.35
Pedestrian and bicycle trails	63.64% 91	29.37% 42	6.99% 10	143	1.43
Transit options	76.55% 111	21.38% 31	2.07% 3	145	1.26
Access to regional transportation	68.97% 100	27.59% 40	3.45% 5	145	1.34

Q12 Is parking in the city of Ste. Genevieve adequate?

Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	64.83%	94
No	35.17%	51
TOTAL		145

Q13 If you answered “No” to the previous question, please describe why, when, and where parking in the city is inadequate.

Answered: 46 Skipped: 99

#	RESPONSES	DATE
1	I answered yes -- parking is adequate. People need to walk more!	2/6/2023 9:04 PM
2	Around courthouse, Market, Main, Merchant	1/30/2023 9:11 AM
3	Down town	1/28/2023 7:42 PM
4	Not enough parking near post office.	1/28/2023 2:08 PM
5	When you have Valle School and court in session at the same time, parking is limited in that area. If there's a funeral at Ste. Gen church- there's definitely not enough parking.	1/28/2023 10:50 AM
6	Everywhere downtown. Too many areas to list that are limited. Narrow streets and crowded properties.	1/22/2023 12:28 PM
7	The downtown area needs to be have striped lines for better parking	1/20/2023 6:41 PM
8	Handicap parking is a real issue in town especially during weekends or during events.	1/18/2023 2:22 PM
9	Parking for any event from festivals to Valle games is a nightmare. Parking on 4th street by Valle is a nightmare with inadequate space to travel 4th from the creek on north during church, school, funerals, etc is dangerous and unpassable for commercial vehicles.	1/18/2023 9:13 AM
10	when cars are parked on both sides of a street	1/10/2023 12:36 PM
11	Merchant street seems to be extremely congested on weekends.	1/10/2023 11:59 AM
12	Some of the issues with traffic on Merchant St. is caused by cars parking on both sides of the street. If there was another public parking lot near the downtown area, it would ease that situation.	1/10/2023 10:54 AM
13	around the court house, restaurant parking, Merchant street parking is overcrowded	1/10/2023 10:26 AM
14	need more public lots. parking on merchant between main and third should be one side only. streets in town need better directional marking	1/10/2023 9:14 AM
15	As I am no longer in school, I can answer yes. But for kids driving to Valle and Ste Gen HS, parking seems to be an issue.	1/6/2023 8:05 AM
16	When there is any activity in town there is nowhere to park except on the streets In front of homes.	1/5/2023 12:45 PM
17	Not enough parking during the day on Monday through Friday. All the workers take up most of the customer parking.	1/5/2023 11:30 AM
18	N/A	1/4/2023 3:40 PM
19	Street parking is Limited- Not enough parking lots- Downtown SG is better suited for walking than driving through-	1/4/2023 8:46 AM
20	Downtown parking can be a challenge at times	1/4/2023 8:34 AM
21	Anywhere downtown is congested when various community gatherings take place. For example, Jour de Fete and the Christmas parade. Even on a nice day without a major event - I've experienced difficulty finding a place to park in the square or along Merchant Street and other streets to accomodate a visit to a local resteraunt.	1/4/2023 7:56 AM
22	yes, for now but if marketing succeeds in getting more visitors here, then it won't be	1/4/2023 12:45 AM
23	With new parking behind 3rd street downtown there are more spots but a trek for handicapped. Centralized parking but not accessible except by common grounds. Btw the newly paved	12/31/2022 11:13 PM

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	streets are awesome but we need more paving done.	
24	Downtown	12/30/2022 7:39 PM
25	Never enough off street parking.	12/30/2022 6:05 PM
26	With the amount of traffic flow and congestion within the downtown area, there is a lack of adequate public parking space. There is currently only one public parking lot, however it fills quickly with Courthouse employees and businesses workers, leaving few parking spaces for tourists or shoppers. The other parking lot is privately owned. Street parking fills quickly leaving few options for patrons to park.	12/30/2022 10:22 AM
27	Despite there being at least three parking lots in Downtown Ste. Genevieve, at least two are inaccessible during Jour de Fete, forcing people to park along the streets. I know people park at Sabreliner and get bussed in, it's inconvenient.	12/30/2022 12:10 AM
28	In the tourist areas I feel the street parking is crowded and it is difficult to know where to park in ores to enjoy shops, dining and walking.	12/29/2022 8:57 AM
29	On cities streets	12/28/2022 8:32 PM
30	Most of the time I think the parking is fine. However, sometimes when cars are double parked down town it causes issues especially in the morning when people are dropping kids off at school and buses are trying to get through. We also have people who just stop in the middle of the road in front of Valle to drop off kids instead of following the proper procedure to drop their children off. This is not only dangerous for other drivers but for the children the parents are dropping off.	12/28/2022 3:00 PM
31	Parking sucks everywhere! The only decent lot is behind the third street buildings	12/28/2022 12:43 PM
32	Along merchant st 3rd Street	12/28/2022 10:41 AM
33	Not enough parking and buildings are to close. We have people trying to park in our driveway during jour de fete	12/28/2022 9:52 AM
34	Most shops in historic district has poor options it should be one all the way around courthouse and there is not enough parking for that either. The parking that is allowed along most streets like Market is completely dangerous so many vehicles have been side swiped. And another thing the lack of sidewalks is also a safety concern for these kiddos that have to walk to school using streets like Market. Buses won't pick them up yet expects kids to walk this street that is congested during these times and has no sidewalks that they can stay on. That in itself should be an eye opener.	12/28/2022 9:29 AM
35	Everywhere the streets are too narrow to safety park . There's one parking lot and it's mainly used for employee parking not for visitors	12/28/2022 9:26 AM
36	It makes it very difficult to take 4th St, to the public school. It reduces it to almost one lane in many places.	12/28/2022 9:22 AM
37	We need more parking elsewhere besides on the side of main street and 4th between market and Washington. On main Street between the trussle and market is always too congested and only allows 1 car traffic to get through. It's also always congested between merchant and Jefferson.	12/28/2022 9:16 AM
38	There are a lot of homes in the downtown area that have on street parking. There are some very large vehicles that are parked right at intersections and it makes it very difficult to see on coming traffic when the area is not a 4 way stop. Specifically Jefferson St and 3rd St	12/28/2022 9:14 AM
39	We seem to not have the space for major city hosted events, and have to bus people in from businesses. That is a long way and seems to show you all you need to know about the lack of downtown parking spaces. Even when it is not as busy and you need to park somewhere downtown, we are just now starting to pour resources into creating more parking spaces down there.	12/28/2022 9:14 AM
40	Xxx	12/28/2022 9:12 AM
41	There is no parking downtown!	12/28/2022 9:10 AM
42	Any downtown festivals, school activities, parades, etc. There is limited options especially for handicap and families with young children who can't walk for blocks.	12/28/2022 9:06 AM

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43	Parking along 4th street is major cause of congestion	12/28/2022 9:01 AM
44	Downtown parking has improved but is still lacking. The downtown area tends to be very congested during the week	12/28/2022 8:57 AM
45	There is very little room on the streets when people park on both sides. It would be a challenge getting an emergency vehicle through some streets with both sides used for parking. The parking lot behind the museum and the Anvil was a great addition. I wish there was more on Main Street that wasn't designated for only customers of certain places.	12/27/2022 11:29 PM
46	Public Parking for down town shops is lacking.	12/27/2022 1:41 PM

Q14 If you have additional comments regarding transportation, please provide them below.

Answered: 25 Skipped: 120

#	RESPONSES	DATE
1	Sidewalks are a joke. Biking for children, kinda crazy. We need major improvements and encouragement for people to walk and bike more and feel their children are safe doing so. I live less than a mile from the grocery store, but can't walk/bike there!	2/6/2023 9:04 PM
2	Nice to have shuttle or train to St Louis airport available.	1/29/2023 5:42 PM
3	While we have SMTS - we don't have any other options. Mostly because no one can make a living off of a cab because of not enough growth	1/28/2023 10:50 AM
4	Electric vehicle charging options should encouraged for government, park and retail agencies, also with hotel and Airbnb establishments to promote electric vehicle visitors to Ste Genevieve	1/25/2023 9:50 PM
5	We need Uber, Lyft, or some other car service avbl on town for residents and visitors.	1/24/2023 4:12 PM
6	High school students speeding, squealing tires, and their other shenanigans creates traffic and safety issues. And the noise ordinance is a joke.	1/18/2023 9:13 AM
7	Allowing parking on both sides of Main Street and on both sides of Merchant causes traffic delays, can block truck traffic and cars and endanger pedestrians.	1/15/2023 11:53 AM
8	Main street, south of the north branch of the Gabouri is dominated by abandoned and vehicles under repair, scattered on Main Street and Washington Street. This looks like an active scrap yard or junkyard in the heart of our city. How is an individual allowed to use a public street for truck repair and storage?	1/6/2023 11:16 AM
9	Wish there was some form of public transportation besides the smts or whatever it's called. Even if it only runs part time.	1/6/2023 8:05 AM
10	Why is George Wehner allowed to have a junkyard in the N Main area? It's appalling and tourists see it and ask why. We are better than this.	1/6/2023 7:47 AM
11	None	1/4/2023 3:40 PM
12	I'm not sure that Ste. Genevieve is large enough to warrant the need for bus services or taxis. We have a trolley service for entertainment and SMTS for those with limited access to transportation. The drawback on SMTS is the service area. They don't go north beyond Ste. Genevieve County. So, there could be a need for transportation services that go to the reaches of St. Louis.	1/4/2023 7:56 AM
13	certain intersections that are currently only 2-way stop like Merchant and 2nd, need to be made into 4-way stops for safety -- also , crosswalks and cross walk safety need to be improved in downtown in general	1/4/2023 12:45 AM
14	SMTS is our only local transportation. The trolley could help with the lack of transportation. If you don't have a car there are Very Few ways to get around especially if you have kids. Watching walkers along 32 from Robinwood and triangle inn is a death waiting to happen. Hopefully a child is not hit. There is NO PLACE for people to walk in the areas that need sidewalks desperately!!	12/31/2022 11:13 PM
15	Driving on 4th street between Market and Washington can get hazardous with on street parking as well as phone poles almost in street. Can something be done (including making one-way)?	12/31/2022 4:17 PM
16	The roads are terrible. Again, if you visit surrounding counties the roads are a lot better than Ste. Genevieve's. I know we have a limited budget and everything costs but most times we end up patching all the holes and that only lasts for a couple months especially after it snows and they plow the roads. The City has patched my mother's road numerous times and it is tore	12/28/2022 3:00 PM

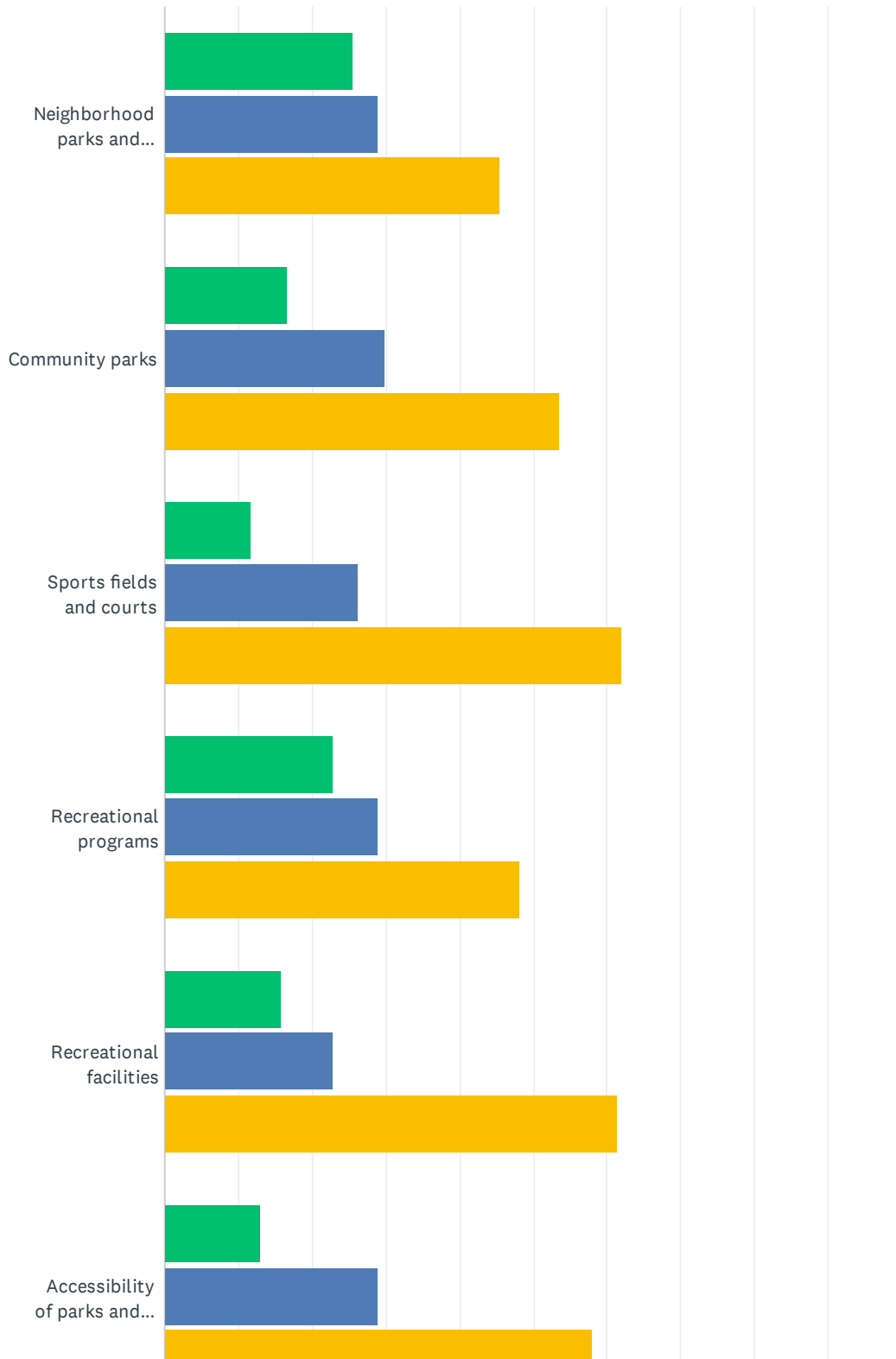
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up again in a couple months. Not to mention when they come out there may be 6 large holes on the road but they may only patch 3 of them.

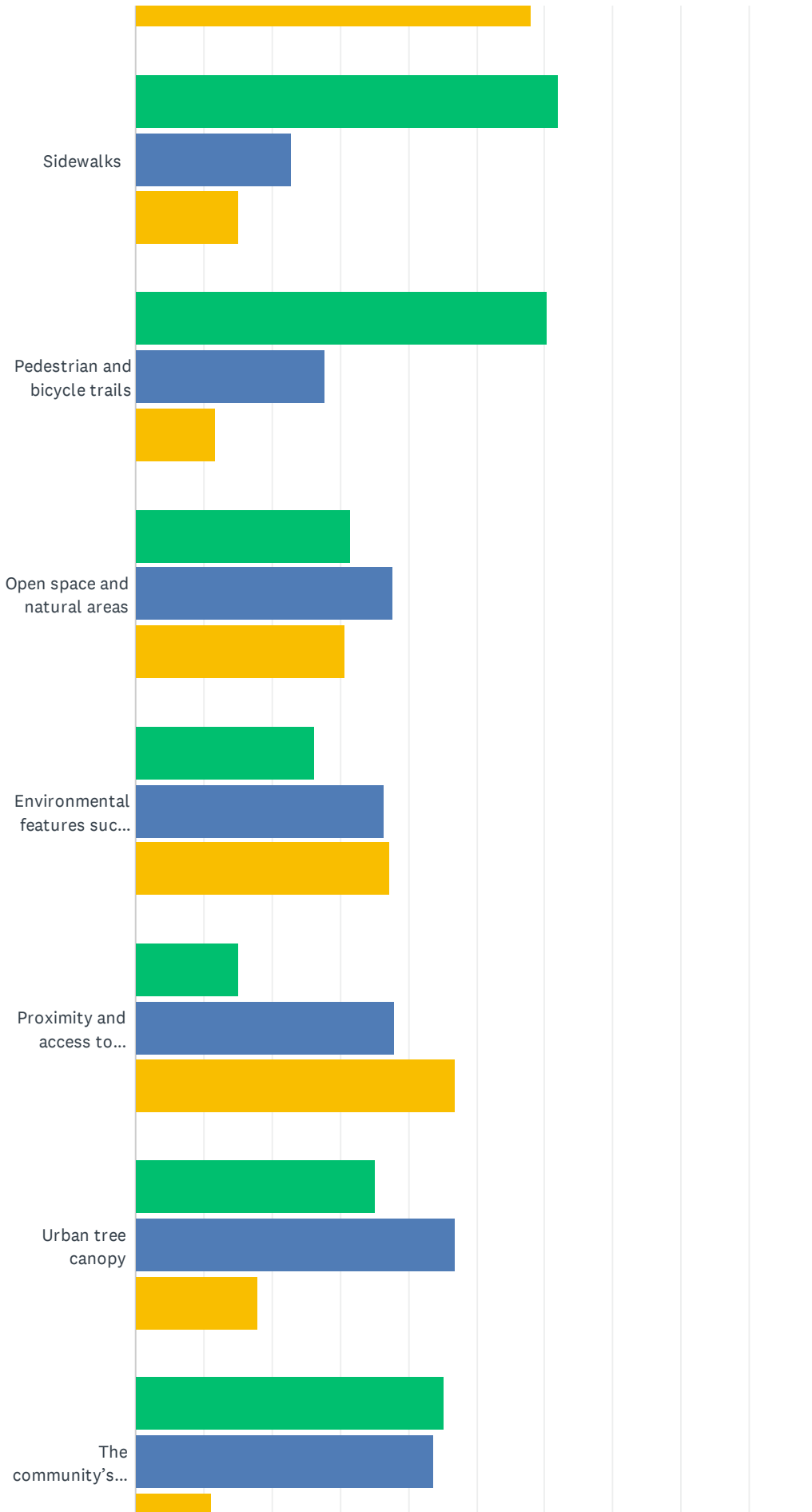
17	Need street improvement everywhere!!! Sidewalks are terrible and traffic is ridiculous with all the tourists	12/28/2022 12:43 PM
18	Public transport cabs, Ubers, buses	12/28/2022 10:41 AM
19	A train option to and from St. Louis and/ or Cape Girardeau would be amazing.	12/28/2022 10:08 AM
20	The traffic is ridiculous for such a small town. 61 is super dangerous how utility crews will set up on both sides and buses will be dropping kids off. Also many many streets in this town need redone not just asphalt dropped and packed in random spots. The street the parents have to take to drive kids to the bridge for school in the morning is an absolute horror. Many many streets in this town are in terrible condition.	12/28/2022 9:29 AM
21	No public options, 61 in the county looks like a junkyard in places.	12/28/2022 9:24 AM
22	We have no public transportation. It would help low income families, and most likely reduce the number of DWIs.	12/28/2022 9:22 AM
23	This town has no sidewalk from city hall to the grocery store. Steps need to be taken to correct this.	12/28/2022 8:48 AM
24	Sidewalks need work in many areas of the city limits, the sidewalks on jefferson are terrible in spots.	12/27/2022 8:06 PM
25	Affordable maintenance for streets is something to concentrate on. Create a connector street from Highway 61 to Maple Dr.	12/27/2022 8:23 AM

Q15 When considering the city of Ste. Genevieve's existing parks and recreation, identify if each of the following is a strength or weakness for the city today.

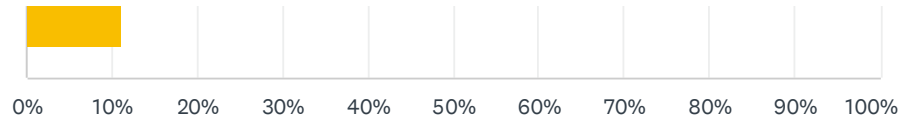
Answered: 145 Skipped: 0



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■ Weakness
 ■ Neutral
 ■ Strength

	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Neighborhood parks and playgrounds	25.52% 37	28.97% 42	45.52% 66	145	2.20
Community parks	16.67% 24	29.86% 43	53.47% 77	144	2.37
Sports fields and courts	11.72% 17	26.21% 38	62.07% 90	145	2.50
Recreational programs	22.76% 33	28.97% 42	48.28% 70	145	2.26
Recreational facilities	15.86% 23	22.76% 33	61.38% 89	145	2.46
Accessibility of parks and recreation	13.10% 19	28.97% 42	57.93% 84	145	2.45
Sidewalks	62.07% 90	22.76% 33	15.17% 22	145	1.53
Pedestrian and bicycle trails	60.42% 87	27.78% 40	11.81% 17	144	1.51
Open space and natural areas	31.47% 45	37.76% 54	30.77% 44	143	1.99
Environmental features such as rivers, forests, or unique topography	26.21% 38	36.55% 53	37.24% 54	145	2.11
Proximity and access to regional open spaces (e.g.: State parks)	15.17% 22	37.93% 55	46.90% 68	145	2.32
Urban tree canopy	35.17% 51	46.90% 68	17.93% 26	145	1.83
The community's efforts toward sustainability	45.14% 65	43.75% 63	11.11% 16	144	1.66

Q16 If you have additional comments regarding parks and recreation, please provide them below.

Answered: 31 Skipped: 114

#	RESPONSES	DATE
1	General upkeep to our existing city park is very very poor. The grass is always tall around the play areas, making it very difficult for small children to navigate. The play equipment is always dirty and needs power washed. Lots of weeds in the flower beds. There is a lot that could be done to make our existing park nicer. An actual playground is MUCH MUCH needed.	2/16/2023 3:40 PM
2	Forget the ten-foot wide concrete walking trail at Pierre Marquette Park, a nice four-foot wide asphalt trail is fine. We are usually the only two walking it! Spend the money on playground equipment, a cute little splash pad, snazz up the tennis courts, plant native plants, etc.	2/6/2023 9:07 PM
3	Roads and sidewalks are a negative.	1/29/2023 5:44 PM
4	Embrace the Mississippi River beauty with trails, parks, boating, camping, vehicle drives, ATV trails	1/25/2023 9:59 PM
5	More money allocated to parks department. Need more trees planted to replace felled trees. Would love to see trees planted on West side of 61 through business district. More appealing..	1/25/2023 3:22 PM
6	Would like to see more public gardens.	1/24/2023 4:14 PM
7	We could have a beautiful downtown area in this historic town but the lack of trees and decor especially around Christmas is an embarrassment to the town	1/20/2023 6:46 PM
8	No longer a public pool all might access as used to be and now covered over. Latch key kids cannot get to the community center and need money to pay. Need a new community pool so all might learn to swim this close to the Mississippi. Swim scholarships just as available as track 😊	1/15/2023 11:56 AM
9	Love the Community Center and surrounding area with the playground, ball fields etc. Is there a place to expand/utilize current facilities better? Old section of the community center is well used but sometimes it would be useful to spread activities out into the new sports complex rather than cram everyone into one gym.	1/10/2023 10:57 AM
10	Pere Marquette park master plan needs to be implemented. Bikes and pedestrian trails need to be improved throughout the city	1/6/2023 4:55 PM
11	The constant removal of trees in the downtown area has taken away the beauty of shade and in the summer it is miserably hot to walk some of the streets, especially Market and Main.	1/6/2023 8:49 AM
12	None	1/4/2023 3:41 PM
13	The community center is our strongest and best facility for this	1/4/2023 8:36 AM
14	Continue to build and offer outdoor use areas for the entire community. Don't limit to playgrounds or sports facilities. Look for other outdoor options like fishing ponds, sporting clay facilities, bike trails, dog parks, and so on.	1/4/2023 7:59 AM
15	we need to try to get a docking facility for river cruise lines such as viking installed, and connected by trails and/or shuttle services to shopping areas and attractions	1/4/2023 12:48 AM
16	We could use recycling cans downtown instead of everything going in the trash. I bet recycling center nah even pick them up on their daily routes.	1/3/2023 11:01 PM
17	City Park could add cabins to rent out to guests.	1/1/2023 2:06 PM
18	The parks we have are nice. The city park is not really used. We need more things throughout the park to bring in the residents and visitors. A splash pad for the kids since there is no public pool. You can not count the community center as something accessible to all citizens because the cost keeps many, many residents without. Bathrooms for pinkley & Brandons park need	12/31/2022 11:20 PM

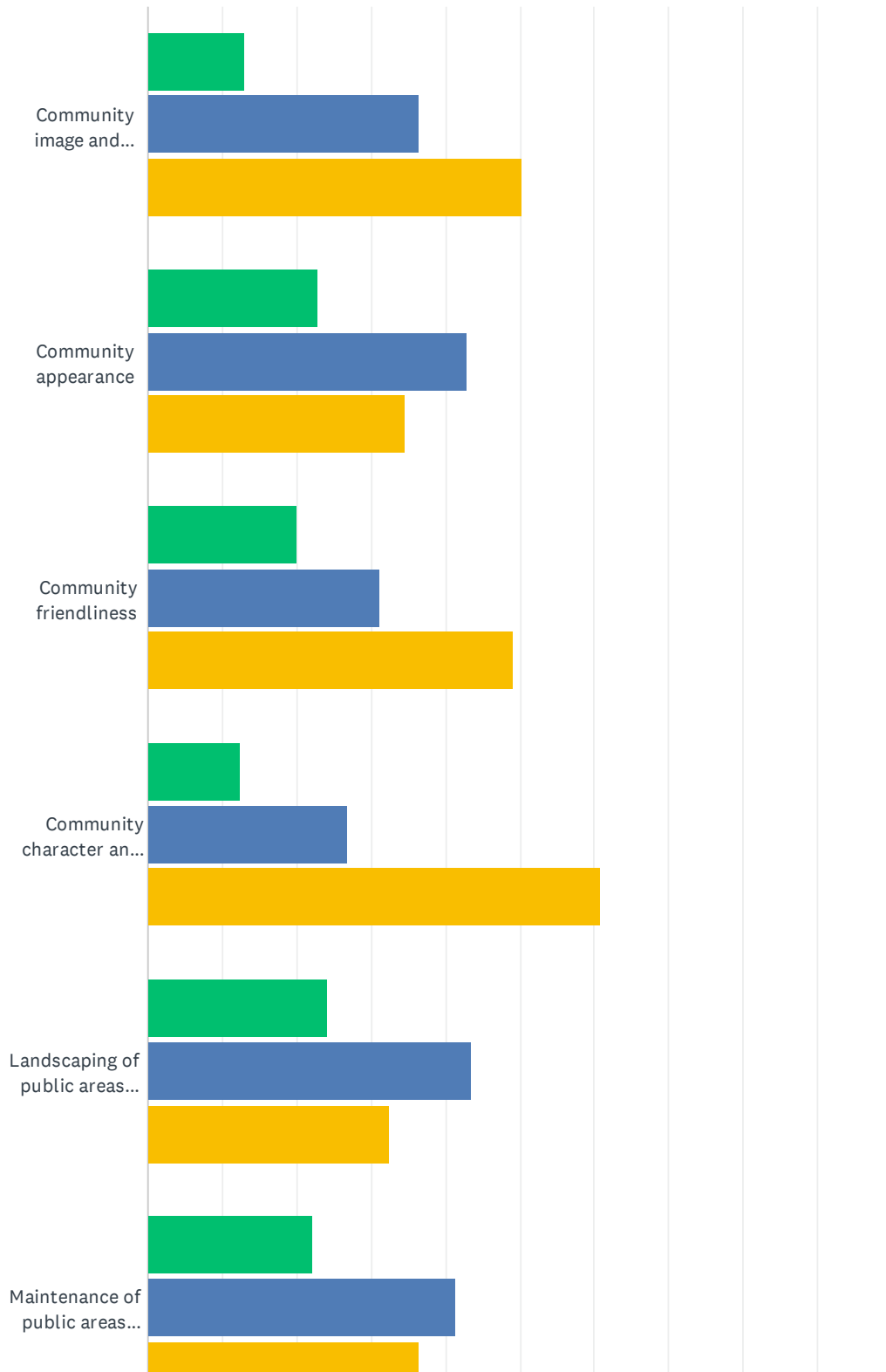
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easy to access bathrooms. Remember kids go to parks. They need nice bathrooms, not Johnny on the spot wanna bees.

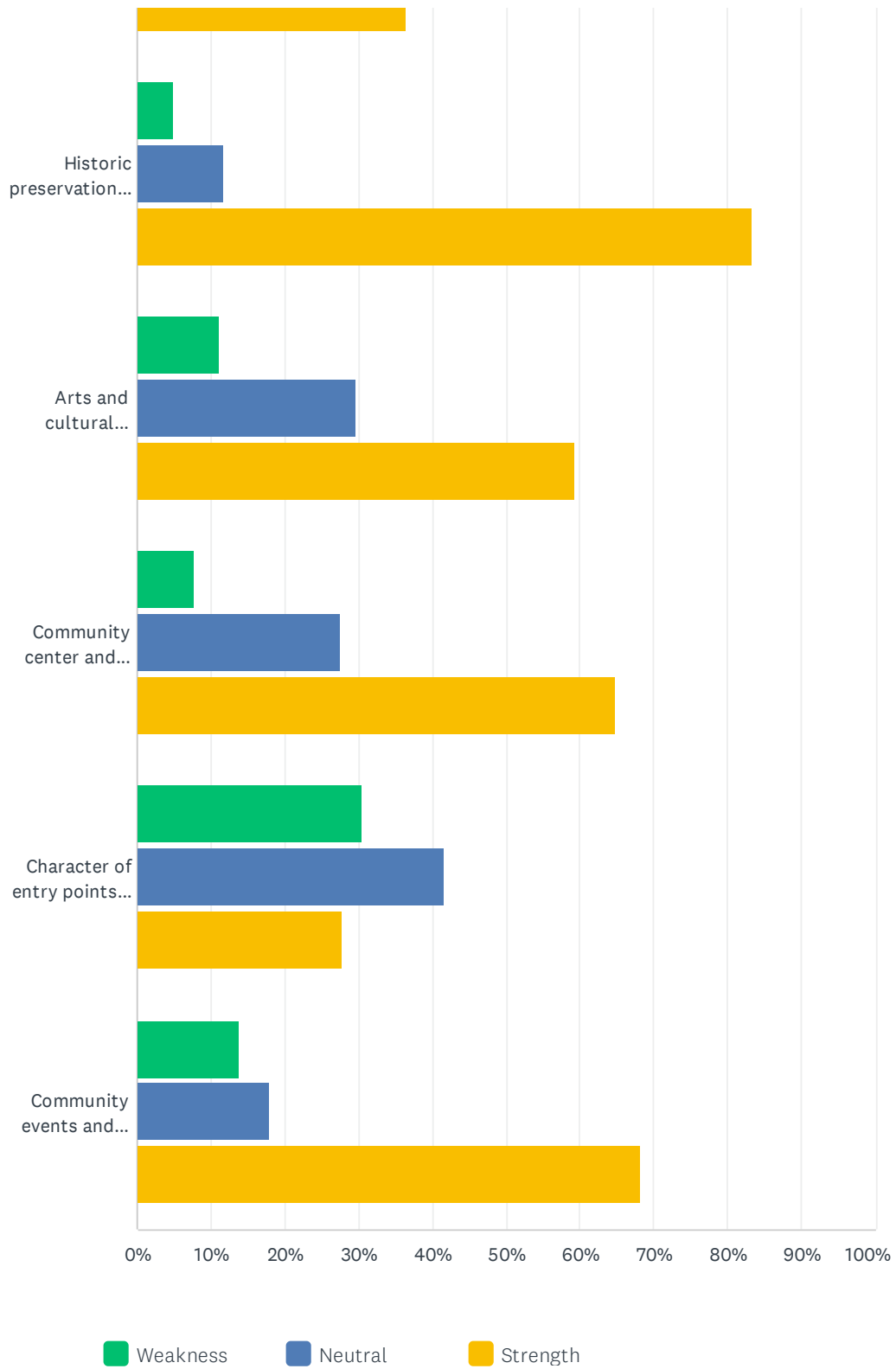
19	More spaces to gather in park areas.	12/29/2022 8:59 AM
20	The Community Center park has been very nice. The other parks in town could be nice but the facilities are not taken care of. It is difficult to take children to a park and have to leave when they need to use the bathroom because the bathrooms are so disgusting that even you as an adult do not want to use them. The ball fields in town are a lot better since the school took them over and of course the Challenger field is well taken care. Betty's field in the park is not taken care of. The grass is sometimes not cut before games and the seating is horrible. They should stop having games at this field unless someone is going to maintain it.	12/28/2022 3:04 PM
21	Ideas from well used community parks in St Louis or other towns should be borrowed to make our parks more appealing and useable.	12/28/2022 11:50 AM
22	All of the most charming small towns have a abundance of large trees in their downtown area. Ste. Gen could really use a concentrated effort to plant more large trees. If the roads had to be narrowed to accommodate this feature it would still be worth pursuing in my opinion. Furthermore, in other states any and every parking lot is planned with rows of trees included in the site layout. It adds shade and character to an otherwise unattractive hard scape.	12/28/2022 10:16 AM
23	DEFINITELY need more trees downtown!!	12/28/2022 10:10 AM
24	Although they are beautiful and must be protected please don't hyper focus on just this. There is a whole community that has other needs that must be met. Don't waste money trying to make more tourists attractions and abandon the actual citizens needs. Both can be equally approached.	12/28/2022 9:33 AM
25	Make more adult league programs	12/28/2022 9:25 AM
26	I would like to see more baseball fields (better kept ones for younger age groups) or an additional field built near progress parkway behind the complex or at Pierre Marquette Park. We do not have the (nice enough) hotels or fields to centralize when the Riverdogs host tourneys. When you look at any surrounding areas that host soccer tourneys, baseball tourneys, or softball tourneys, you could get a fraction of the participants to stay in town at a hotel, eat locally, spend locally, and increase ta revenue. We tend to have that split or use fields in multiple parts of the county an split those groups up into several different fields in vary different areas of the county. Curious if we have the infrastructure to host or keep those people closer to the downtown area where they could shop, stay, etc.	12/28/2022 9:22 AM
27	We have a ton of parks and we dont need to spend a ton of money on the main city park that does not get utilized due to its location and natural geography. It cant be saved by spending a lot of money on it. Its not located in a good place or with geography that makes it useable to the majority of people.	12/28/2022 9:13 AM
28	What efforts toward sustainability?	12/28/2022 9:08 AM
29	Information on recreational activities for youth is hard to find .	12/28/2022 8:52 AM
30	Mississippi River access should be a priority.	12/27/2022 5:08 PM
31	The city benefits from the County Community Center that has programs and space for recreation/exercise activities and staff to organize leagues and activities for children and adults. The city also benefits from multiple state park areas that highlight the rollings hills and natural areas of Ste. Gen. County.	12/27/2022 8:29 AM

Q17 When considering the city of Ste. Genevieve's existing image and identity, identify if each of the following is a strength or weakness for the city today.

Answered: 145 Skipped: 0



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	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Community image and reputation	13.10% 19	36.55% 53	50.34% 73	145	2.37
Community appearance	22.76% 33	42.76% 62	34.48% 50	145	2.12
Community friendliness	20.00% 29	31.03% 45	48.97% 71	145	2.29
Community character and appeal	12.41% 18	26.90% 39	60.69% 88	145	2.48
Landscaping of public areas and properties	24.14% 35	43.45% 63	32.41% 47	145	2.08
Maintenance of public areas and properties	22.07% 32	41.38% 60	36.55% 53	145	2.14
Historic preservation and assets	4.83% 7	11.72% 17	83.45% 121	145	2.79
Arts and cultural amenities	11.03% 16	29.66% 43	59.31% 86	145	2.48
Community center and focal point	7.59% 11	27.59% 40	64.83% 94	145	2.57
Character of entry points into the community	30.56% 44	41.67% 60	27.78% 40	144	1.97
Community events and festivals	13.79% 20	17.93% 26	68.28% 99	145	2.54

Q18 If you have additional comments regarding image and identity, please provide them below.

Answered: 28 Skipped: 117

#	RESPONSES	DATE
1	The downtown area is kept very nice. There are a few areas, specifically leaving the downtown area and headed to the river, that could use some cleanup (broken down cars and grown up grass). I always thought this was such an eyesore. You leave the lovely downtown to head to the park or the river and it looks almost vacant there. Adding a bike trail to the levee would be a nice upgrade as well.	2/16/2023 3:43 PM
2	Not sure how, but need more Ste Genevieve feel everywhere, not just downtown. I remember the first time I came here down 32 -- I thought, oh no, this is it?	2/6/2023 9:09 PM
3	Improve sidewalk and streets.	1/29/2023 5:46 PM
4	Remove vehicles not licensed or operational from area within historic district, and within City limits. Remove, clean up and/or shield unsightly storage areas of businesses within the historic area/within city limits.	1/25/2023 10:06 PM
5	Would be nice to have more events that are more history oriented. Events in the downtown area would be nice too.	1/25/2023 1:45 AM
6	We definitely need more focus on the strengths we have: culture, history, the arts.	1/24/2023 4:16 PM
7	For a town that has so much h history and could be a great destination town, it still lacks character as you come into town and the run down house on main st is such an eyesore and a few on merchant st.	1/20/2023 6:51 PM
8	Community Center needs to coordinate with park and recreation department to run recreation programs for kids in town for kids without transportation in summer. Such is the morn in many places. PS Community indoor pool needs an exhaust fan on north wall.	1/15/2023 11:58 AM
9	Our community center is very friendly and a extremely clean facility!!	1/10/2023 11:10 AM
10	Entering the city from Highway 61, the stretch between Highway O and South, as some of the most undesirable houses, trailers and junk, strewn yards. How can people be allowed to absolutely do nothing except throw trash in their yard?	1/6/2023 11:35 AM
11	I love all the events our town has to offer!	1/5/2023 12:20 PM
12	None	1/4/2023 3:41 PM
13	Continued improvements that will draw new families and revenue to the community.	1/4/2023 8:01 AM
14	fixing sidewalks and getting the boarded up empty buildings in downtown cleaned up would help	1/4/2023 12:50 AM
15	We are known a good 60 mile radius. I often hear people talk about when they came to Ste Genevieve which is nice!!	12/31/2022 11:23 PM
16	National Park area should be as pedestrian friendly as possible. Again, driving through this congested area (Main Street) should be reviewed.	12/31/2022 4:22 PM
17	Too expensive to use community center	12/30/2022 7:43 PM
18	Downtown character entry points are not always identifiable.	12/29/2022 9:01 AM
19	It seems Ste. Genevieve is most concerned with maintaining the historic houses in Ste. Genevieve. The Community Center is nice and the Ste. Genevieve schools are well maintained. Our community events and festivals have also declined. Jour de Fete used to be huge and each year I go, I cannot believe how it has declined over the years. Ever since they said the items had to be hand-made it ruined the festival. Once again we were worried about	12/28/2022 3:09 PM

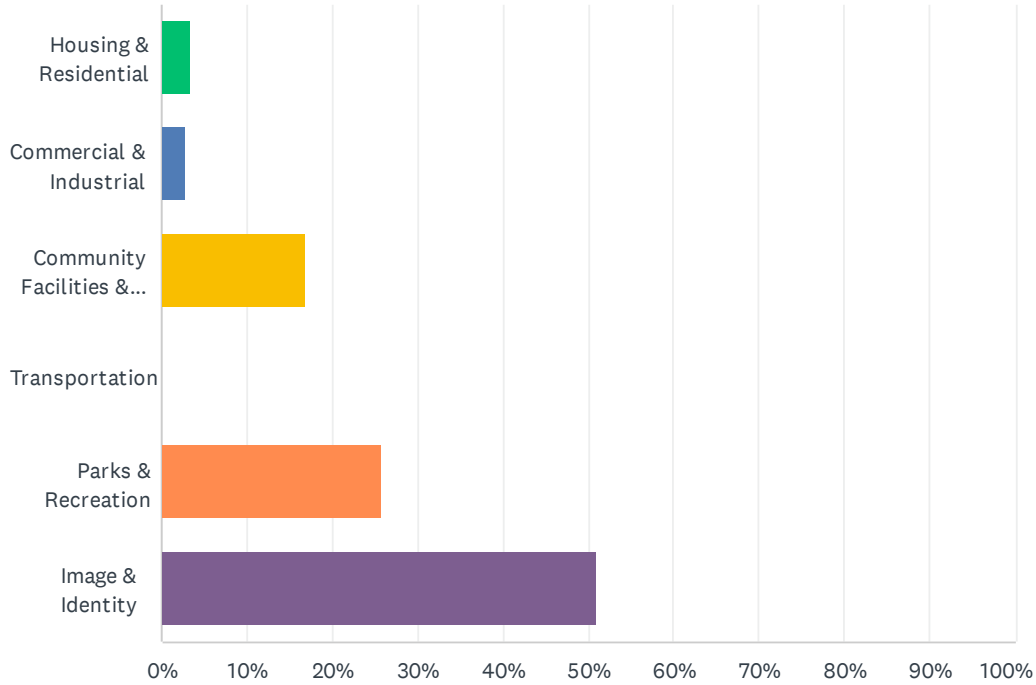
Ste. Genevieve Comprehensive Plan Community Survey

maintaining history rather than continuing with growth and prosperity. Soon our young children are not going to want to live in Ste. Genevieve, they will be going to the surrounding counties and St. Louis due to the growth and options they provide.

20	Ste gen is a great place to visit but is difficult for homeowners especially ones who want to improve their properties	12/28/2022 12:50 PM
21	When entering town from any direction it appears to be another depressed dead town which it is not.	12/28/2022 10:21 AM
22	Need to clean up areas going into the community and liven it up a lot	12/28/2022 9:55 AM
23	The streets are poor quality focus on more then tourist areas. The Valle catholic school needs moved somewhere to accommodate its growth. This town needs a minor overhaul. I love it.	12/28/2022 9:38 AM
24	If Jour De Fete is going to be a marquee event, it needs focus. It's not great. Also, this town doesn't take we'll to outsiders. It's very insular and clique oriented.	12/28/2022 9:26 AM
25	Outside maybe a couple of buildings the town is pretty junky.	12/28/2022 9:08 AM
26	There is not enough available information about when and where community events are happening; nor advertising outside of our downtown community.	12/28/2022 9:08 AM
27	The town is seen as a town of weird and clickish people that can be overly friendly in a way that seems fake. We should work on that.	12/28/2022 8:59 AM
28	The city has streetscape issues along state highways that will be costly to make improvements.	12/27/2022 8:31 AM

Q19 Of the topics previously discussed, which is the city of Ste. Genevieve's greatest strength?

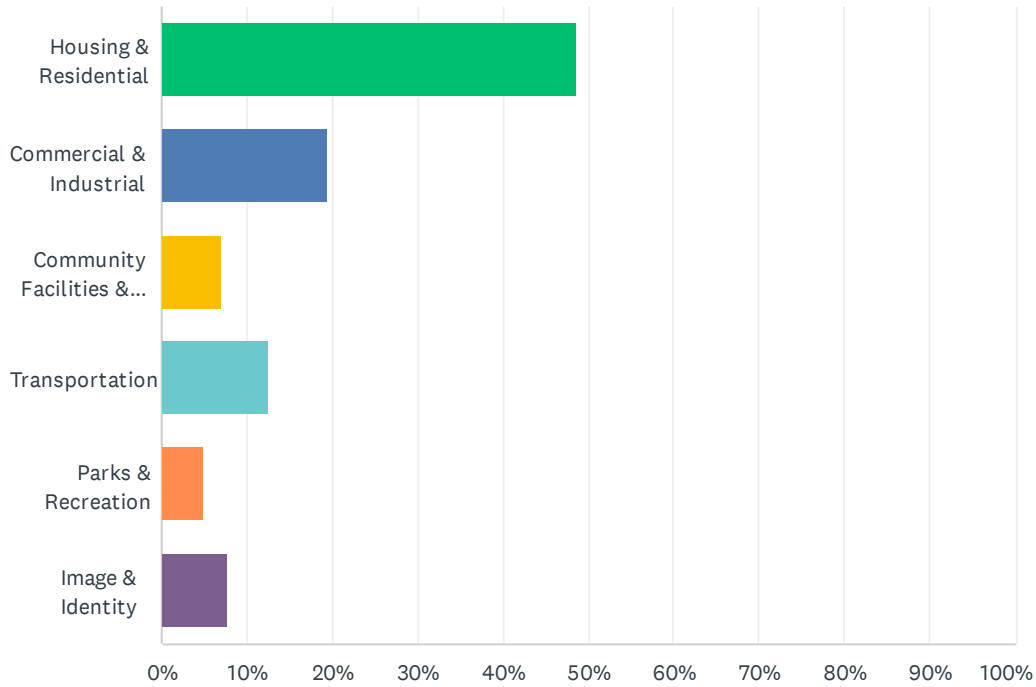
Answered: 143 Skipped: 2



ANSWER CHOICES	RESPONSES	
Housing & Residential	3.50%	5
Commercial & Industrial	2.80%	4
Community Facilities & Services	16.78%	24
Transportation	0.00%	0
Parks & Recreation	25.87%	37
Image & Identity	51.05%	73
TOTAL		143

Q20 Of the topics previously discussed, which is the city of Ste. Genevieve's greatest weakness?

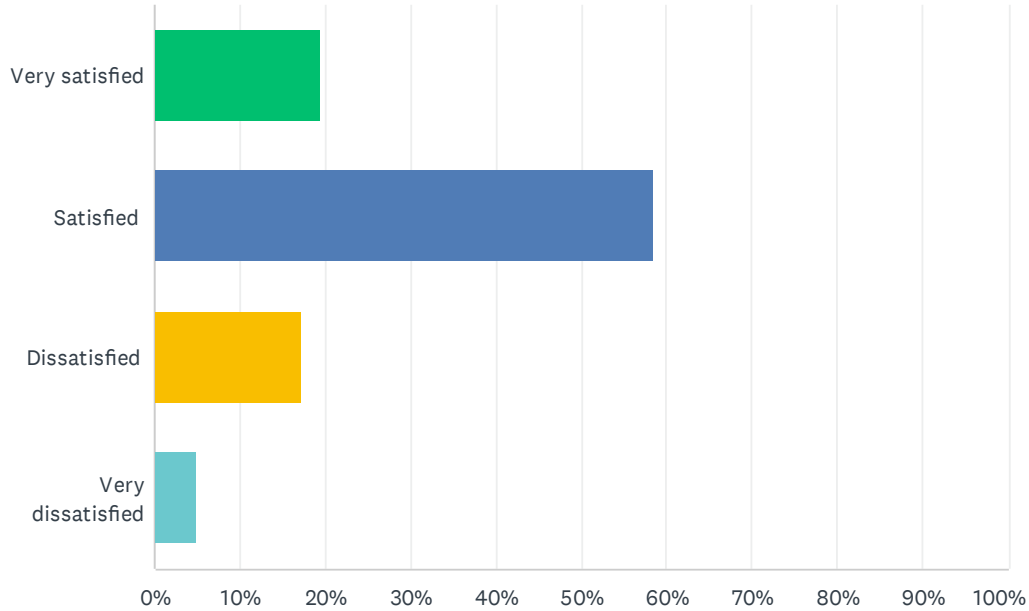
Answered: 144 Skipped: 1



ANSWER CHOICES	RESPONSES	
Housing & Residential	48.61%	70
Commercial & Industrial	19.44%	28
Community Facilities & Services	6.94%	10
Transportation	12.50%	18
Parks & Recreation	4.86%	7
Image & Identity	7.64%	11
TOTAL		144

Q21 How satisfied are you with the overall quality of life in the city of Ste. Genevieve?

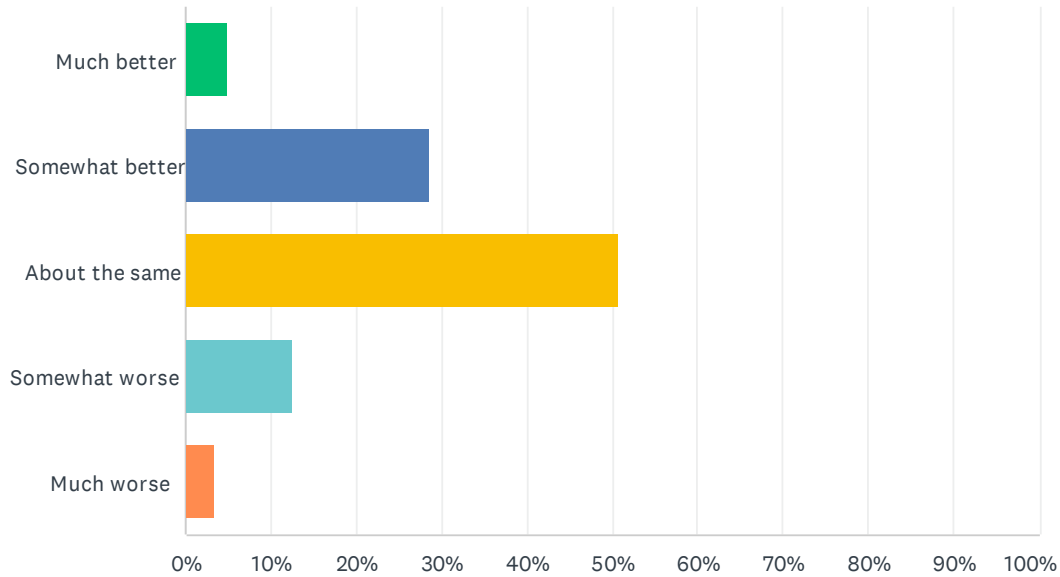
Answered: 144 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very satisfied	19.44%	28
Satisfied	58.33%	84
Dissatisfied	17.36%	25
Very dissatisfied	4.86%	7
TOTAL		144

Q22 How does the quality of life in the city today compare to ten years ago, or since you moved to the community if less than ten years?

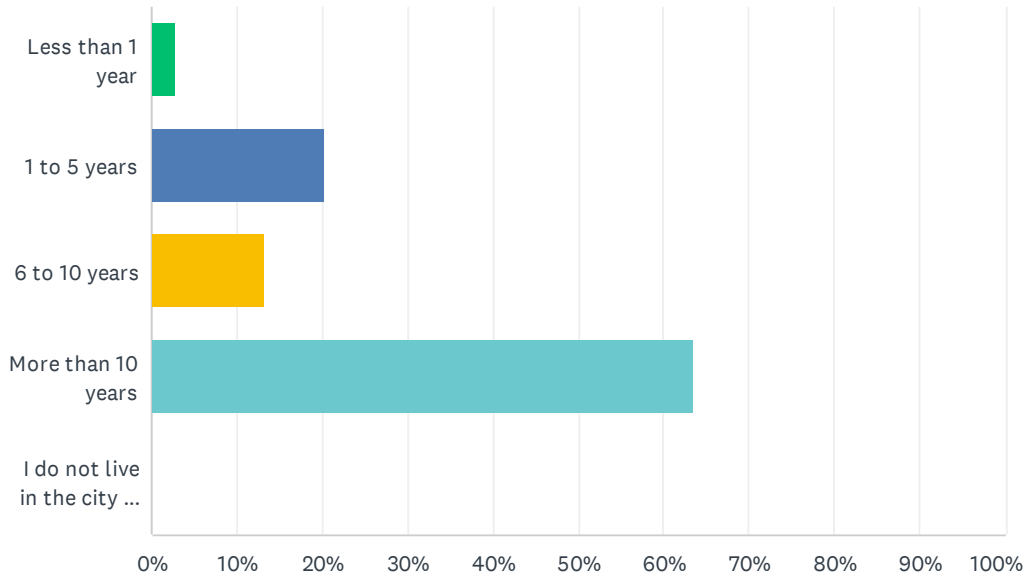
Answered: 144 Skipped: 1



ANSWER CHOICES	RESPONSES	
Much better	4.86%	7
Somewhat better	28.47%	41
About the same	50.69%	73
Somewhat worse	12.50%	18
Much worse	3.47%	5
TOTAL		144

Q23 How long have you lived in the city of Ste. Genevieve?

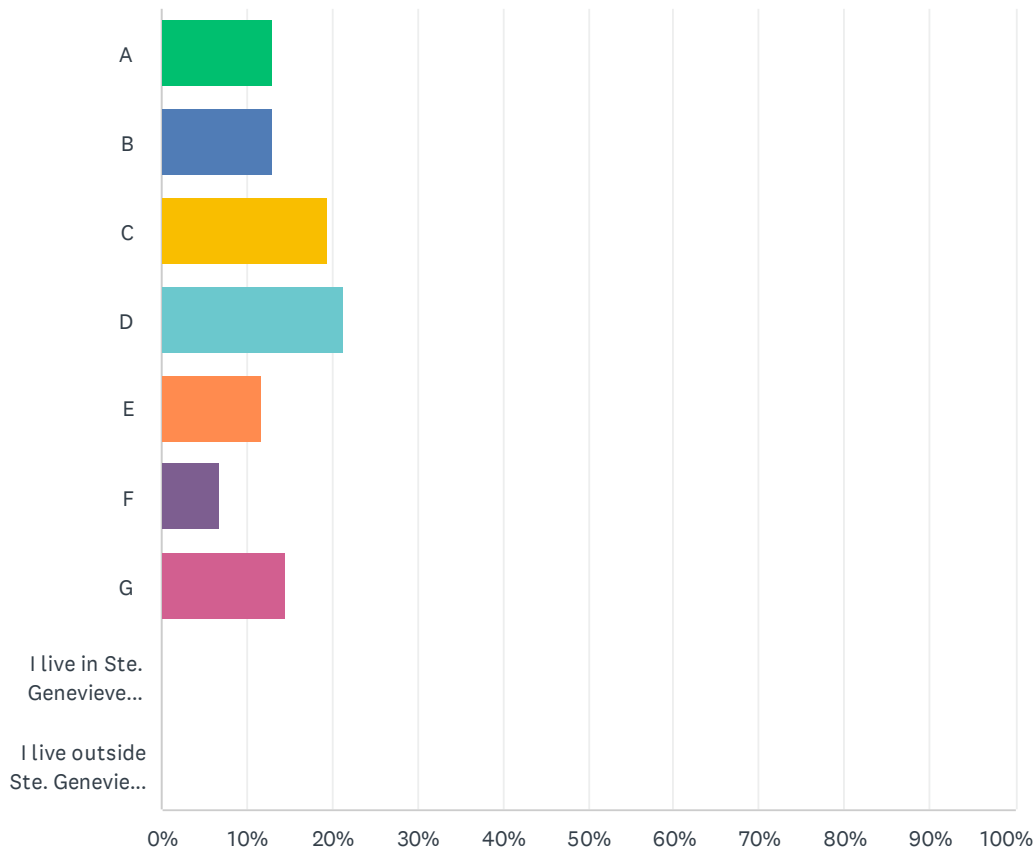
Answered: 143 Skipped: 2



ANSWER CHOICES	RESPONSES	
Less than 1 year	2.80%	4
1 to 5 years	20.28%	29
6 to 10 years	13.29%	19
More than 10 years	63.64%	91
I do not live in the city of Ste. Genevieve	0.00%	0
TOTAL		143

Q24 Using the map below, indicate in which part of the city you live.

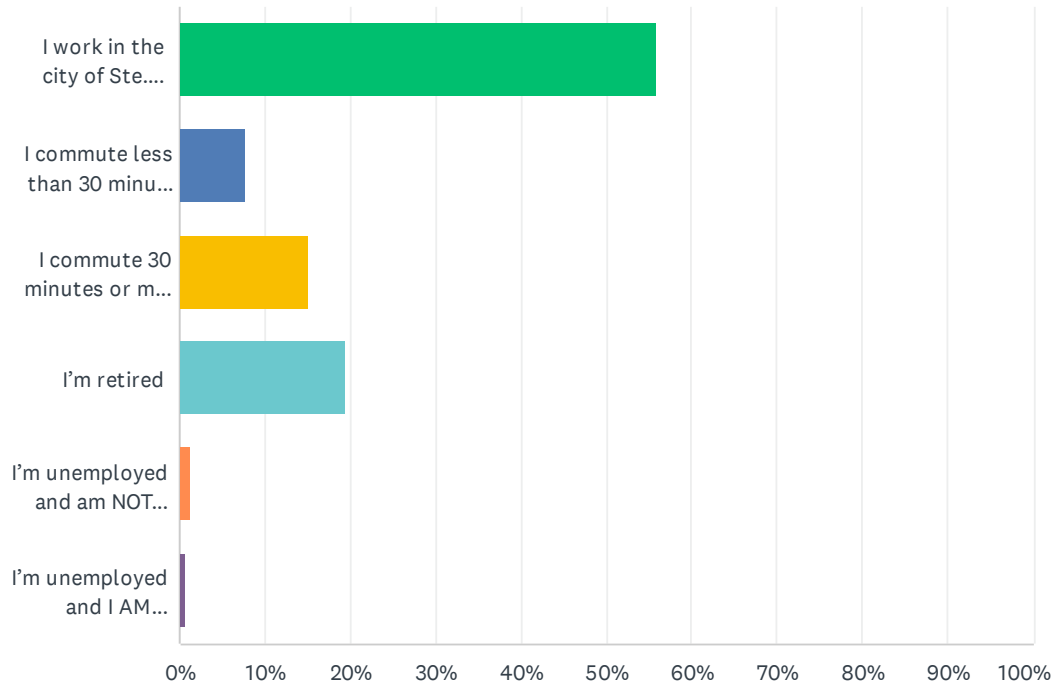
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
A	13.10%	19
B	13.10%	19
C	19.31%	28
D	21.38%	31
E	11.72%	17
F	6.90%	10
G	14.48%	21
I live in Ste. Genevieve County, but outside the city of Ste. Genevieve	0.00%	0
I live outside Ste. Genevieve County	0.00%	0
TOTAL		145

Q25 Where do you work?

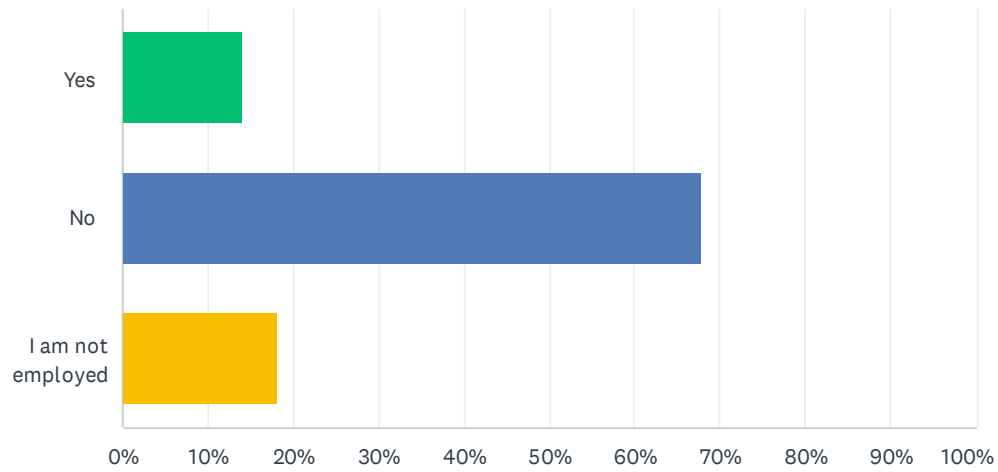
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
I work in the city of Ste. Genevieve	55.86%	81
I commute less than 30 minutes to work	7.59%	11
I commute 30 minutes or more to work	15.17%	22
I'm retired	19.31%	28
I'm unemployed and am NOT seeking employment	1.38%	2
I'm unemployed and I AM seeking employment	0.69%	1
TOTAL		145

Q26 If you are employed, do you generally work from home/telecommute?

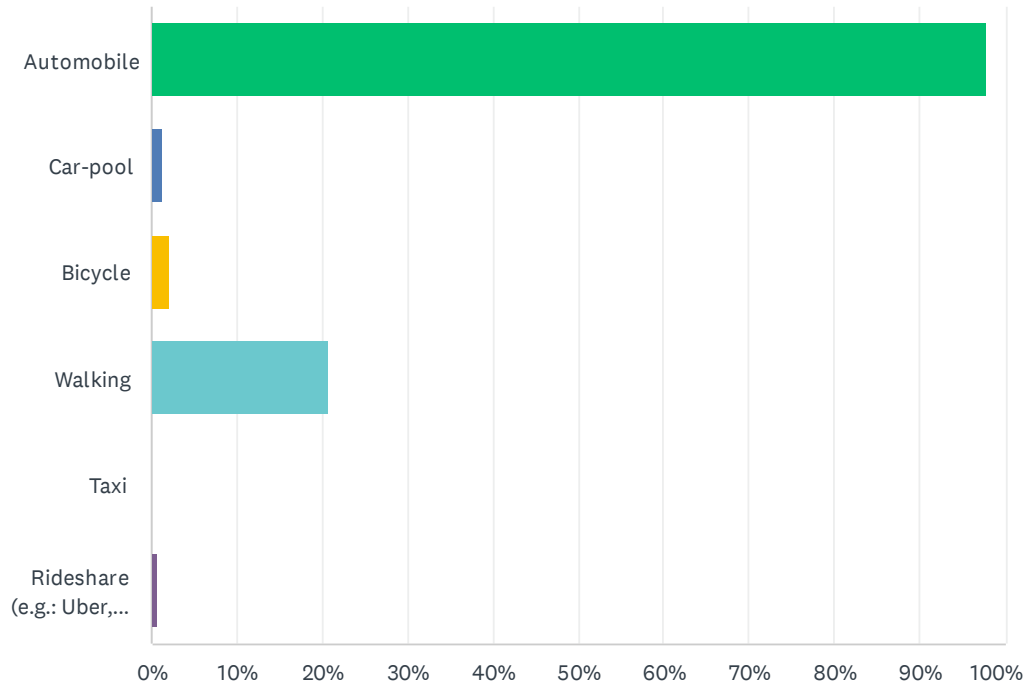
Answered: 143 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	13.99%	20
No	67.83%	97
I am not employed	18.18%	26
TOTAL		143

Q27 What are your primary modes of transportation? (Select all that you use on a regular basis for transportation, excluding recreation)

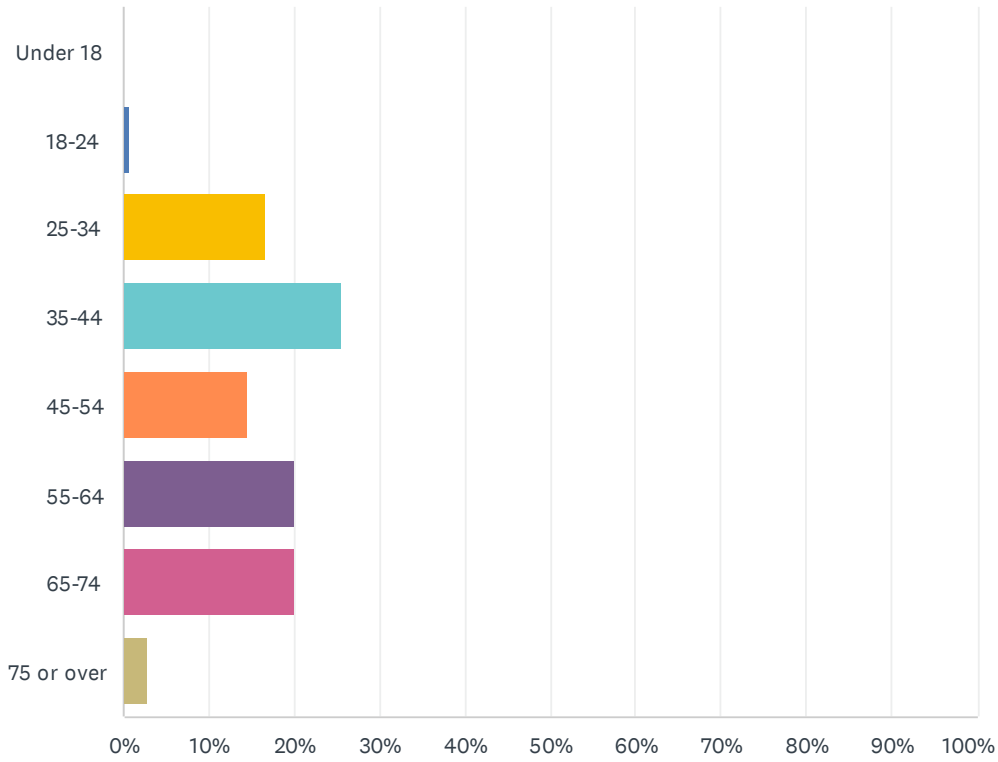
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Automobile	97.93%	142
Car-pool	1.38%	2
Bicycle	2.07%	3
Walking	20.69%	30
Taxi	0.00%	0
Rideshare (e.g.: Uber, Lyft)	0.69%	1
Total Respondents: 145		

Q28 How old are you?

Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.69%	1
25-34	16.55%	24
35-44	25.52%	37
45-54	14.48%	21
55-64	20.00%	29
65-74	20.00%	29
75 or over	2.76%	4
TOTAL		145

Q29 Please provide any additional comments about the city of Ste. Genevieve that you have not already shared.

Answered: 30 Skipped: 115

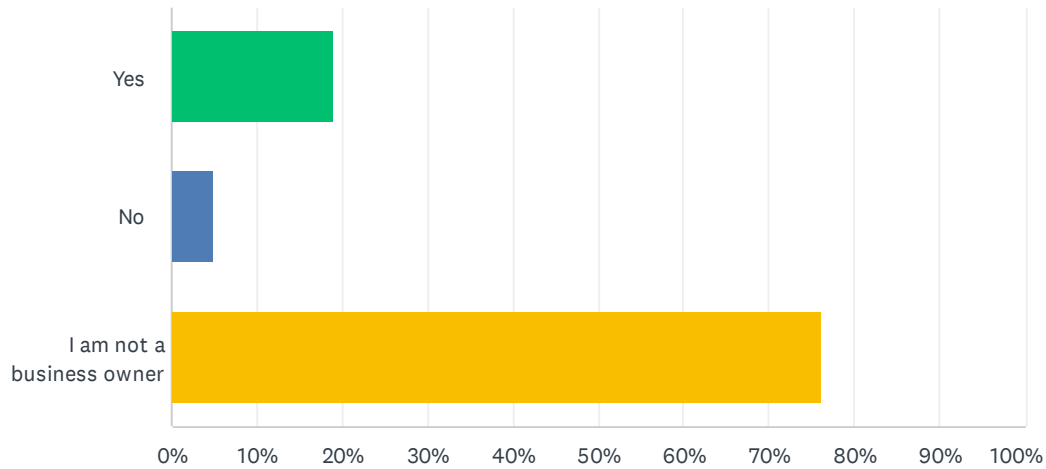
#	RESPONSES	DATE
1	Adding some night life, breweries into the down town area would be huge, upgrading park with playground, splashpad and nice walking/biking trails appealing to young families would also be beneficial. Increasing childcare availability for children below school age as well as preschool availability. All these items would draw in young families as well as keep families in the community rather than moving out.	2/16/2023 3:47 PM
2	I think that Ste Genevieve could be super special. We need visionaries in charge. Progressives, not regressives.	2/6/2023 9:12 PM
3	Sinkholes need addressing	1/30/2023 9:14 AM
4	Nice friendly historic town.	1/29/2023 5:50 PM
5	We need a Walmart and need housing bad.	1/28/2023 1:58 PM
6	Street and sidewalks are in very poor condition many areas in the historic district. Lack of street curbs and gutters promotes sidewalk deterioration. City needs to replace streets, utilities, curbs, gutters and sidewalks on a street by street basis to provide complete long lasting improvement. Street repair needs to be full curb and gutter, granular base and sub base, stormwater drainage work not just milling and patch repairs. Sidewalk repairs by home owners may have limited service life without street repairs including curb and gutter repair. Stormwater systems needed for many areas of the community.	1/25/2023 10:26 PM
7	Would like to see more healthy-type stores/options (Trader Joe's, Fresh Market) and at least one department store for necessities but not in downtown area.	1/24/2023 4:40 PM
8	It's sad that this is a historic river town there is really no access to the river or a restaurant with a dock on the river. That is always a request when I have friends or relatives visiting and there is no place to take them for an enjoyable time on the river	1/20/2023 6:56 PM
9	I wish the city would crack down on run down houses in especially in the historic district. It's an embarrassment especially on Main st and Merchant st.	1/18/2023 7:54 AM
10	Ste Genevieve is a lovely place with much potential to draw in new business and residents which historic properties are helping to make more appealing to those who might want to live here. This we need to improve streets, sewers, internet access, and do something about abandoned houses.	1/15/2023 12:07 PM
11	n/a	1/11/2023 8:25 AM
12	city could use a good general clean-up. property owners should be strongly encouraged to keep their property "up".	1/10/2023 9:22 AM
13	The practice of demolition by neglect in downtown needs to stop, we have abandoned/neglected 19th century buildings next to Natl Park areas. Tourists see this and think we don't care about our town.	1/6/2023 7:54 AM
14	None	1/4/2023 3:44 PM
15	n/a	1/4/2023 8:04 AM
16	different interest groups including especially attractions, businesses, and event organizers need to be encouraged to take a more engaged, proactive , and collaborative role in helping to improve awareness of what the community has to offer and making the processes work -- they have to stop looking to the city to fix everything for them; and when the City does partner with the interest groups it needs to make sure that it is treating all involved parties equally and not showing favoritism	1/4/2023 12:58 AM

Ste. Genevieve Comprehensive Plan Community Survey

17	Streets are worse now than 10 years ago.	1/1/2023 2:11 PM
18	We need Retail & Housing desperately then industry can come. We need a future. Quality of life can not improve living primarily in the past. Our history is rich but the future of the town keeping up with no growth is grim. It's sad we cant keep our children in Ste Genevieve after high school. I will say our overall town appeal has increased in the last 10 years.	12/31/2022 11:29 PM
19	Great tradition. Great people. Intelligent expansion/construction of the area will have positive impact.	12/31/2022 4:25 PM
20	"Going Big" can break a good community.	12/28/2022 10:34 PM
21	I am glad to see the City taking steps to survey the people. I just feel it is sad to constantly have to drive 30+ minutes anywhere to be able to shop. The town needs to embrace change as we are going into 2023 and realize while history is an important part of Ste. Genevieve our children and grandchildren are never going to want to live here if we cannot embrace change and growth.	12/28/2022 3:14 PM
22	The trains have been ridiculous of late and seem to be super loud even in the middle of the night to the point they wake you up even if you have a TV or something on. The town people are nice but the roads are crap and the sidewalks are worse. With the influx of out of towners there needs to be more buses so no children have to walk to and from school especially on narrow streets. The historic board for buildings needs to be overhauled and not so restrictive as to where properties are left to deteriorate and become unlivable simply because they will not budge and allow people to improve or at the bare minimum repair their properties.	12/28/2022 12:56 PM
23	Focus should be made on entertainment and activities for teenagers.	12/28/2022 12:03 PM
24	Yard appearance should be better enforced.	12/28/2022 10:16 AM
25	I have lived here 22 years I loved it but now I'm here cause I planted roots. I don't see myself moving and really hope things improve. We really do need a Walmart.	12/28/2022 9:57 AM
26	You can preserve the past and embrace the future at the same time.	12/28/2022 9:27 AM
27	Xxx	12/28/2022 9:16 AM
28	The historic buildings on Main Street owned by Cavanaugh's and Wehner are falling apart/down. They look awful. The broken down cars everywhere looks awful. Buddy's looks like a flea market.	12/28/2022 9:11 AM
29	There have been nice improvements to the city, such as street lights, etc. There needs to be more done to build the 'face of' a historic community.	12/27/2022 8:12 PM
30	More available housing, more employment training, more childcare options for working adults, better coordination between city and county governments.	12/27/2022 8:34 AM

Q30 If you are an owner of a business located in the city of Ste. Genevieve, would you be willing to answer a few additional questions about doing business in the city?

Answered: 143 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	18.88%	27
No	4.90%	7
I am not a business owner	76.22%	109
TOTAL		143

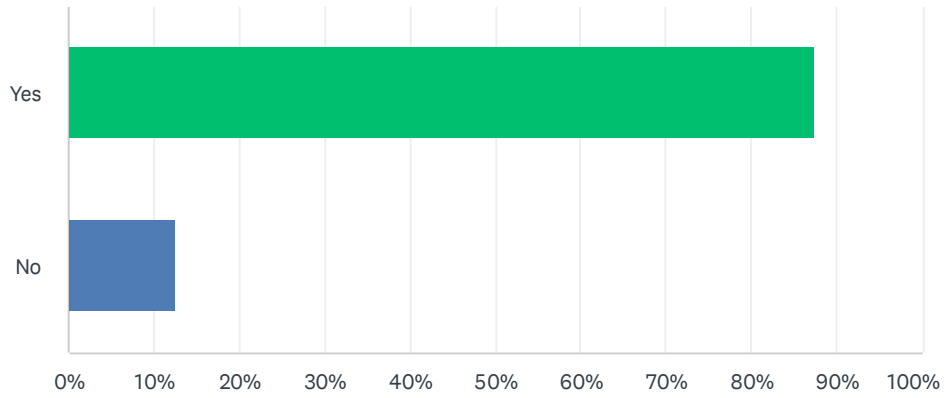
Q31 (Optional) What is the name and address of your business?

Answered: 10 Skipped: 135

#	RESPONSES	DATE
1	American custard company 1055 progress parkway	1/19/2023 4:38 PM
2	207 Plaza Drive, Suite D	1/10/2023 10:53 AM
3	optional	1/10/2023 9:31 AM
4	Main Street Inn Antique Mall	1/6/2023 11:45 AM
5	Centre for French Colonial Life 198 Market St.	1/4/2023 1:04 AM
6	Common Grounds	12/31/2022 6:53 PM
7	Maid Sparkling Clean located in my home	12/28/2022 1:02 PM
8	J's Laundry	12/28/2022 11:29 AM
9	County Home Center 205 Plaza Dr	12/28/2022 9:05 AM
10	Saras Ice Cream	12/27/2022 5:21 PM

Q32 Do you live in the city of Ste. Genevieve?

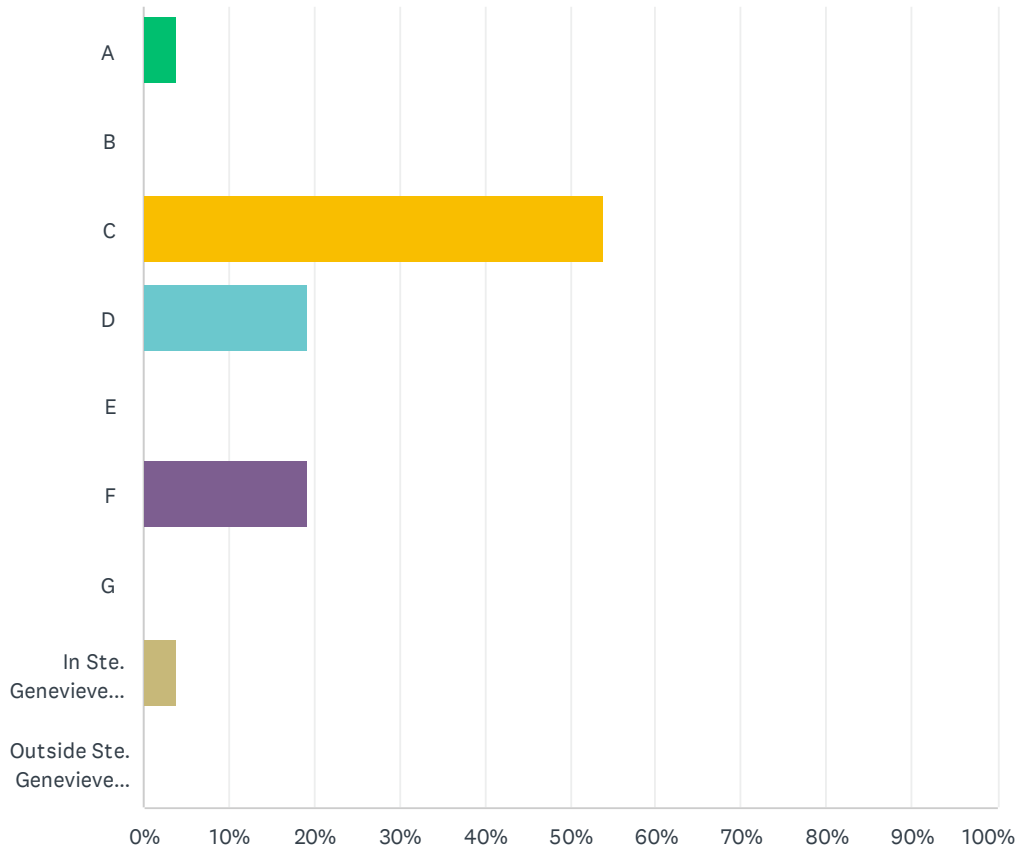
Answered: 24 Skipped: 121



ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	12.50%	3
TOTAL		24

Q33 Using the map below, indicate in which part of the city your business located.

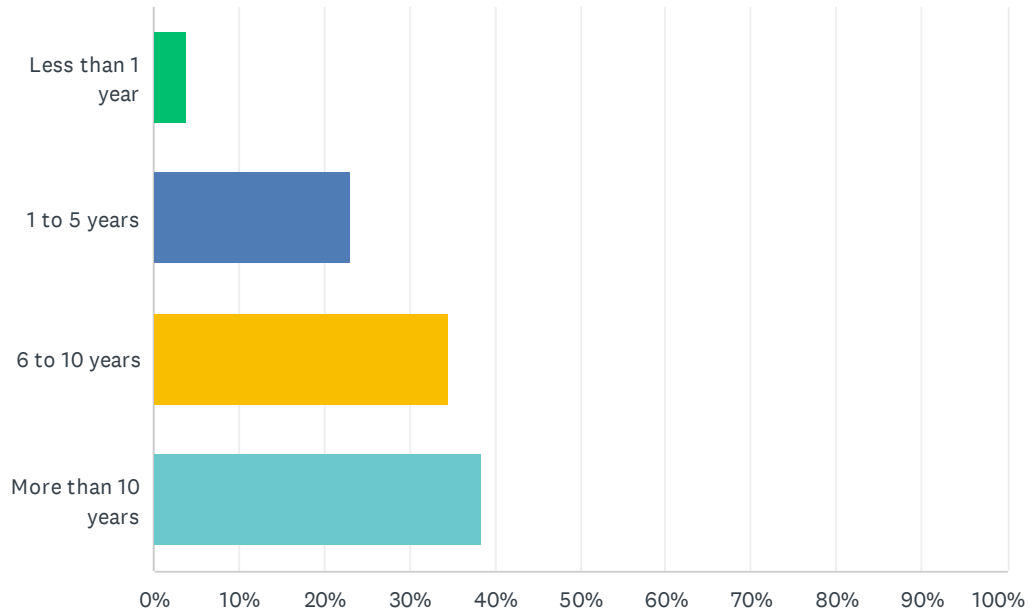
Answered: 26 Skipped: 119



ANSWER CHOICES	RESPONSES	
A	3.85%	1
B	0.00%	0
C	53.85%	14
D	19.23%	5
E	0.00%	0
F	19.23%	5
G	0.00%	0
In Ste. Genevieve County, but outside the city of Ste. Genevieve	3.85%	1
Outside Ste. Genevieve County	0.00%	0
TOTAL		26

Q34 How long has your business been in operation?

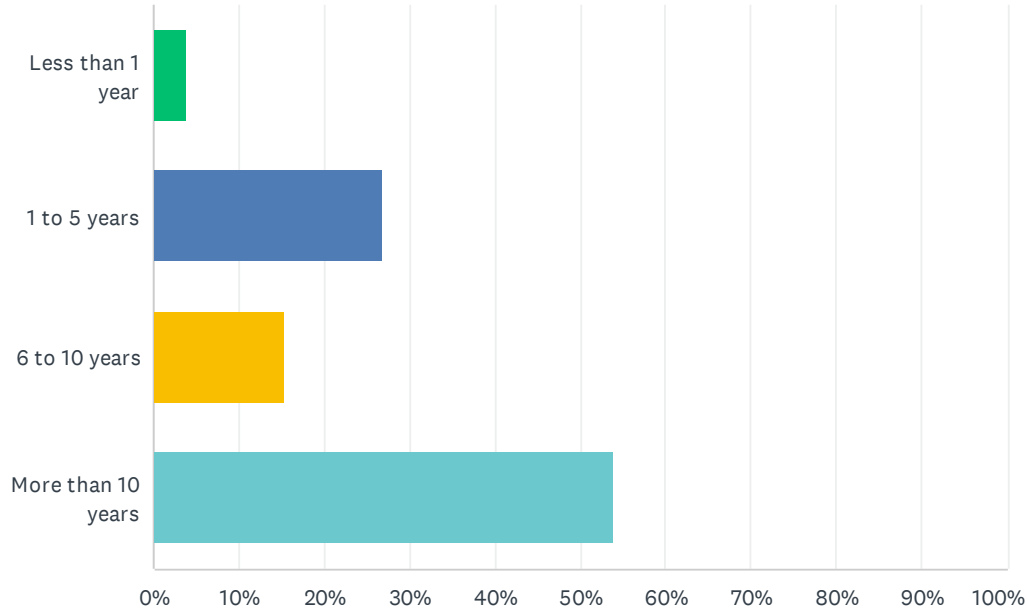
Answered: 26 Skipped: 119



ANSWER CHOICES	RESPONSES
Less than 1 year	3.85% 1
1 to 5 years	23.08% 6
6 to 10 years	34.62% 9
More than 10 years	38.46% 10
TOTAL	26

Q35 How long has your business been located in the city of Ste. Genevieve?

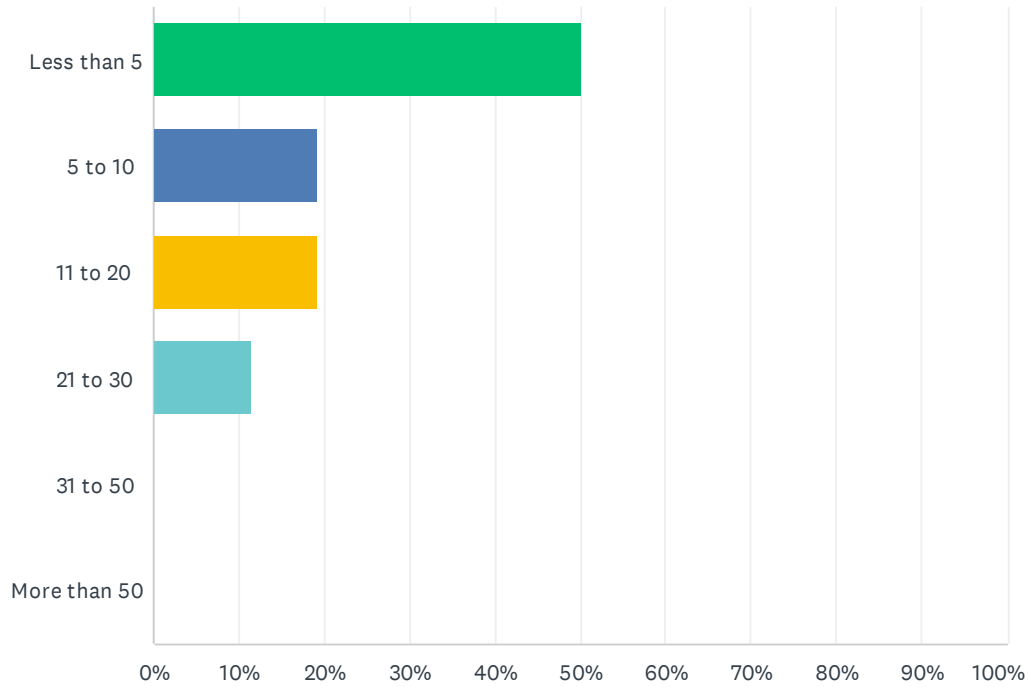
Answered: 26 Skipped: 119



ANSWER CHOICES	RESPONSES	
Less than 1 year	3.85%	1
1 to 5 years	26.92%	7
6 to 10 years	15.38%	4
More than 10 years	53.85%	14
TOTAL		26

Q36 How many people work at your business, including yourself?

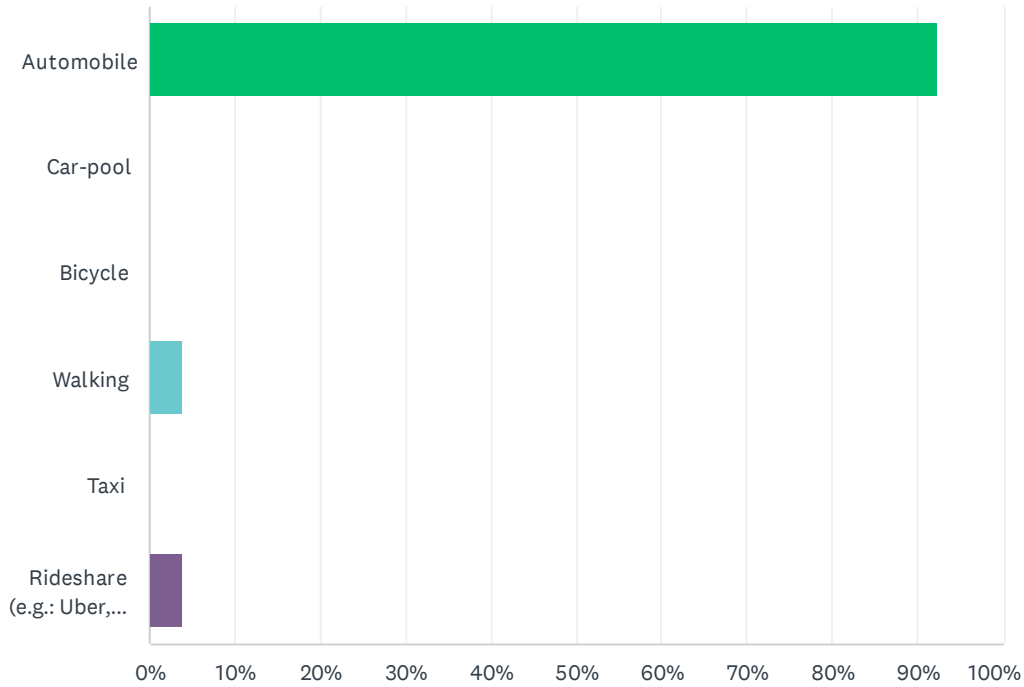
Answered: 26 Skipped: 119



ANSWER CHOICES	RESPONSES	
Less than 5	50.00%	13
5 to 10	19.23%	5
11 to 20	19.23%	5
21 to 30	11.54%	3
31 to 50	0.00%	0
More than 50	0.00%	0
TOTAL		26

Q37 What is the primary mode of transportation to work for you and your employees?

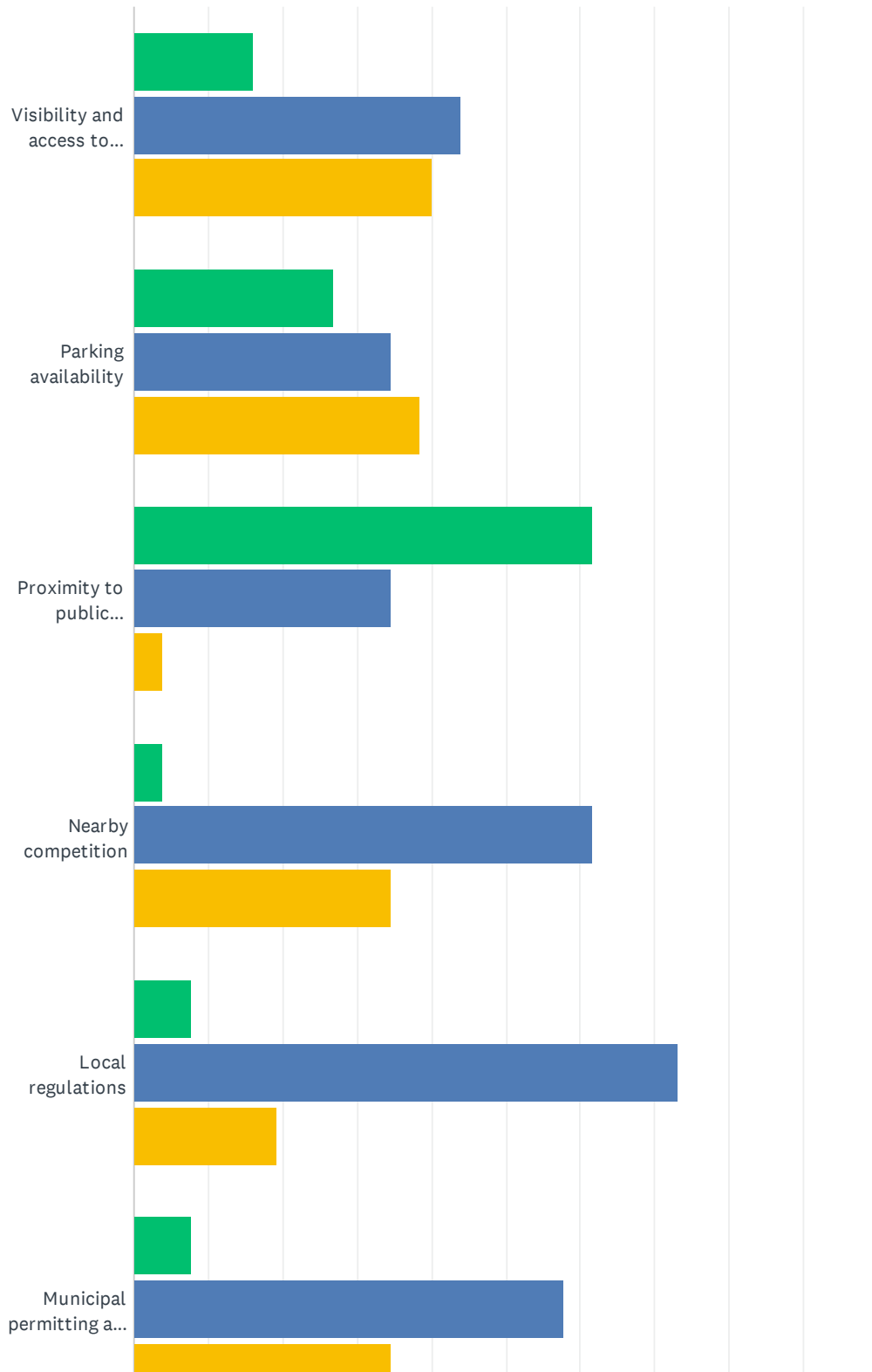
Answered: 26 Skipped: 119



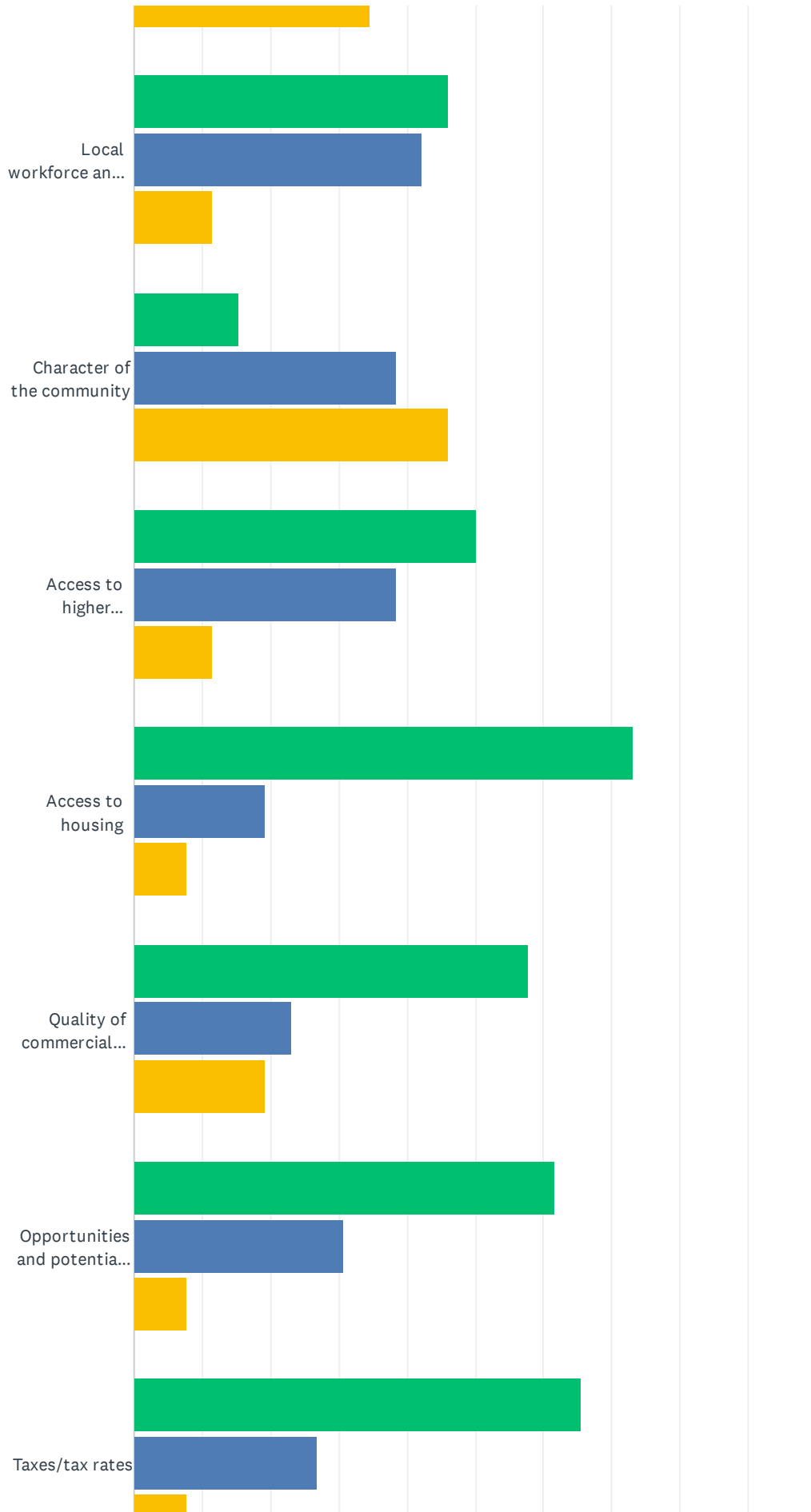
ANSWER CHOICES	RESPONSES	
Automobile	92.31%	24
Car-pool	0.00%	0
Bicycle	0.00%	0
Walking	3.85%	1
Taxi	0.00%	0
Rideshare (e.g.: Uber, Lyft)	3.85%	1
TOTAL		26

Q38 When considering the existing conditions within the city of Ste. Genevieve, identify if each of the following is a strength or weakness to operating a business in the city today.

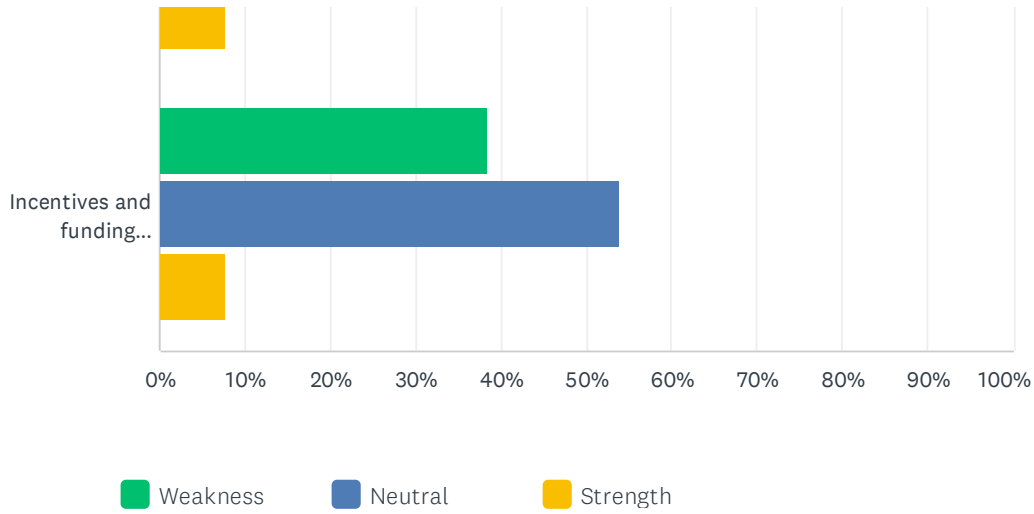
Answered: 26 Skipped: 119



Ste. Genevieve Comprehensive Plan Community Survey



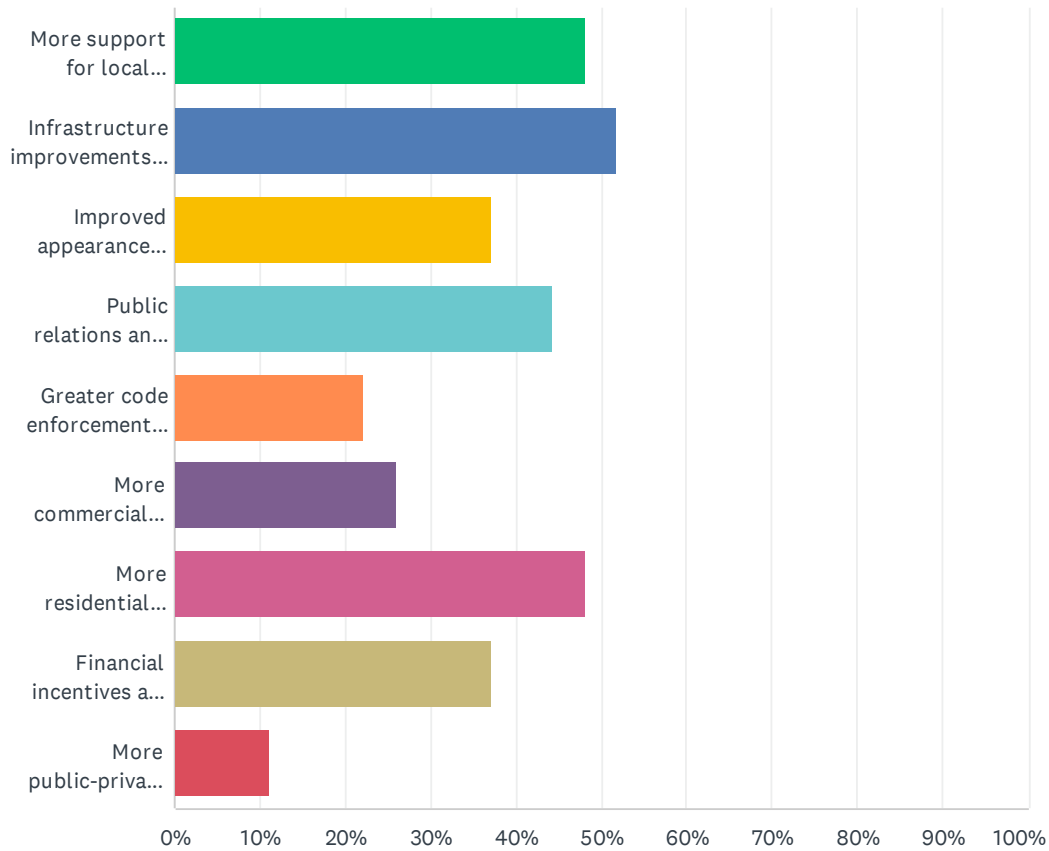
Ste. Genevieve Comprehensive Plan Community Survey



	WEAKNESS	NEUTRAL	STRENGTH	TOTAL	WEIGHTED AVERAGE
Visibility and access to customers	16.00% 4	44.00% 11	40.00% 10	25	2.24
Parking availability	26.92% 7	34.62% 9	38.46% 10	26	2.12
Proximity to public transportation	61.54% 16	34.62% 9	3.85% 1	26	1.42
Nearby competition	3.85% 1	61.54% 16	34.62% 9	26	2.31
Local regulations	7.69% 2	73.08% 19	19.23% 5	26	2.12
Municipal permitting and approval	7.69% 2	57.69% 15	34.62% 9	26	2.27
Local workforce and talent pool	46.15% 12	42.31% 11	11.54% 3	26	1.65
Character of the community	15.38% 4	38.46% 10	46.15% 12	26	2.31
Access to higher education	50.00% 13	38.46% 10	11.54% 3	26	1.62
Access to housing	73.08% 19	19.23% 5	7.69% 2	26	1.35
Quality of commercial buildings and properties	57.69% 15	23.08% 6	19.23% 5	26	1.62
Opportunities and potential for new development	61.54% 16	30.77% 8	7.69% 2	26	1.46
Taxes/tax rates	65.38% 17	26.92% 7	7.69% 2	26	1.42
Incentives and funding mechanisms available to businesses	38.46% 10	53.85% 14	7.69% 2	26	1.69

Q39 Which of the following improvements do you think would have the best impact on operating a business in the city of Ste. Genevieve? (Select 3)

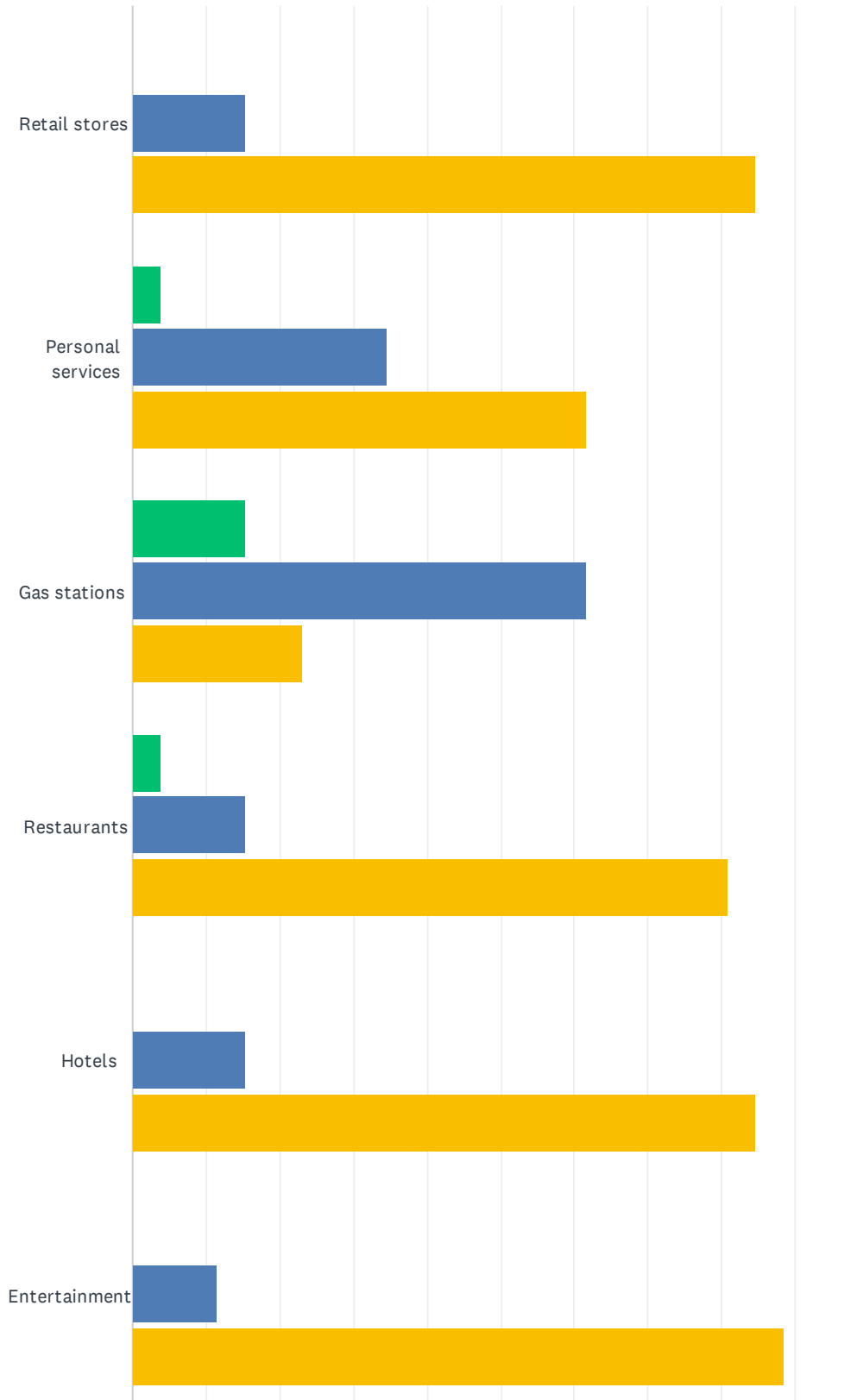
Answered: 27 Skipped: 118



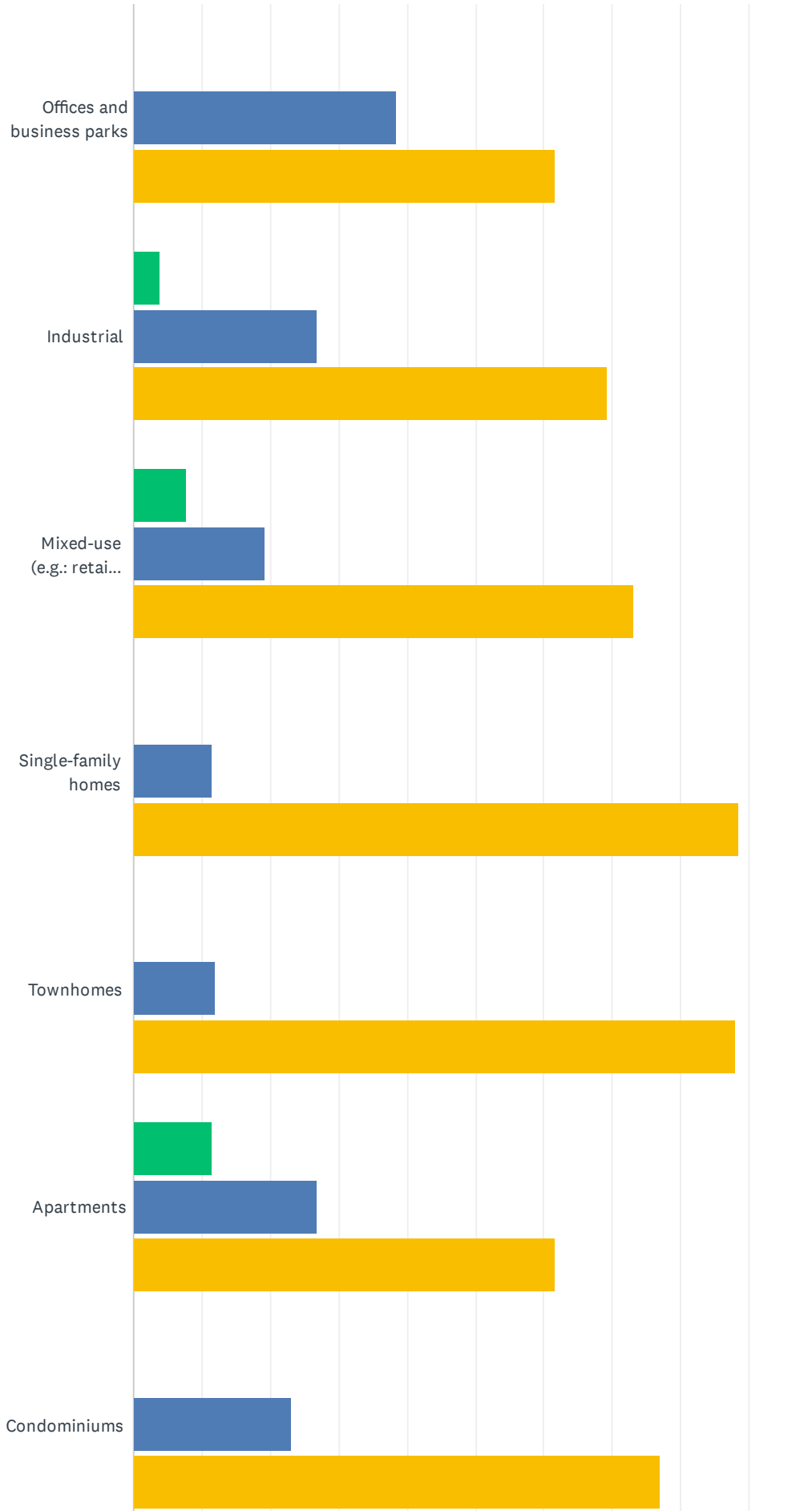
ANSWER CHOICES	RESPONSES	
More support for local business	48.15%	13
Infrastructure improvements and upgrades	51.85%	14
Improved appearance along major roadways	37.04%	10
Public relations and promotion	44.44%	12
Greater code enforcement (e.g.: zoning, maintenance, etc.)	22.22%	6
More commercial development	25.93%	7
More residential development	48.15%	13
Financial incentives and funding mechanisms	37.04%	10
More public-private partnerships	11.11%	3
Total Respondents: 27		

Q40 From your business's perspective, what kind of impact would each of the following types of development have on the community?

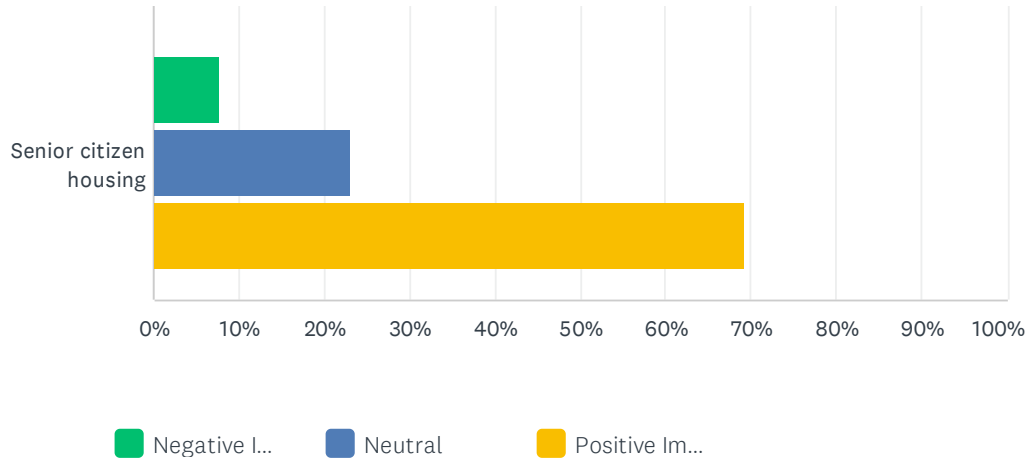
Answered: 26 Skipped: 119



Ste. Genevieve Comprehensive Plan Community Survey



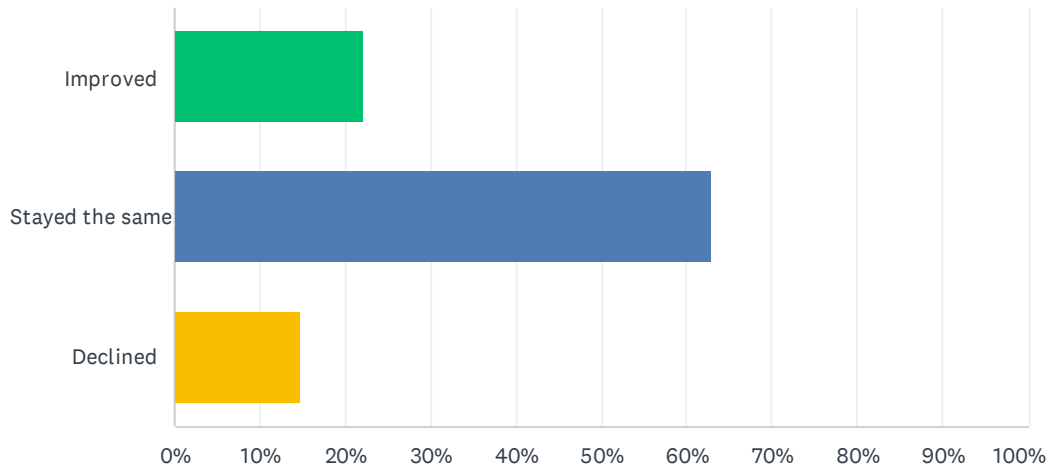
Ste. Genevieve Comprehensive Plan Community Survey



	NEGATIVE IMPACT	NEUTRAL	POSITIVE IMPACT	TOTAL	WEIGHTED AVERAGE
Retail stores	0.00% 0	15.38% 4	84.62% 22	26	2.85
Personal services	3.85% 1	34.62% 9	61.54% 16	26	2.58
Gas stations	15.38% 4	61.54% 16	23.08% 6	26	2.08
Restaurants	3.85% 1	15.38% 4	80.77% 21	26	2.77
Hotels	0.00% 0	15.38% 4	84.62% 22	26	2.85
Entertainment	0.00% 0	11.54% 3	88.46% 23	26	2.88
Offices and business parks	0.00% 0	38.46% 10	61.54% 16	26	2.62
Industrial	3.85% 1	26.92% 7	69.23% 18	26	2.65
Mixed-use (e.g.: retail store on 1st floor with apartment on 2nd floor)	7.69% 2	19.23% 5	73.08% 19	26	2.65
Single-family homes	0.00% 0	11.54% 3	88.46% 23	26	2.88
Townhomes	0.00% 0	12.00% 3	88.00% 22	25	2.88
Apartments	11.54% 3	26.92% 7	61.54% 16	26	2.50
Condominiums	0.00% 0	23.08% 6	76.92% 20	26	2.77
Senior citizen housing	7.69% 2	23.08% 6	69.23% 18	26	2.62

Q41 How would you describe the business community in the city of Ste. Genevieve today as compared to ten years ago, or when you first started your business in the city if less than 10 years?

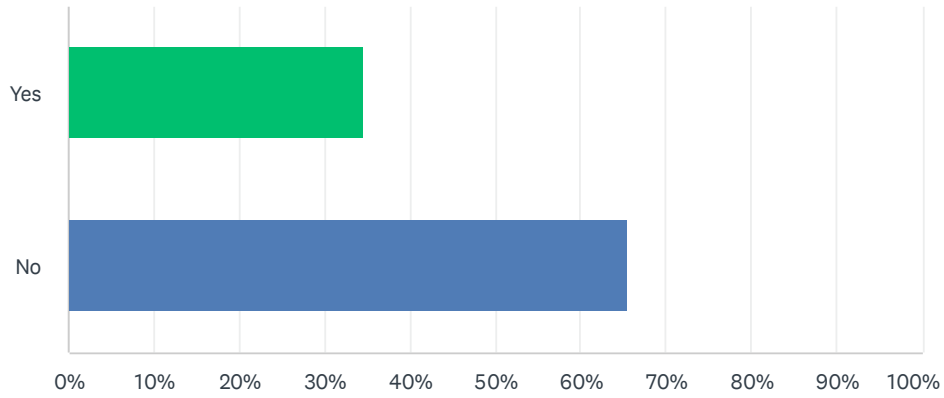
Answered: 27 Skipped: 118



ANSWER CHOICES	RESPONSES	
Improved	22.22%	6
Stayed the same	62.96%	17
Declined	14.81%	4
TOTAL		27

Q42 If you had the opportunity to move your business out of the city of Ste. Genevieve, would you?

Answered: 26 Skipped: 119



ANSWER CHOICES	RESPONSES	
Yes	34.62%	9
No	65.38%	17
TOTAL		26

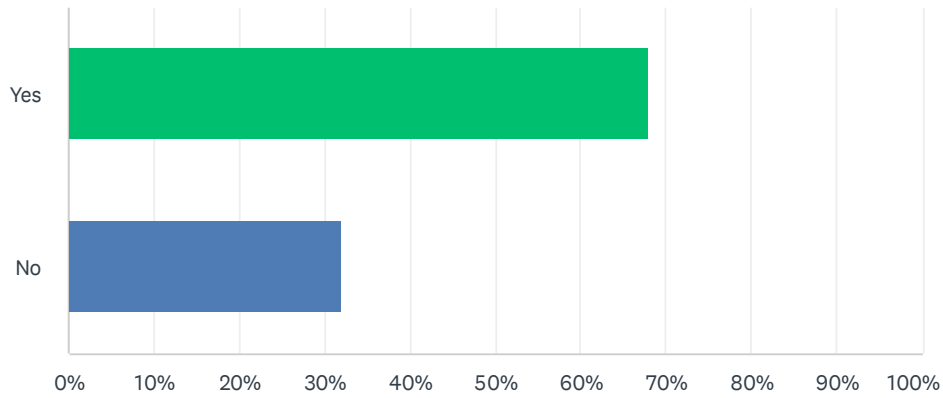
Q43 If you answered “Yes” to the previous question, why would you move your business out of the city?

Answered: 5 Skipped: 140

#	RESPONSES	DATE
1	Because there's no retail giving people less reasons to come here. Also needs to be a tax incentive for new business 1st year 25% 2nd yr.50% 3rd yr75% 4th yr. 90 % 5th year 100% to start this how you will entice people to bring there business here and if you want taxes for years to come that's how I purpose you set things up.	1/19/2023 4:38 PM
2	lack of local support. tax rates too high. general maintenance of city streets and city owned property. lack of city promotion	1/10/2023 9:31 AM
3	Our downtown is attracting shoppers like surrounding towns are. We need to grow in appearance and events, have a plan for growth.	12/31/2022 8:52 PM
4	Opportunities are greater in other areas and would allow more money to be made.	12/28/2022 1:02 PM
5	Population/growth is non existent and everyone always chooses to shop/eat out of town	12/27/2022 10:44 PM

Q44 If a friend indicated they were interested in starting, moving, or expanding a business, would you recommend they do so in the city of Ste. Genevieve?

Answered: 25 Skipped: 120



ANSWER CHOICES	RESPONSES	
Yes	68.00%	17
No	32.00%	8
TOTAL		25

Q45 If you answered “No” to the previous question, why would you not recommend they start, move, or expand their business in the city?

Answered: 5 Skipped: 140

#	RESPONSES	DATE
1	Because Linda Wagner just charged me \$5000 more in taxes than dairy queen there remodel 5 yrs ago cost more than my building. Also I've heard rumors of people at the court house not coming here to eat because of my political beliefs. My political beliefs are that I'm pro America as far as I can tell.	1/19/2023 4:38 PM
2	1. The lack of support and infighting from other business owners is hurting the progression of downtown. 2. The sales tax rate for Ste. Genevieve is extremely high. 3. The lack of available space for new businesses is terrible. 4. What spaces are available haven't been taken care of and are deteriorating, leaving the burden on the business itself and not the owner of the property. 5. Customer parking is extremely limited.	12/30/2022 10:40 AM
3	Most businesses in ste gen fail due to the town only being an old person location. Young people do not have anything for them in the town	12/28/2022 1:02 PM
4	lack of community support	12/28/2022 11:29 AM
5	As long as the population is stagnant, business will not grow	12/27/2022 10:44 PM

Q46 What is the most important thing the city of Ste. Genevieve could do to improve the business climate in the city?

Answered: 19 Skipped: 126

#	RESPONSES	DATE
1	Planters and seating so it looks more inviting and less plain. More street events.	1/25/2023 2:01 AM
2	Add retail	1/19/2023 4:38 PM
3	There are many small businesses that don't make it because they don't have consistent hours. A department store of sorts with a little bit of everything is a definite need. Those who aren't in business seem to think everyone who owns a business is making money and they don't mind taking their business out of town. Anything that can be done to change that mindset would be helpful and that also needs to be relayed to the small business owners who tout "support small businesses". There are only a few businesses in Ste. Genevieve that fit the description of a "Big business" although these small business owners don't have a problem going out of town to purchase items that could be purchased from a business in town. Price is definitely a factor but by the time they use gas to go out of town ...	1/10/2023 11:11 AM
4	Have the available space for business to set up..to rent	1/10/2023 10:53 AM
5	Improve housing options for employees.	1/10/2023 10:37 AM
6	promote, promote, promote. spend the money and advertise our town	1/10/2023 9:31 AM
7	Increase marketing and tourism growth efforts	1/9/2023 9:49 PM
8	There's a lack of "community". Unless you actively subscribe to the newspaper you have no idea who runs all of the different departments in our town. No one makes much of an attempt to introduce themselves. There's a major lack of communication.	1/9/2023 9:07 PM
9	Commit to zoning enforcement and require improvements in downtown structures.	1/6/2023 11:45 AM
10	Improve code enforcement. Officials don't even know what codes are.	1/6/2023 7:58 AM
11	regional marketing of the community as a complete and unique package	1/4/2023 1:04 AM
12	Streamline the process. Make check list for someone opening a business and annual for continuing/updating	1/3/2023 11:08 PM
13	Having a plan	12/31/2022 8:52 PM
14	Be better stewards of city budgets. Work to beautify the downtown area. Improve the availability of sidewalks for foot traffic into the downtown area and improve street quality. Increase public parking options.	12/30/2022 10:40 AM
15	If the city does not begin to cater to a younger crowd it will fail.	12/28/2022 1:02 PM
16	Improve roads/infrastructure, appearance along roadways, increase tourism spending	12/28/2022 9:19 AM
17	Impose a special use tax. We struggle with competing against out of state businesses that only have to charge state tax and not local taxes	12/28/2022 9:05 AM
18	Grow the population. This isn't rocket science	12/27/2022 10:44 PM
19	Infrastructure and promotion	12/27/2022 5:21 PM