



ST. JOSEPH
comprehensive plan

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INTRODUCTION



WHAT IS ST. JOSEPH 2040?

St. Joseph Comprehensive Plan is a plan, used by residents, city leaders, developers, and business owners to guide decisions about future growth, development, policy, and capital improvements in the city. The policies contained in St. Joseph Comprehensive Plan are intended to provide both a legal basis for zoning and subdivision regulations as well as provide a unified vision for the future.

St. Joseph Comprehensive Plan provides guidance in the following spectrums of planning:

- Land use
- Transportation
- Economic development
- Public services
- Housing
- Natural resources

This document shall be used as a guide for all city officials by creating policies and priorities which establish a framework for future development. The plan also establishes the community's vision for what the city should look like and how it is going to get there by 2040.

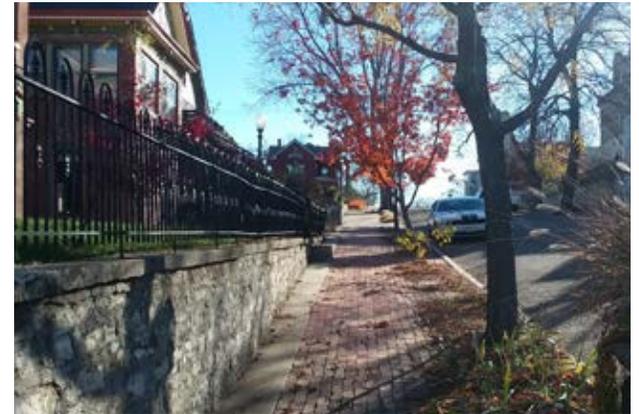
Municipalities have used comprehensive plans for many years to address the opportunities and issues that exist in cities, as well as maintain the basic functions of the city. It is critical that cities plan for both the short and the long-term by utilizing the core principles, goals, strategies, and objectives of the plan. By approaching the development of the city from a long-term and sustainable lens, it helps the city see past short-term gains for a more long-term approach to decision making.

Organization of St. Joseph Comprehensive Plan

The Comprehensive Plan is organized so that information is readily available and can be consulted by a wide audience.

1. The first chapter introduces the comprehensive planning process.
2. The second chapter discusses the community engagement process and lays out the plan's guiding principles.
3. The third chapter goes into the current demographics and socioeconomic data.
4. The fourth chapter discusses future land use along with where and how development should occur.
5. The fifth chapter revolves around transportation and connectivity.
6. The sixth chapter looks at housing and neighborhood development
7. The seventh chapter discusses the well-loved parks, parkways, and wellness of St. Joseph.
8. The eighth chapter expands on the Imagine St. Joseph 2040 plan and the city's economic development opportunities.
9. The ninth chapter focuses on public facilities and infrastructure.
10. The tenth chapter lays out the implementation strategy and identifies action items by type, responsibility, and potential partners.

Each chapter contains policies and implementation strategies needed to accomplish the long-range vision. The goals are broken down into actionable items that the city can implement.



Maintaining St. Joseph Comprehensive Plan

To help ensure St. Joseph Comprehensive Plan remains current and valid, the Planning Department will monitor the progress of ongoing and completed implementation items and conduct a periodic evaluation of the plan. The evaluation will include updates to the city service efficiency maps, the future land use map, and other critical information. It is recommended that an evaluation of the plan is presented to city officials along with any recommended policy changes every two years.

Updating St. Joseph Comprehensive Plan

The city may amend St. Joseph Comprehensive Plan to respond to changes identified during the evaluation process; to improve or clarify content; or to incorporate other plans, such as service, infrastructure, precise plans, or corridor plans. These plans could originate from the city or other entities. The Planning Department will evaluate each new plan and recommend adjustments to St. Joseph Comprehensive Plan as part of the normal plan maintenance process. Plans sponsored by the city may be adopted as amendments to St. Joseph Comprehensive Plan. This process will allow St. Joseph Comprehensive Plan to remain an effective guide for decision-making for many years to come.

Plan Amendments

From time to time the Planning Commission may wish to amend the land use plan to modify policies or a Land Use Plan as not every scenario can be foreseen in this plan. An amendment should explain how it:

- Supports St. Joseph Comprehensive Plan goals, initiatives, and policies.
- Provides for city service efficiency, including response time for public safety operations, water, sewer, and available capacity for nearby streets. For amendments requesting a more intense land use, the application should evaluate whether city water and gravity sewer are immediately available and have sufficient capacity.
- Improves the functionality and quality of the surrounding area.

Once a properly completed amendment has been initiated, the Planning Department will evaluate the requested amendment and prepare an accompanying staff report. The Planning Commission and City Council will evaluate and act on the request.



WHY PLAN

The Importance of Planning

St. Joseph is a city with a history of innovation, entrepreneurship, and energy. St. Joseph lies on Osage, Kansa, Sakowin, and Kickapoo lands and its urban development started with the westward expansion of the United States. During this period of growth, priority was placed in the vision of a better St. Joseph. These elements are still seen today in the architecture, parks, and boulevard system. These core elements are what created the current phrase “A City Worthwhile”, and it is the goal of the comprehensive plan to work towards improving the quality of life of our residents and slowly grow our city.

St. Joseph has already experienced the positive impact planning can have. There was a concerted effort to ignite the revitalization of downtown after the issue of decline and disinvestment had occurred. The downtown area was established as a planned district and provides supplemental tax benefits for reinvestment. Improvements have been made to the downtown area through streetscape improvements and building revitalization such as the German American Bank Building, and Telephone Building. While the revitalization efforts have been successful in generating interest from the private sector, there is much left to be done across the city.

The need to maintain parks, restore historic buildings, and provide quality services to residents is as pressing as ever and this document incorporates the goals and objectives of the community and establishes the framework that will work towards the goals and objectives. St.



Joseph Comprehensive Plan will provide guidelines to shape the decisions that will impact the city's future.

The core principles of the comprehensive plan include:

- Create safe, affordable, vibrant, active neighborhoods for all residents
- Cultivate economic opportunity via increasing the quality of life
- Provide equitable services to all residents
- Provide a variety of housing choices
- Enhance quality of all public services
- Ensure stewardship of land, water, and other resources
- Enhance recreational activities and opportunities

St. Joseph Comprehensive Plan expresses a community vision and identifies strategies to achieve it. This document reflects the hours St.

Joseph's residents put in attending community meetings, work sessions, and providing input through various ways. The comprehensive plan steering committee is responsible for ensuring a just and timely process. St. Joseph Comprehensive Plan represents the combination of residents' ideas, a vision for the future, and contemporary planning practices to create a guide for achieving a healthy, thriving community by the year 2040.

Legal Role

Communities across the nation adopt comprehensive plans to serve the legal purpose of guiding zoning. According to Missouri Statutes, St. Joseph has the legal authority to adopt a comprehensive plan.

- Missouri Statute 89.340. "The commission shall make and adopt a city 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 and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, 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 of the 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."



History of Planning in St. Joseph

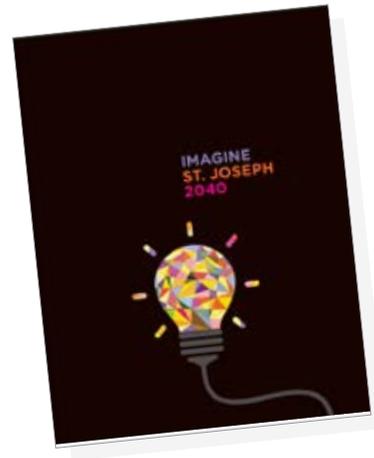
The City of St. Joseph has a history of planning for the future, which has helped create the St. Joseph people know and love today. St. Joseph Comprehensive Plan builds on the best from past plans and adds new and innovative approaches to the current circumstances for the betterment of the present and future.



Precise Plans:

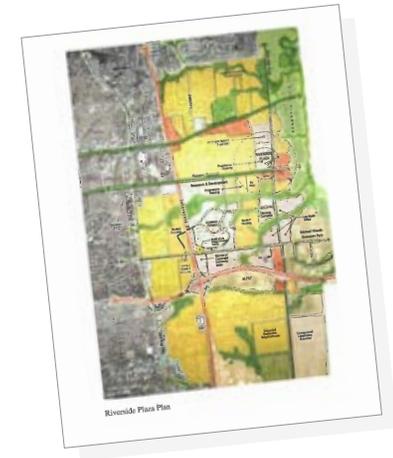
St. Joseph has completed a dozen precise plans that each focus on a small area and its future development. The Downtown Precise Plan, displayed above, concentrates on creating a vibrant atmosphere of arts, culture, and entertainment. The plan seeks to centralize efforts upon core streets and allow their energy to reinforce each other and spillover into surrounding areas.

Other precise plans include: Uptown Development, Heartland Health, North Land Development, Tuscany Village, Whitehead Plaza, Enterprise-Heartland Regional Medical Center, Riverside Business Park, Fountain Creek, and The Commons.



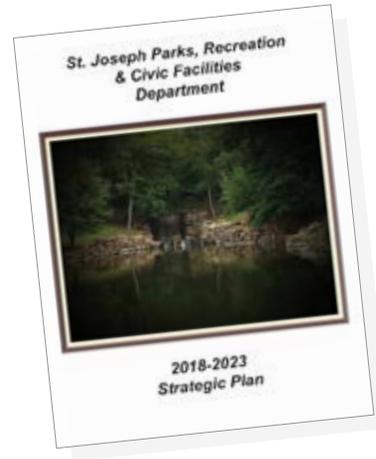
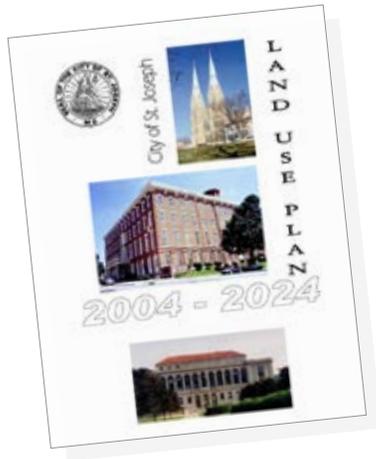
Imagine St. Joseph 2040

Imagine St. Joseph 2040 was done as a partnership between the Chamber of Commerce and the United Way of Greater St. Joseph. The plan lays out a vision for St. Joseph in 2040 that will be inclusive and vibrant with the city having invested in people and the uniqueness of the city. This comprehensiveness plan utilizes the Imagine St. Joseph 2040 spirit and direction while adding land use directions and action items.



Two Rivers Plan

The Two Rivers Plan indicates that St. Joseph's future lies between the Missouri River to the west and 102 River to the east. The Two Rivers Plan mentions that St. Joseph has room to grow within its current boundaries. The plan also reference the parkway as a unique feature that should be preserved and built upon.

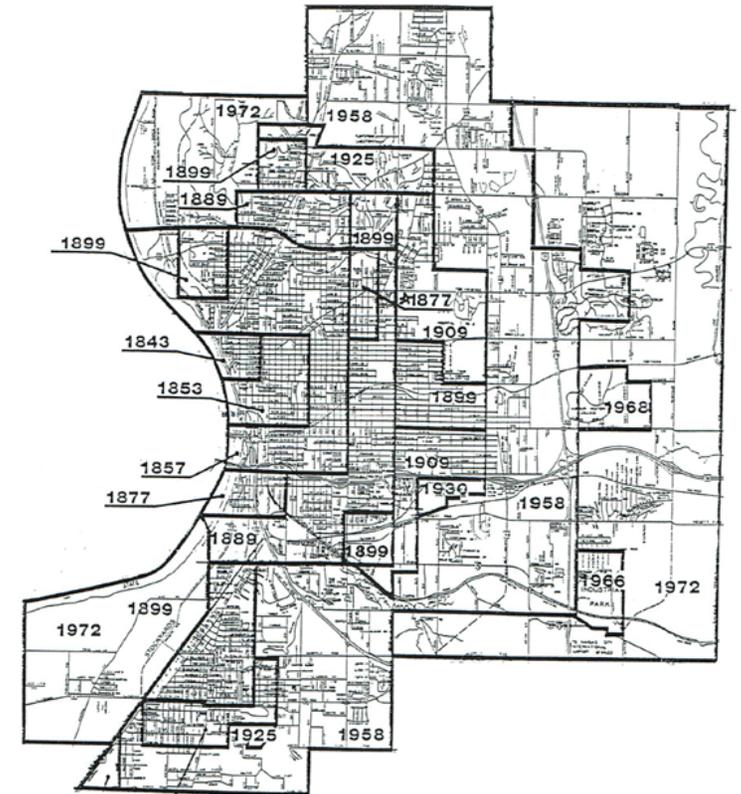
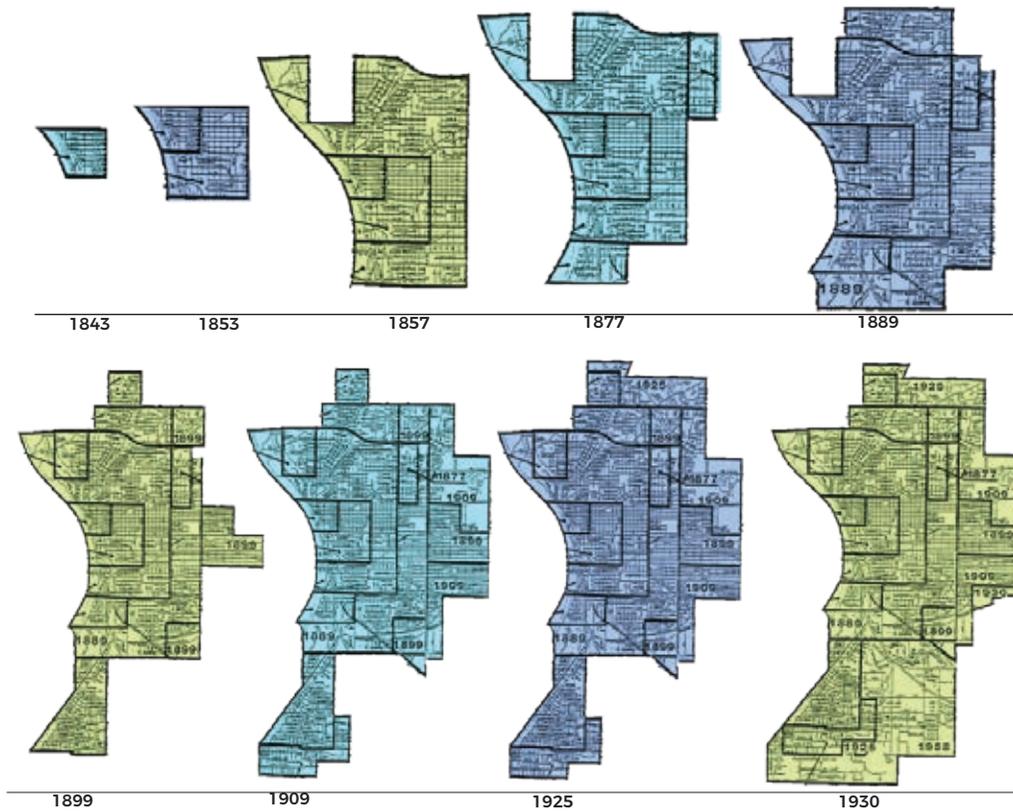


Land Use Plan

The 2004-2024 Land Use Plan discusses issues related to population decline, job growth, and neighborhood revitalization. The plan looks to address quality of life issues and promote a land use pattern that helps create a more active transportation friendly environment.

Parks, Recreation & Civic Facilities Department 2018-2023 Strategic Plan

The parks strategic plan aims to maintain and upgrade existing infrastructure, improve security, and better communicate with residents and visitors. Another aim of the strategic plan is to increase recreational opportunities for residents via park enhancements and programming.



History of City Growth

In the early 1900s, St. Joseph was rapidly expanding in both land area and population. The 1930s was a turning point for St. Joseph when the economic instability caused by high unemployment and drought slowed St. Joseph's eastward growth.

At the end of World War II, a combination of decreased homes built during the Great Depression and World War II coupled with the return of millions of veterans created a housing shortage across the nation. Simultaneously, the automobile had become mainstream, allowing

longer distances to be traveled for work and shopping. During this period, many cities promoted rapid expansion and sprawling development patterns. In many instances, this sprawl resulted in the neglect of the inner city.

In St. Joseph there was not a large amount of post 1950s housing. The majority of the initial expansion was caused by commercial development leaving the urban core. This was due in large part to the creation of the interstate which created a bypass for downtown. Since the 1970s, the city has had very few annexations. The lack of annexations is due in large part to the stagnant

population growth of the city for the past 75 years.

Although St. Joseph did not experience sprawl at the same level as many of its peer cities, the city is now at a point where it is time to address the neglect of the urban core with innovation and best practices to preserve the historic resources and restore the financial productivity. Many cities are seeking to create new developments that reflect the style and character of St. Joseph's urban core; therefore, St. Joseph is already starting on good footing.



VISION &
GUIDING PRINCIPLES



COMMUNITY VISION

The guiding principles and vision for St. Joseph Comprehensive Plan were shaped via community involvement throughout the planning process. There were multiple opportunities for the public to share their vision and give feedback on the comprehensive plan.

REGIONAL VISION

External Forces

Several external forces influence the vision of St. Joseph's future and create precedents for planning proactively rather than reactively. These forces include:

- Proximity to the Kansas City Metro and the jobs and housing it offers.
- National changes in the housing and job market.
- Increasing precipitation and frequency of floods expected to continue in the coming decades.

PUBLIC INPUT PROCESS

Community input occurred in a variety of ways and times.

Steering Committee. The Steering Committee met monthly throughout the process providing direction, helping spread the word about the project, and reviewing materials as they were produced.

Visioning Meeting. During this community wide meeting, residents engaged in broad conversations about the direction of St. Joseph, sharing their vision, wants, and hopes with each other.



LISTENING SESSION:

- Community Interest Groups
- Business Owners
- Young Professionals
- Developers
- Buchanan County Board
- City Staff

Listening Sessions. These small group conversations were held with community leaders in various roles from community advocates, business owners, and service providers. The listening sessions produced detailed information on specific areas of St. Joseph.

Land Use Workshop Open House. Community members attended an open house and gave their insight on the future land uses in St. Joseph. Conversations revolved around potential for re-imagining I-229, the creation of active transportation corridors to bring the energy of the parks and parkway system to the wider community, and the revitalization of neighborhood commercial corridors.

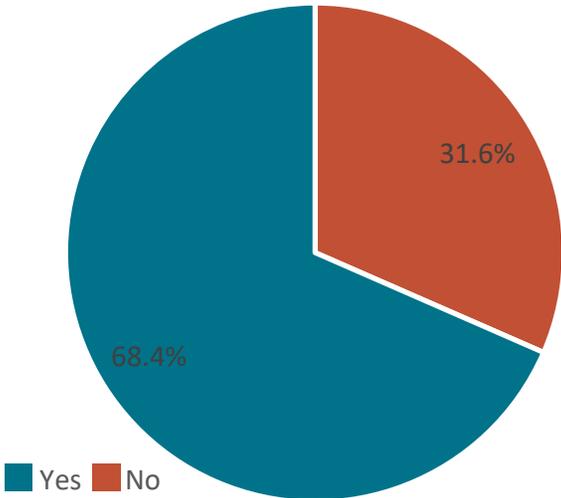
Online Workforce Survey. A survey focused on understanding why people working in St. Joseph choose to live in St. Joseph or another community was done. The online survey was distributed in English, Spanish, and Burmese and done in collaboration with employers to increase survey respondents. Over 300 responses to the survey were received.

Project Website. A project website was developed and updated to provide residents with information regarding meetings, upcoming events, and the overall progress of the plan.

TABLE 2.1: Public Engagement Dates

Event	Date
Workforce Survey	October 2021 - January 2022
Listening Session	October 2021
Community Visioning Session	October 2021
Land Use Workshop	November 2021
Plan Open House	February 2022

Survey Results: If you could work remotely indefinitely or partial time would you move to St. Joseph?



Discussion notes from Community Visioning Session

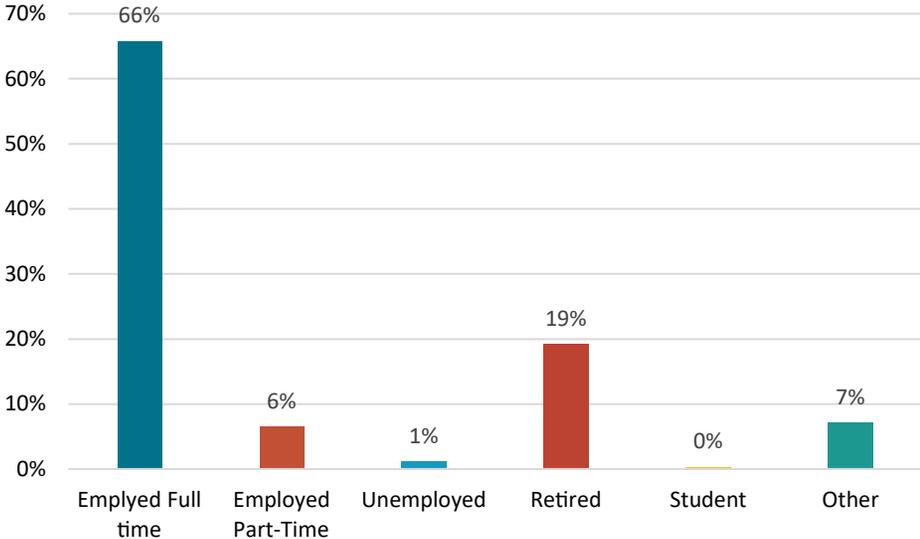
Issues

- Affordable Housing
- Amenities (esp groceries)
- Hotel
- Civic Arena
- Homeless pop.
- Park space (for children)
- Big Buildings
- Family Space

Opportunities

- Lot of housing space (for homeowners)
- Riverfront development ^{maybe zone for condos}
- Children's Museum
- Family-Oriented Spaces
- 229 development
- Mixed-Use Zoning
- Natural Assets - Water Access
- Connection to geography
- Dangerous & Dirty
- Need Entertainment
- Far-Flung
- Authenticity
- Affordability
- Mu West - Students
- Blight
- Big
- Historical

Survey Results: What is your employment Status?



GUIDING PRINCIPLES

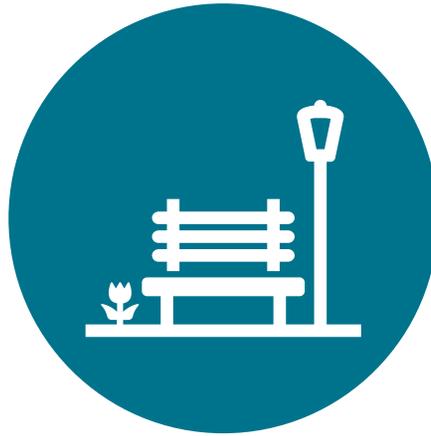
Throughout the planning process and community engagement events several themes emerged. These ideas, ideals, and dreams have helped shape the principles that will guide the plan.



Parks and Parkways

Build on this historic and beautiful resource to create a healthy and vibrant community.

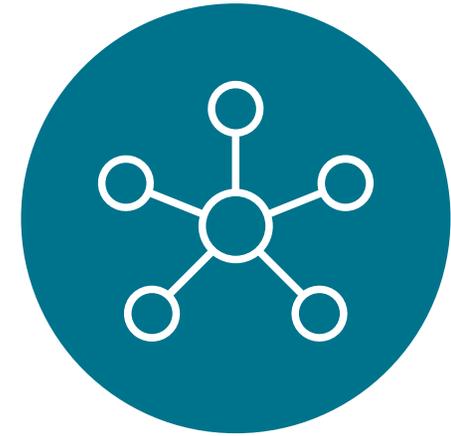
Parks provide spaces for physical and emotional wellbeing and a setting for community members to socialize. In St. Joseph, the parks and parkways are a well-loved asset to the community. The parkway system is the second longest in the nation and has a positive impact on the surrounding neighborhoods. A diversity of recreational options can be found in St. Joseph from mountain bicycling trails to playsets, from Remington Nature Center to the Krug Park Amphitheater. In the future, new parks and trails will be well planned, older parks and trails should be well maintained, and accessibility to parks and trails increased for all neighborhoods, life stages, and abilities.



Community Image

Focus on community image and placemaking efforts to uncover unique and meaningful spaces that have been overlooked due to age or familiarity.

St. Joseph's rich history can be seen in the varied architecture, felt in the brick streets, and heard along the Missouri River. Although St. Joseph currently faces struggles with accessing the riverfront and with well-worn housing, this deep history and sense of place leaves current residents with a strong framework to build vibrant urban neighborhoods.



Connectivity

Create a multimodal transportation network that connects residents to the people and places that matter most to them.

A multimodal transportation system should support all ages, abilities, incomes, and mode choices, linking people to social, economic, and cultural opportunities within St. Joseph. Building physical and social connections between the various neighborhoods of the city creates a more cohesive city. Many of the historic neighborhoods west of Belt Highway share common assets and struggles but feel separated from each other. Building strong, well connected neighborhoods helps build a stronger, more resilient St. Joseph.



Proactively Manage Development

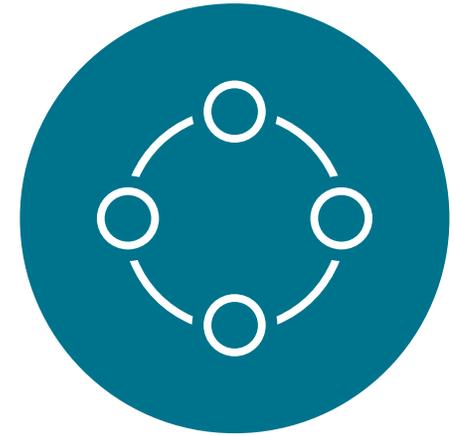
Welcome and encourage growth that efficiently uses the city's existing resources.

Many opportunities for growth lie within the city's current boundaries. Vacant and underutilized parcels can be redeveloped using the infrastructure already there and paid for. By promoting infill development, the city also helps infuse energy into central neighborhoods. This strengthens neighborhoods and encourages further private investment. This is preferred to a dispersed development pattern with associated alteration of natural landscapes and extensions of public services. Redevelopment and new development should aim to create a pattern that allows for a more walkable and vibrant neighborhood and street pattern.



Equity

Strive to create a city in which all people will have equitable access to resources and opportunities that stabilize and enhance their lives. The city recognizes historical and current disparities and will actively promote inclusive and participatory decision-making that addresses systemic barriers to success. Investments and policies should advance and maximize equity in the city, helping create a more just and resilient city for both present and future residents.



Anticipate Change

St. Joseph should welcome changes that advance the mission of the comprehensive plan. Changes based on this plan will take time to mature and will not happen without resources and partnerships throughout the community. Cities grow incrementally and within a changing world, and elements of this comprehensive plan should be adopted and adapted to reflect the current situation.

The city should also not discount big ideas because of past experiences. At the same time projects and initiatives need to be well planned and properly funded. One only must look to the city's parks and parkway system to see the success of good planning and funding.

ST. JOSEPH
TODAY



INTRODUCTION

The data in this chapter is the most recent available during the planning period of 2021-22. Due to the COVID-19 Pandemic, the Decennial Census had not yet been released in early 2022. This report will use both the 2020 Census and 2019 American Community Survey (ACS). Therefore, the data does not fully reflect the impacts of the pandemic on people, population, and the economy.

Information in this chapter includes:

1. Local Population and Demographic Indicators
2. Economic Indicators
3. Socioeconomics
4. Population Forecast

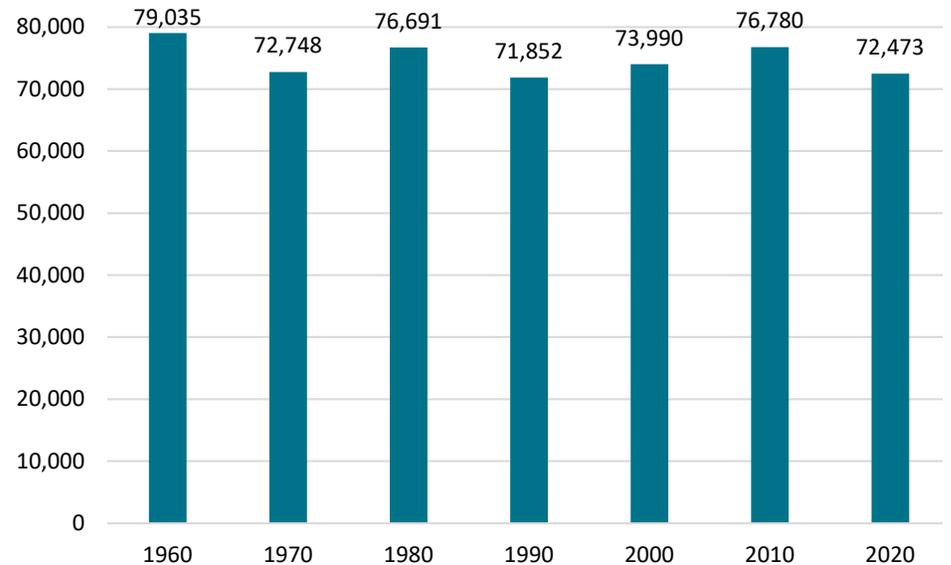
LOCAL POPULATION AND DEMOGRAPHIC INDICATORS

Figure 3.1 shows that St. Joseph population has been relatively stagnant for the past six decades. After making gains in the 1990s and 2000s the Census count of 2020 indicated a near loss of all these gains. It should be noted that many jurisdictions have concerns with regards to undercounts. Historically, undercounts are more likely among minority and immigrant populations. However, many are concerned that the pandemic was also a disrupter to the traditional Census count process.

TABLE 3.1: HISTORICAL POPULATION CHANGE				
Year	Buchanan County	St. Joseph as a % of Buchanan County, Missouri	Population Change of St. Joseph	St. Joseph change 1960-2020
1960	90,581	87%		
1970	86,915	84%	-6,287	
1980	87,888	87%	3,943	
1990	83,083	86%	-4,839	
2000	85,998	86%	2,138	
2010	89,201	86%	2,790	
2020	84,793	85%	-4,307	-6,562

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program; RDG Planning & Design

Figure 3.1 : St. Joseph Population Change



Benchmark Comparisons

Benchmark communities are used to provide context to the data and the community's position in the overall market. St. Joseph shares several characteristics such as being a fellow Missouri city, mid-sized, located along a major river, or home to a university, with the peer cities used in this report. Benchmark communities include:

- Joplin, MO - Located in southwestern Missouri, Joplin has maintained steady, resilient growth, even overcoming the destruction of a large section of the city from a tornado in 2011.
- Blue Springs, MO - Located in the Kansas City Metropolitan Area, Blue Springs has had a growing population due in part to its easy access to Kansas City, MO.
- Springfield, MO - Located in southwestern Missouri, Springfield is home to three universities and a growing population.
- Quincy, IL - Located in western Illinois, Quincy is a river city with a population that has remained relatively stagnant to slightly declining in recent times.
- La Crosse, WI - Located in western Wisconsin, La Crosse sits alongside the Mississippi River and is home to the University of Wisconsin-La Crosse. La Crosse has also experienced a stagnate population in recent decades.

TABLE 3.2: Historical Population Change, Benchmark Communities

	1970	1980	1990	2000	2010	2020	Annual Growth Rate 1970-2020
St. Joseph	72,748	76,691	71,852	73,990	76,780	72,473	-0.1%
Joplin, MO	39,256	39,126	40,961	45,504	50,150	51,762	0.5%
Blue Springs, MO	6,779	25,936	40,153	48,080	52,575	58,603	5.5%
Springfield, MO	120,096	133,116	140,494	151,580	159,498	169,176	1.0%
Quincy, IL,	45,288	42,554	39,681	40,366	40,633	39,463	-0.2%
La Crosse, WI	50,286	48,347	51,140	51,818	51,320	52,680	0.2%

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program; RDG Planning & Design

Age

Change in population among age cohorts can forecast future needs in housing, employment, and other amenities. It is possible to forecast total population change by analyzing each age group and projecting by birth and death rates. Figures 3.2 and 3.3 illustrate these characteristics in St. Joseph in 2019.

Figure 3.2: St. Joseph Gender and Age Split, 2019

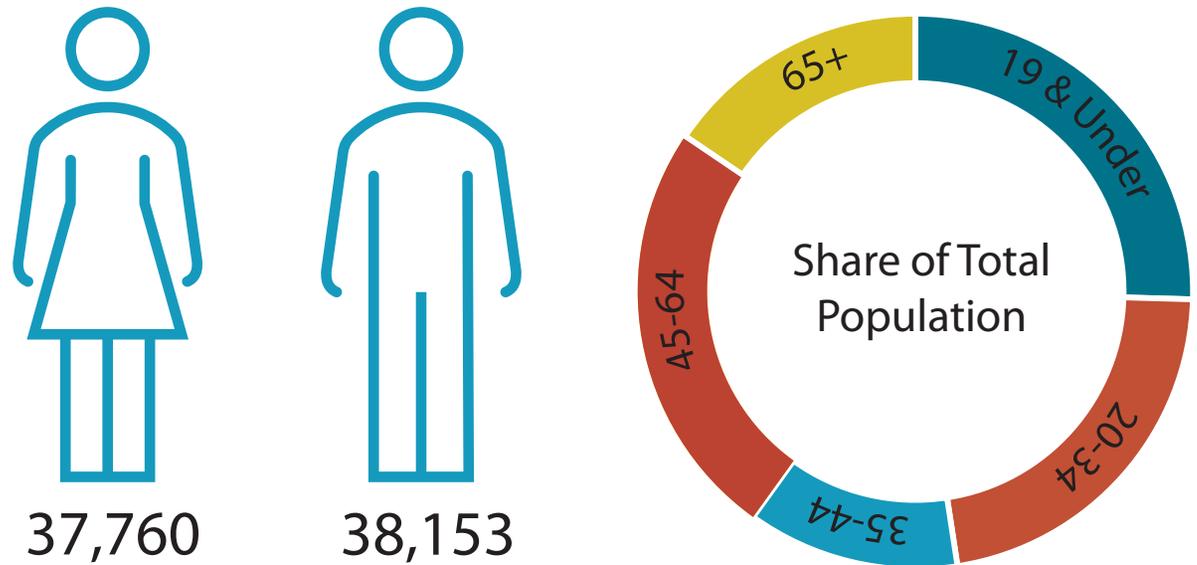


Figure 3.3: Age Composition by Sex 2019

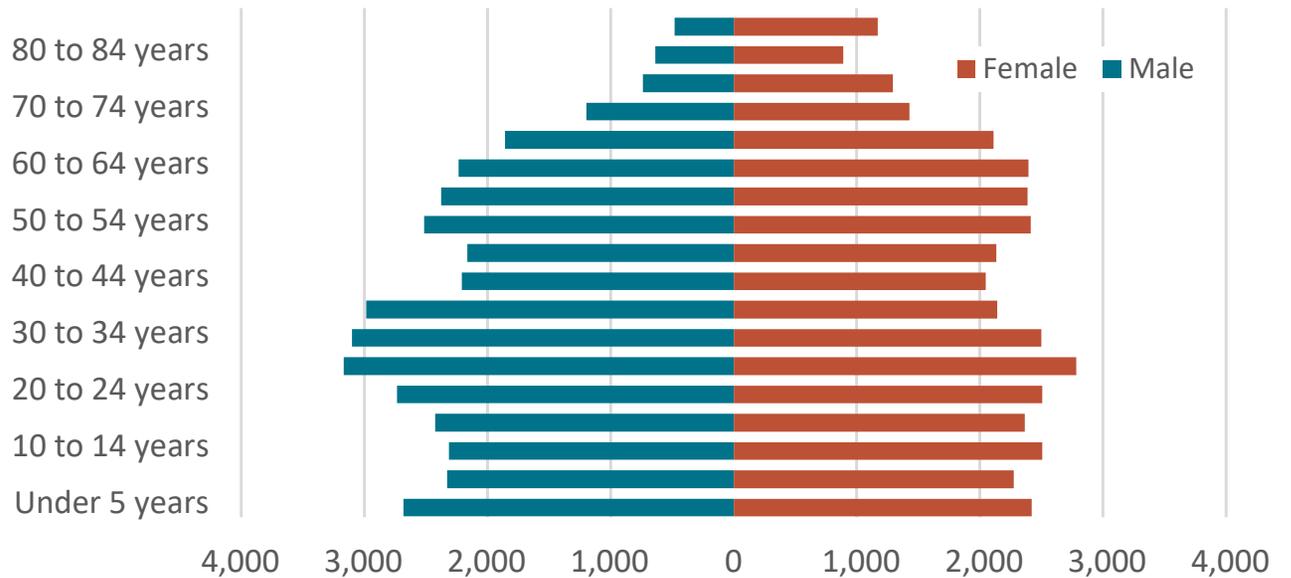


Table 3.3 Shows population changes in age cohorts between 2010 and the estimated 2019.

- In 2010 over a quarter of the city's population were in their childbearing years of 25 to 44 and less than 14% were over the age of 65.
 - › This would indicate that the city should have had more births than deaths during the previous decade and actually grown in population if migration is removed from the analysis.
- Like many cities, St. Joseph will experience a growing number of residents over the age of 55.
 - › If the city retains this population into their retirement years, housing that meets their needs as empty-nesters and retirees will be necessary.

TABLE 3.3: HISTORICAL POPULATION CHANGE					
	2010		2019		Change 2010-2019
	Number	Percent	Number	Percent	
0-14	15,123	19.7%	14,531	19.1%	-592
15-19	5,503	7.2%	4,787	6.3%	-716
20-24	6,420	8.4%	5,243	6.9%	-1,177
25-34	10,772	14.0%	11,551	15.2%	779
35-44	9,217	12.0%	9,385	12.4%	168
45-54	10,699	13.9%	9,224	12.2%	-1,475
55-64	8,441	11.0%	9,390	12.4%	949
65-74	5,168	6.7%	6,593	8.7%	1,425
75-84	3,609	4.7%	3,558	4.7%	-51
85+	1,828	2.4%	1,651	2.2%	-177
Total	76,780		75,913		-867
Median Age	35.6		36.8		

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program; RDG Planning & Design

Economics

According to the Bureau of Labor Statistics, in 2020 the unemployment rate of St. Joseph was 5.2% and had dropped to 2.3% by in November 2021. Despite an increase due to the COVID-19 Pandemic, the unemployment rate is lower than the unemployment rates following the 2008 Great Recession which topped out in 2010 at a 9.1%.

Regional Economic Strengths and Threats

Strengths

- Stable to increasing number of jobs.
- Strong healthcare sector.
- Strong manufacturing sector.

Strengths/Threats

- High number of in-commuters to St. Joseph.
- Remote work allowing more people to choose where they live.
- Large number of unfilled job postings (see skills gap below).

Threats

- Increasing volatile housing and retail markets.
- Long term economic effects of COVID-19 Pandemic.
- Impacts of climate change.
- Potential mismatch between the local workforce and needed job skills.

Figure 3.4: Income and Employment Snapshot 2019

MEDIAN HOUSEHOLD INCOME

\$48,197 St. Joseph
\$51,916 Buchanan County
\$66,632 Kansas City Metro Area
\$55,461 Missouri

ST. JOSEPH ANNUAL HOUSEHOLD INCOME RANGE



TOP EMPLOYMENT FIELD IN ST. JOSEPH



Health care and social assistance
9,854 people



Manufacturing
8,692 people



Retail
5,760 people



Educational services
4,331 people

COMMUTING PATTERNS IN ST. JOSEPH

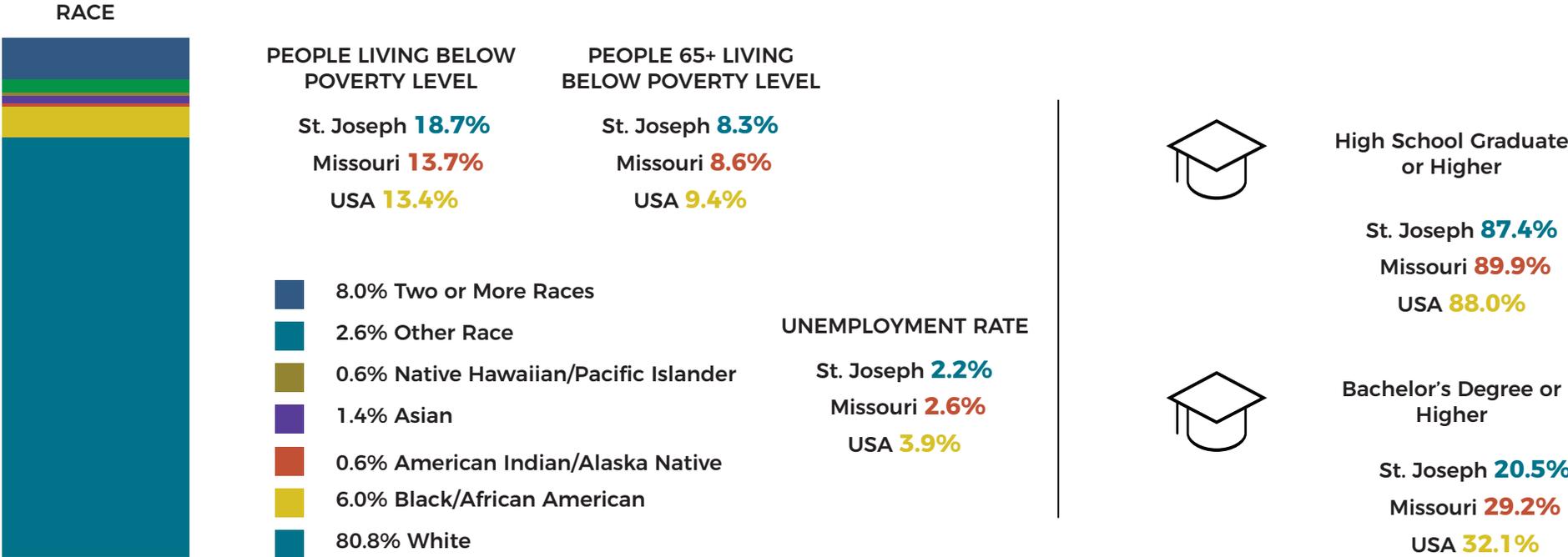


SOCIOECONOMICS

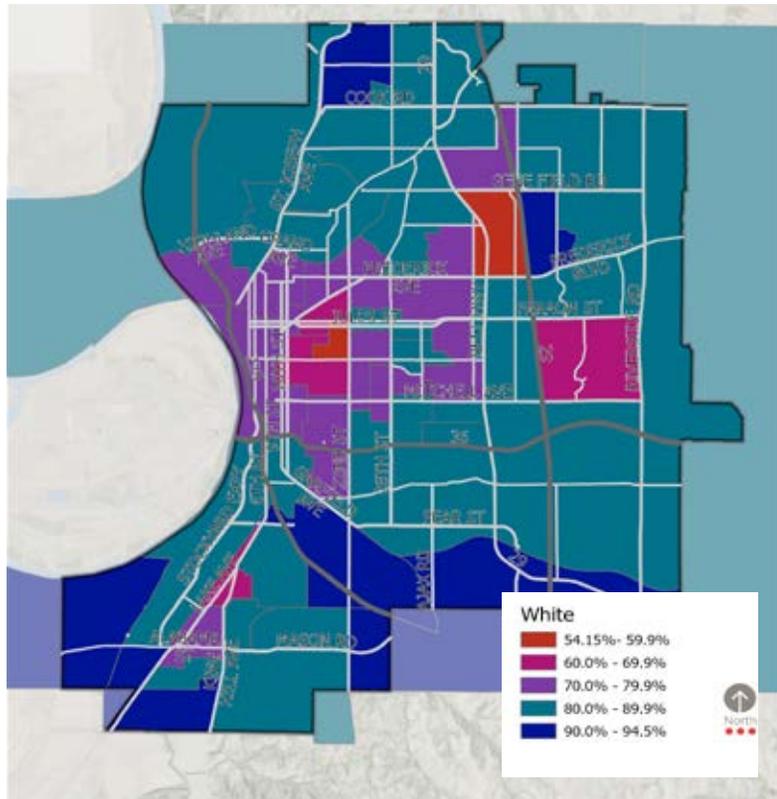
Figure 3.5 illustrates common socioeconomic indicators for a community. Although there has been increasing racial diversity in recent years, St. Joseph residents are primarily white. A higher number of residents are living below the poverty level compared to the national and state averages. However, fewer seniors in St. Joseph are below the poverty level than the state and national averages. St. Joseph is below the state and national average when it comes to educational attainment. St. Joseph is below the national average for residents who graduated from high school and 10% under the national average for residents with a bachelor's degree.

A social service provider in the community noted during the listening sessions that St. Joseph has better paying jobs than it did in the past but that there is a gap between those jobs and local employees' skills. The statistics on educational attainment and roughly 3,812 open positions in early 2022 reinforce this perception. It should be noted that most of these jobs do not require a bachelor's degree but slightly more than a high school education. Many current job openings (January 2022) require a certification such as an RN (12.2% of openings), HAZMAT (2.4% of openings), or Commercial Driver's license (9.7% of openings). Another way to look at this is that 28.9% of job openings require at least a high school diploma or GED, 2.9% require an associate's degree, and 12.8% require a bachelor's degree or above.

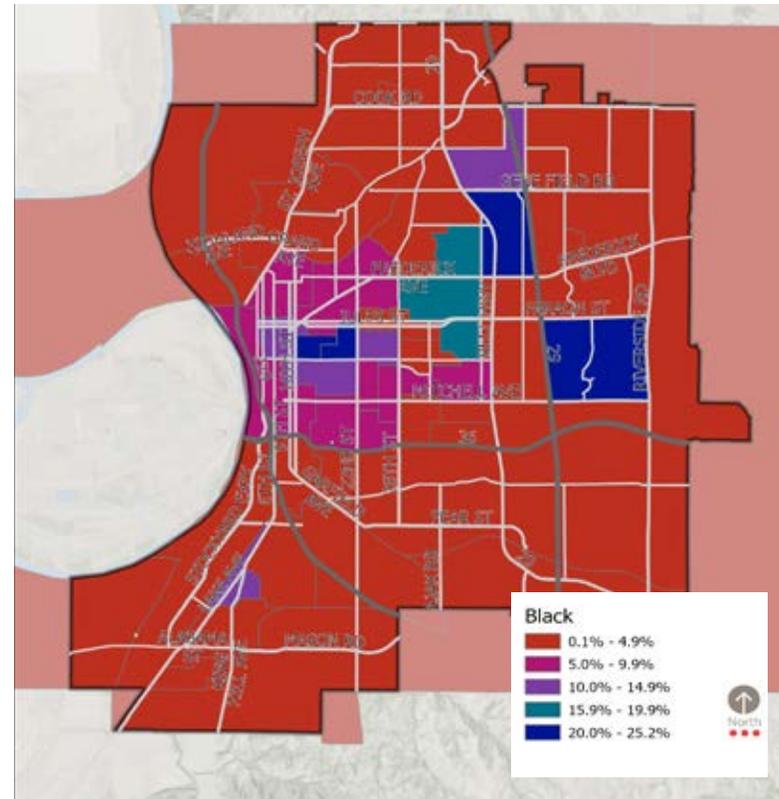
Figure 3.5: Race, Poverty, and Education Snapshot 2019



Map 3.1: Percent White Residents



Map 3.2: Percent Black or African American Residents



Demographics

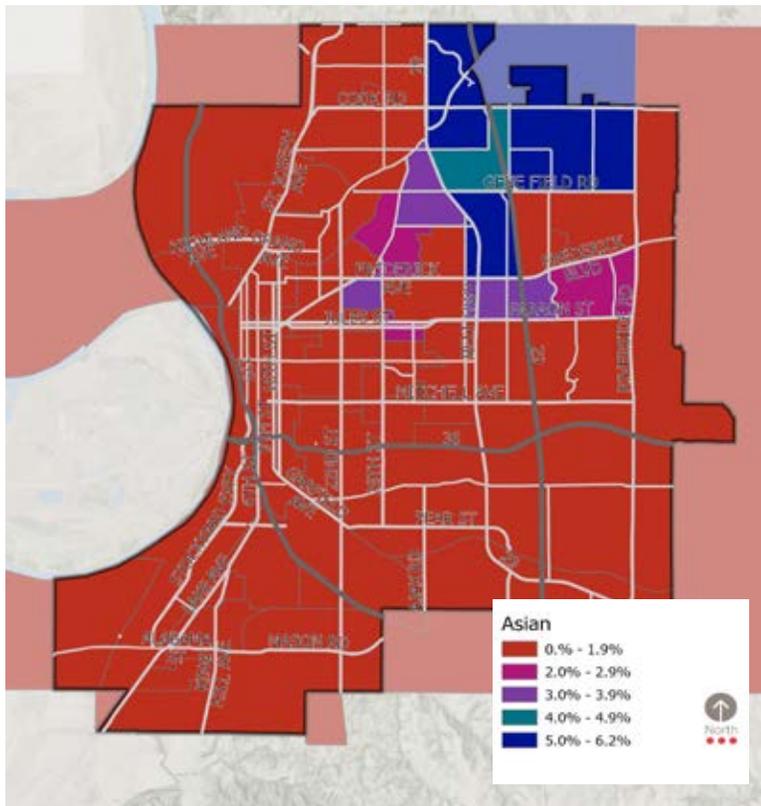
The community of St. Joseph continues to increase in diversity. Maps for the four largest racial groups as defined by the Census are shown above. The central portions of St. Joseph are the most diverse areas of the city. These sections are also some of the oldest areas of the city and are in need of continued infrastructure and housing reinvestment.

TABLE 3.4: HISTORICAL POPULATION CHANGE

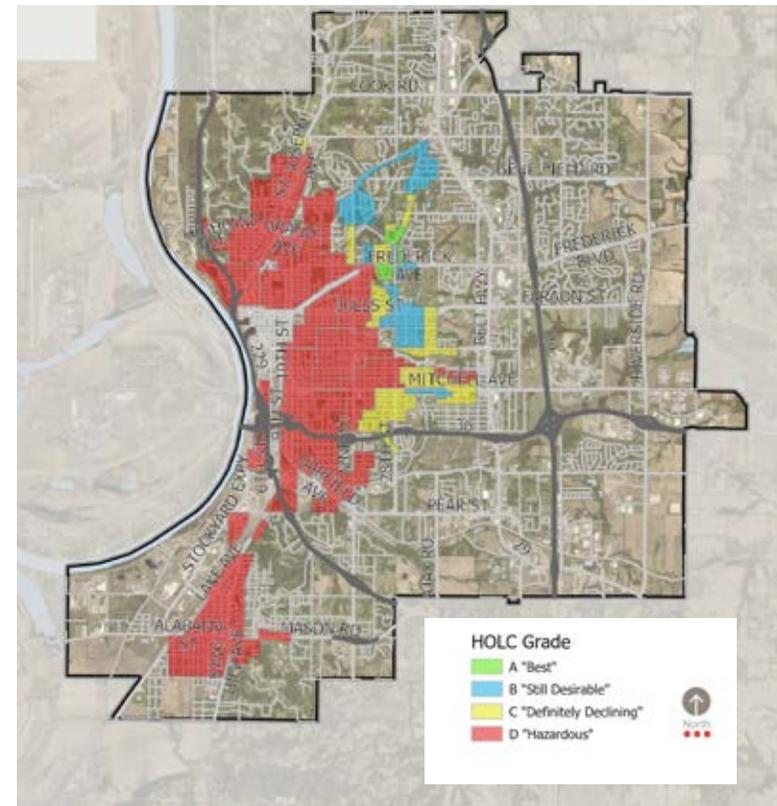
	2010	2020	Percent Change
Black	6.0%	6.0%	0.1%
American Indian/Alaska Native	0.5%	0.6%	0.1%
Asian	0.9%	1.4%	0.6%
Native Hawaiian/Pacific Islander	0.2%	0.6%	0.4%
White	87.8%	80.8%	-7.0%
Other Race	2.0%	2.6%	0.6%
Two or More Races	2.7%	8.0%	5.3%

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program; RDG Planning & Design

Map 3.3: Percent Asian Residents



Map 3.4: Home Owners Loan Corporation Map (HOLC) - June 1928



Legacy of Redlining

Redlining was the discriminatory practice of denying services and financing within neighborhoods that had higher concentration of certain racial and ethnic groups based on maps produced by the Home Owners' Loan Corporation (HOLC). The impact of these practices have had lasting impacts on both the targeted ethnic and racial groups and the neighborhoods in which they lived. Being denied financing, or being forced to pay higher financing costs, made it more challenging to fund property maintenance or left households in rentals longer. These practices left marks on the current times with families unable to build generational wealth and neighborhoods with decades of disinvestments. Acknowledgment of this history and its lingering impacts is important in addressing housing and neighborhood needs within the existing housing stock.

POPULATION PROJECTION

Based on economic indicators, which include over 3,000 open positions and many in-commuters, Figure 3.6 shows a series of population growth scenarios through 2040. In the past decade St. Joseph has struggled to maintain and even capture new growth, but the opportunities noted above indicate the potential exists. The following chapters will identify a land use vision for accommodating this growth and strategies that will help the community reverse the historic pattern.

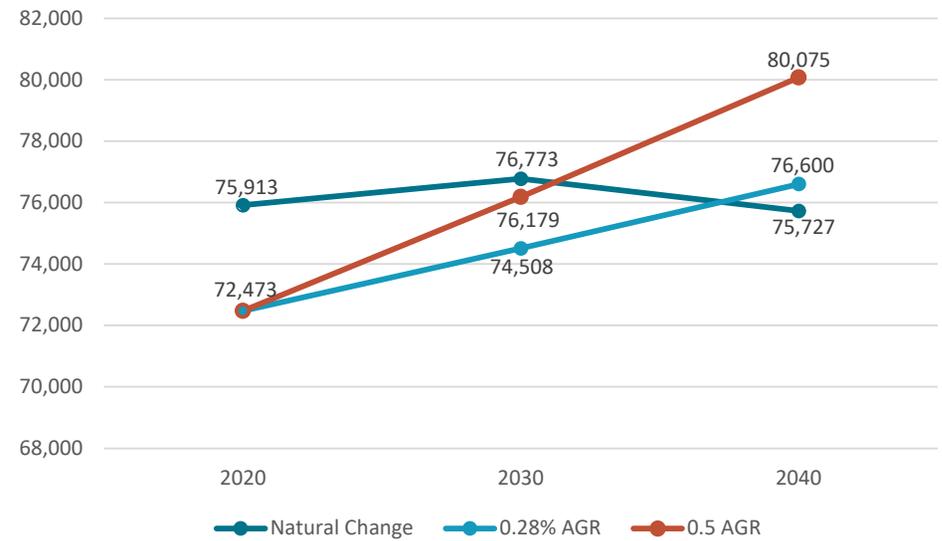
Figure 3.6 illustrates three potential models. The first of these uses the American Community Survey 2019 estimate as this estimate included age and sex estimates. The age and sex data can be used to project out future population based on average birth and death rates. For St. Joseph, this would indicate that the city would continue to gain population (have more births than deaths), over the next decade. If the city can continue the pattern of the 2000s growing at 0.28% annually it will reach a population of just over 76,600. If the city can grow at a higher rate, like Joplin but less than Springfield (for comparison), the city could reach a population of over 80,000 by 2040.

To meet this demand housing units will be needed. Over the past decade housing production has matched the city's slow growth. New or rehab units will need to be generated to support a more aggressive growth pattern.

DIRECTION FORWARD

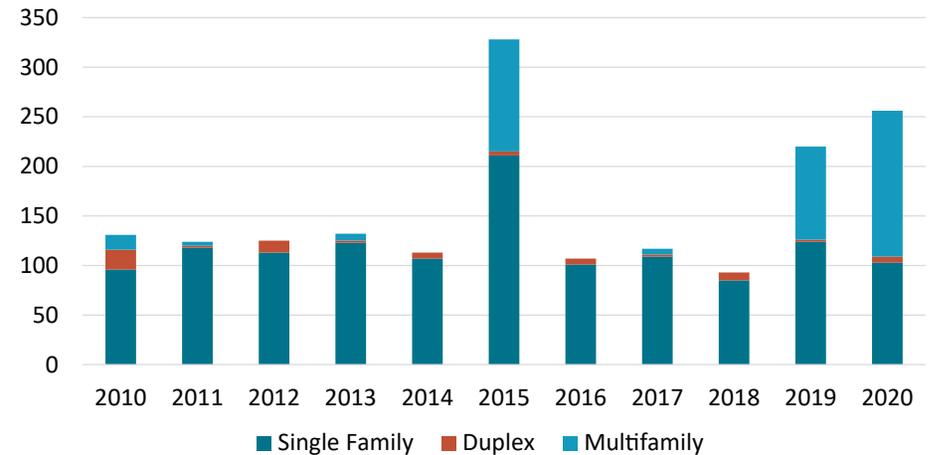
St. Joseph is a community that has the potential to grow by attracting a portion of the workers in-commuting. The next chapter relates the growth forecasts with land use needs by residential, commercial, and industrial/business park through 2040.

Figure 3.6: Population Projection



75,913 is based on 2019 American Community Survey population estimates

Figure 3.7: Residential Construction Activity





LAND USE &
URBAN DESIGN



DEVELOPMENT PATTERNS

Existing land uses and environmental factors provide the foundation for future land use plans. St. Joseph’s existing land use and environmental conditions inform, set boundaries, and create opportunities. Natural features such as the woods, bluffs, and waterways mix to form a unique setting for the city.

Environmental Resources

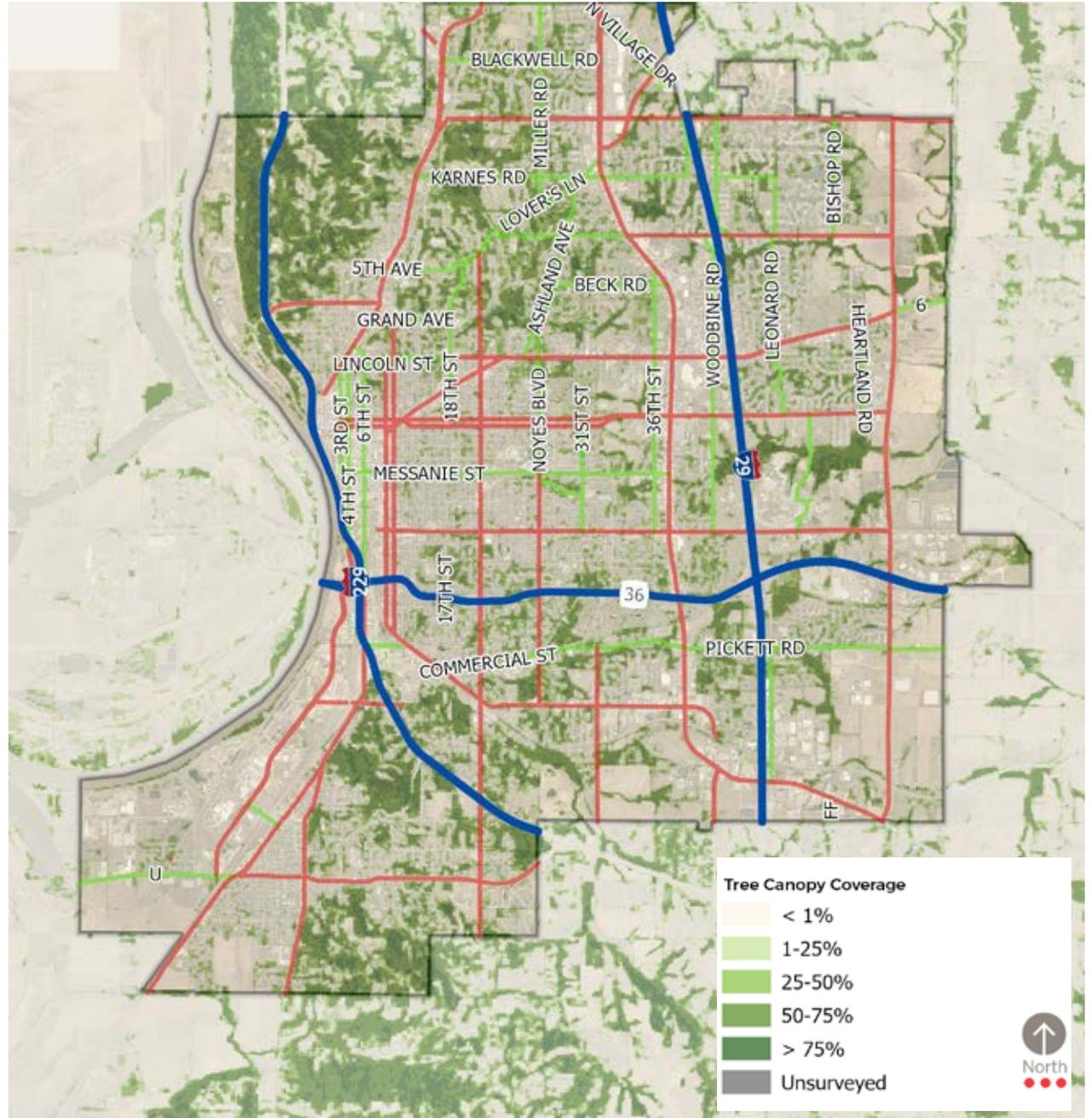
St. Joseph has many natural resources including greenways, parks, creeks, bluffs, and the Missouri River. These features make St. Joseph an attractive place for residents.

Tree Canopy

Trees provide many benefits from providing shade for people and their houses to being a home for wildlife.

- St. Joseph has a strong tree canopy especially on the northwest and southwest portions of the city.
- The northwestern portion west of St. Joseph Avenue has steep slopes and has remained undeveloped but offers a natural beauty seen in Krug Park and the mountain bicycle trails.
- The central part of the city has fewer trees which contributes to the urban heat island which can be deadly during heat waves.

Map 4.1: Tree Canopy Coverage

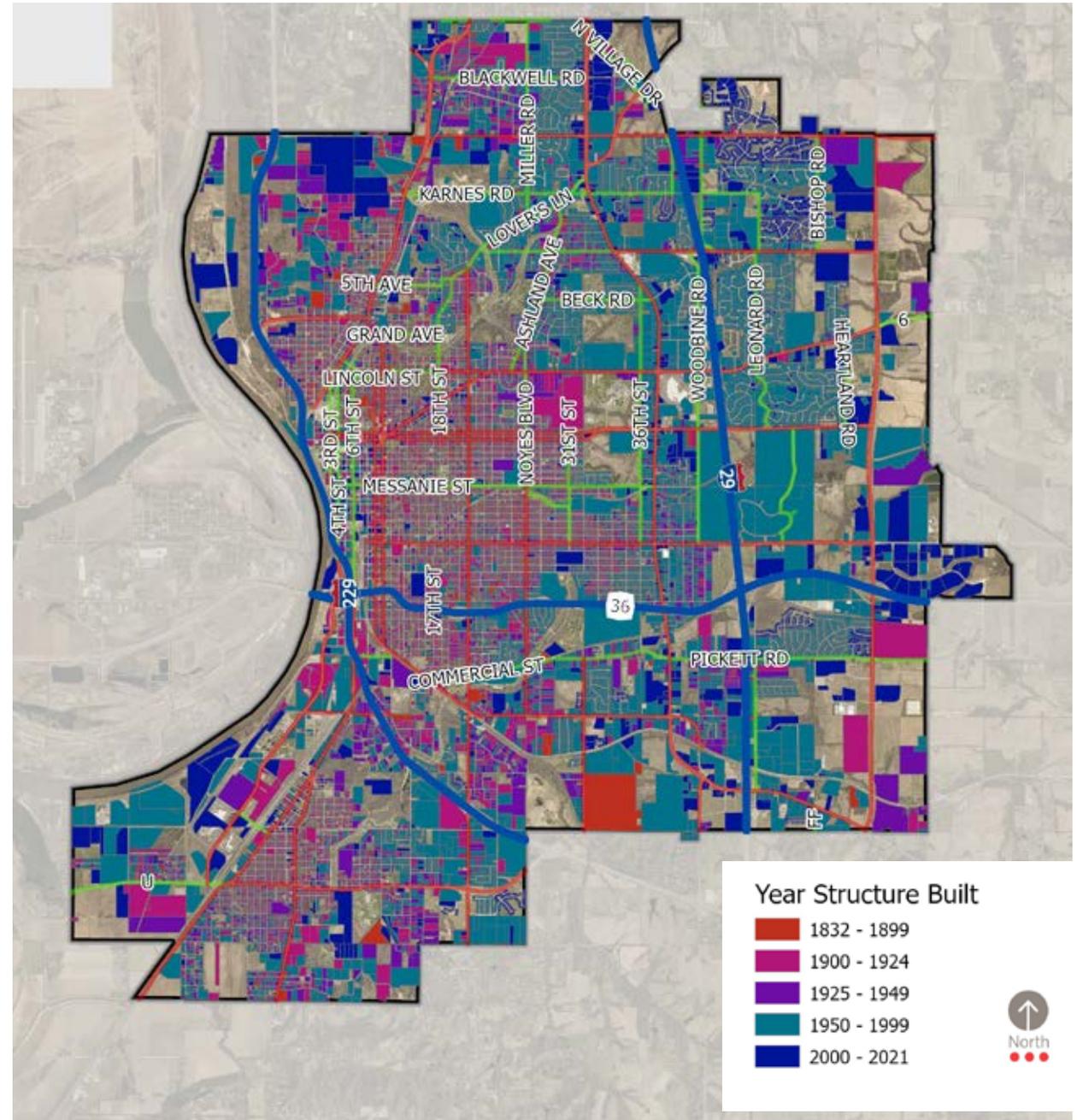


Development Occurrence

Development in St. Joseph started in the western portion of the city along the banks of the Missouri River. St. Joseph contains many historic buildings that provide character and charm to the city and its neighborhoods but also have higher need for upkeep.

- 50% of all buildings were built before 1950.
- 39% of all buildings were built before 1925.
- New development has mainly occurred in the east, past Interstate 29.
- Vacant parcels in the central section of the city offer important redevelopment opportunities.

Map 4.2: Year Structure Built



Future Land Use Map Principles

The following principles guide land use decisions. Each provides a focus on efficiency, reducing costs, enhancing quality of life, leveraging the power of partnerships, and creating places where people want to live, work, and play. These principles are the criteria that frame the future.

1. Use urban services efficiently.
2. Promote diverse housing options.
3. Promote neighborhood reinvestment.
4. Plan for community amenities.
5. Respect and protect the environment.
6. Connect St. Joseph with mobility choice.
7. Encourage balance and mixing of uses.
8. Use public investments to promote private development.
9. Lead transparently and collaboratively.

TABLE 4.1: St. Joseph Land Use Composition

	Acres	% of Land
Total Density Residential	10,237.1	35.8%
High Density Residential	652.9	2.3%
Medium Density Residential	2,149.2	7.5%
Low Density Residential	7,434.9	26.0%
Commercial	2,259.0	7.9%
Business Park/Industrial	3,113.8	10.8%
Civic	1,887.8	6.60%
Total Open Space	5,267.7	18.41%
Parks/Parkways	1,924.6	6.7%
Vacant	1,634.8	5.7%
Open Space / Agriculture	1,708.2	6.0%
Right-of-Way (ROW)	5,732.9	20.0%
City Limits	28,617.8	

Source: City of St. Joseph & RDG Planning & Design

Current Land Use

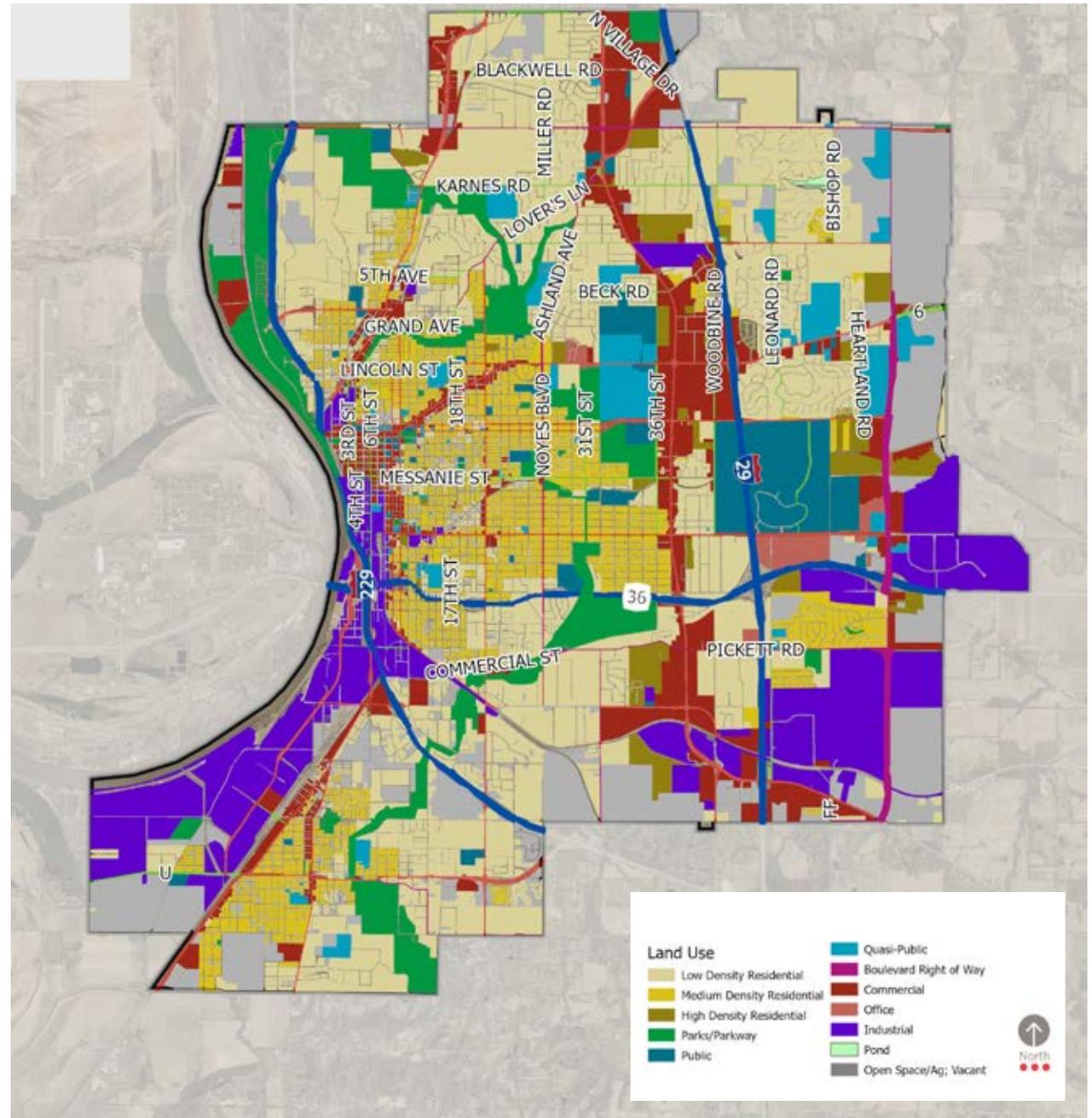
Medium density residential (6-12 units per acre) makes up most of the central and southern sections of the city. Lower density residential developments are more prevalent at the outskirts of the city. Commercial areas are found along Belt Highway and I-29 interchanges. Historic commercial corridors such as Frederick, King Hill/Lake, and St. Joseph Avenues provide neighborhood commercial areas mixing with the residential areas surrounding them.

Many vacant lots can be found in the center of the city. This creates potential to redevelop and use the roads, water mains, and sewer system that are already in place instead of expanding on the outskirts of the city where new infrastructure would need to be built and maintained.

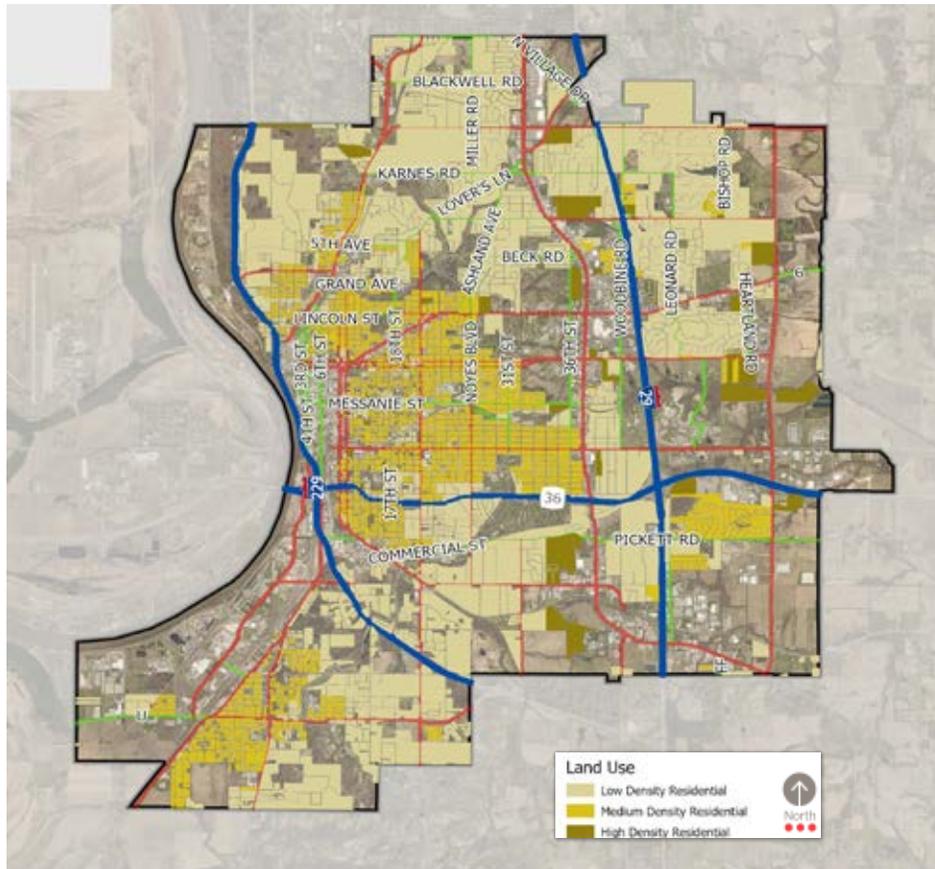
City land use mix:

- 35.8% residential
- 7.9% commercial
- 10.3% industrial
- 6.7% parks space
- 5.7% vacant

Map 4.3: Current Land Use



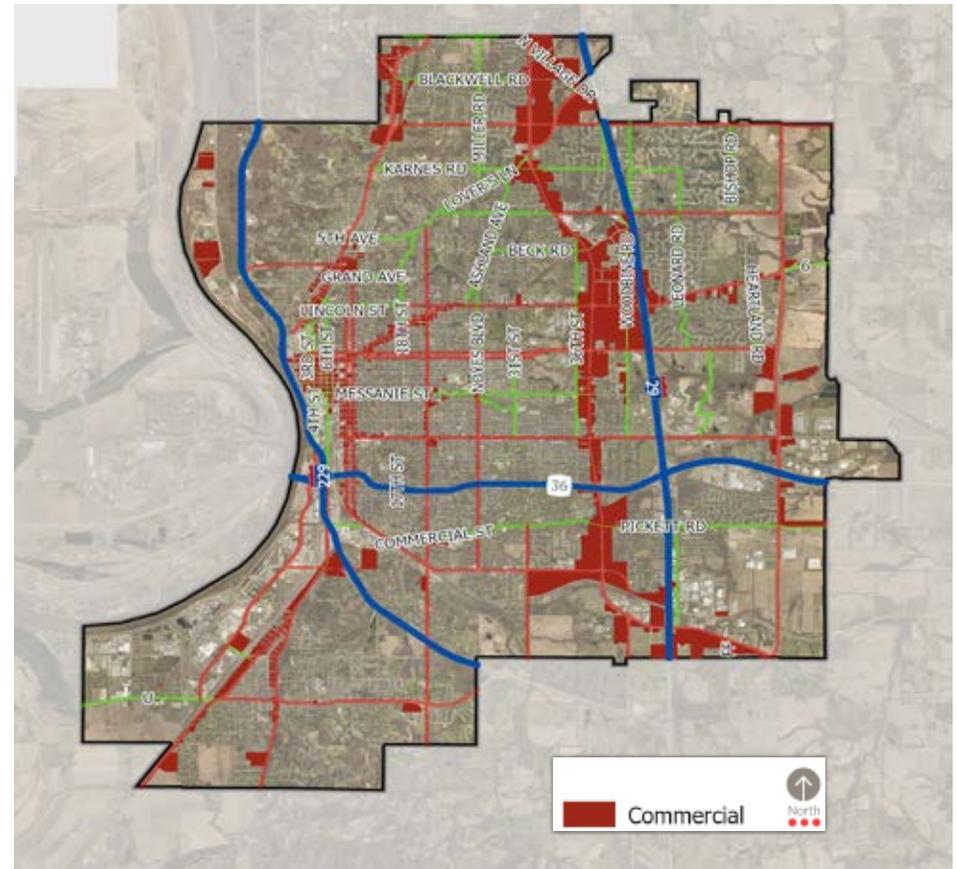
Map 4.4: Residential Land Use



Residential

Residential land use is spread throughout St. Joseph. Medium density residential is found in the city's core and southeastern portions. The edges tend to be low density residential. High density residential is scattered throughout the city but is mainly located near major streets to allow for easy access to and from high density residential areas.

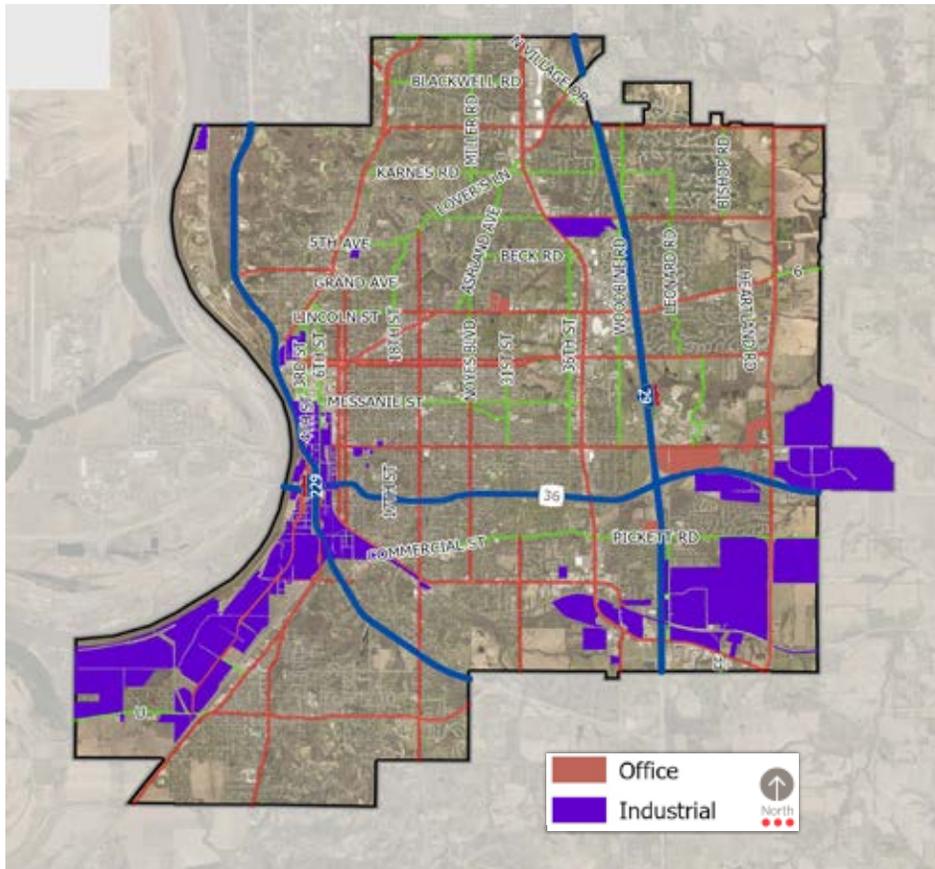
Map 4.5: Commercial Land Use



Commercial

Commercial areas are primarily located along the major roads such as Belt Highway and neighborhood commercial corridors like Frederick and King Hill Avenues. Over the past several decades commercial development has focused along Belt Highway and been more car oriented. The desire for more walkability and smaller footprint spaces is driving growing interest in downtowns and neighborhood centers in many communities.

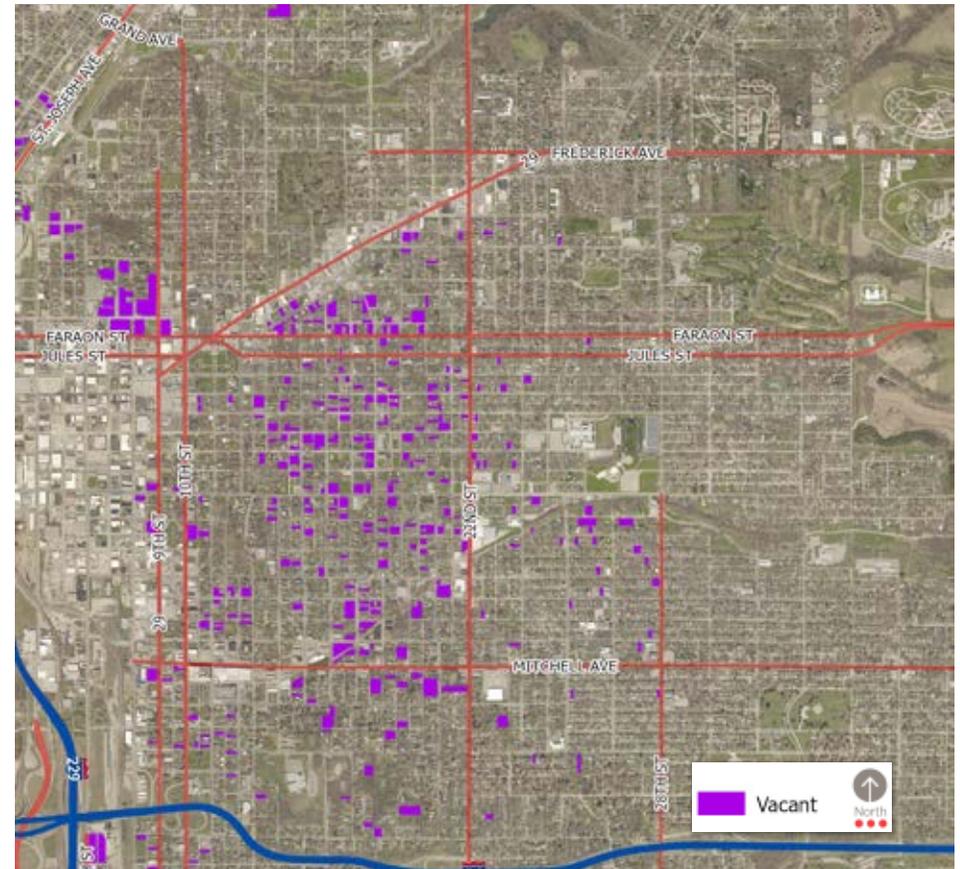
Map 4.6: Industrial and Office Land Use



Industrial/Office

Industrial spaces need heavy trucking and/or railroad access to maintain their businesses. Therefore, industrial uses are primarily located along major and minor arterials and the city's extensive railroad network. Offices tend to be located near major roads where workers have easy access to and from their place of work.

Map 4.7: Vacant Parcels



Opportunity Areas

Opportunity areas are vacant, open spaces, and agriculture uses. These areas offer locations for the city to grow using a mixture of infill and greenfield development. Many vacant parcels can be found in St. Joseph's central neighborhoods allowing for the use of previously built infrastructure.



A LAND USE FRAMEWORK

Land Use Philosophy: A Flexible Approach

Contemporary growth in American cities has tended to separate different land uses through zoning. The concept of single-use zoning grew out of a need to separate people's homes from major industries in order to protect their health. Still today, some uses can produce so much traffic, noise, smells, or other effects that separation remains the most appropriate policy. However, increasingly, mixing compatible, different uses is shown to create interesting and attractive communities. The St. Joseph Land Use plan recommends a flexible land use approach that allows mixing of uses.

A development pattern that encourages a mix of land uses and activities has a variety of benefits:

- By promoting activity at various times of day, among various types of uses, it increases

security, vitality, and the number of people using public spaces.

- Reduces the number of miles that people must travel daily by car, since homes are near jobs and services.
- Opens opportunities to build a variety of housing types. The development of housing above office and commercial establishments adds vitality to business areas and increases the economic yield on property.
- Nationally, more communities are finding that by mixing land uses, neighborhoods are more attractive and appealing to residents.
- Plans and land development policies that provide appropriate use mixing also provide greater flexibility for developers and avoid unnecessary regulation.

St. Joseph can achieve all these benefits by using a flexible land use framework that allows for appropriate mixing of compatible uses. The

land use framework recognizes existing land use patterns, which in an historic city like St. Joseph are mixed land uses, while establishing an intensity-based approach for developing areas. While this approach may allow for land uses with similar intensity to be integrated, each land use category has unique requirements for the following attributes:

- Use characteristics
- Intensity, or density
- Compatibility (transitions between uses)
- Form and design

In this section of the plan, each land use category is described in terms of its purpose, form, uses, intensity, and compatibility requirements.

Use: Integration and mixing of uses

One advantage of an intensity-based framework is its ability to integrate different land uses. Uses may be integrated in two ways: horizontally and/or vertically. Horizontal integration keeps individual building purposes separate but relates buildings harmoniously to each other. Vertical integration puts more than one use in the same building. In the St. Joseph Comprehensive Plan framework, most of the city's land is in multi-use

Understanding Mixing of Uses and Transitions

Horizontal Integration



Horizontal integration of uses means that different uses are housed in different buildings but are related to each other.

Vertical Integration



Vertical integration of uses means that different uses are located in the same building.

ST. JOSEPH COMPREHENSIVE PLAN

Intensity

St. Joseph Comprehensive Plan's framework designates how much development occurs in an area and how that development affects its neighbors. This is measured by intensity and/or density of development. In residential areas, intensity is measured by dwelling units per acre (DU/A). For other uses, the amount of traffic a project generates or how it affects its neighbors determines intensity. Intensity for non-residential uses can also be measured by a factor called floor area ratio or FAR, calculated by dividing building area by site area.

Defining Dwelling Units Per Acre: If six units are built on an acre of land the density of the site is 6 DU/A. The higher the number of units on an acre the more intense the land use.

Understanding Intensity

Residential



Low Intensity



Medium Intensity



High Intensity

Commercial



Compatibility

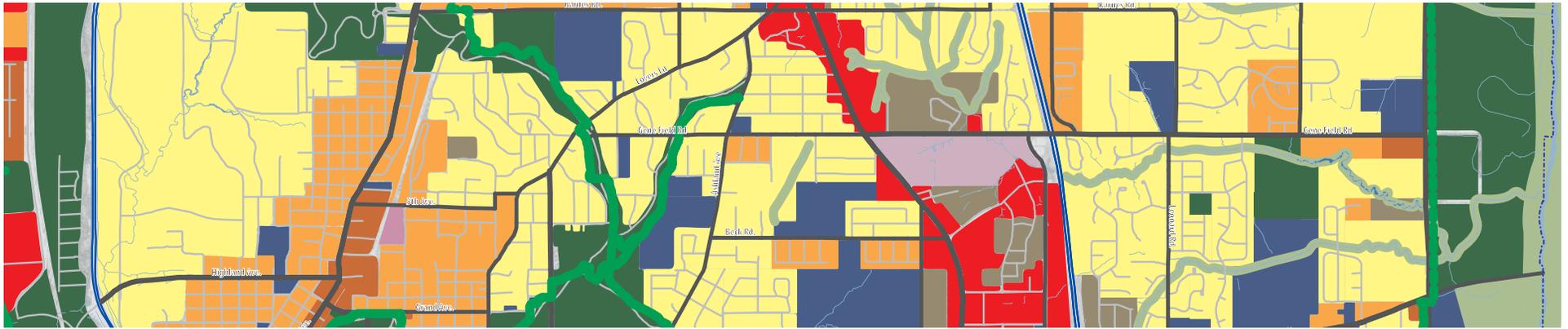
One of the most important concerns in land use planning is the relationship between different uses and their relative compatibility with each other. In areas where densities are low, compatibility is usually achieved using spacing between buildings and by congregating similar uses together. This simple method is easy to administer and understand; however, it can lead to some undesirable conditions such as increased commute times and un-walkable neighborhoods.

Compatibility in multiple-use districts can be attained in a more nuanced way by focusing more on the performance (effects) of various uses and designing land use regulations that allow for more integration of uses. If carefully done, the integration of uses can be achieved so that commute times become shorter and neighborhoods become more walkable and interesting, all while preserving privacy, security, and aesthetics.

The land use categories described in this plan exist on a continuum of intensity, and therefore have a continuum of compatibility methods. As land uses become more intense and uses become more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on performance-based methods that directly address issues such as noise, traffic, privacy, and aesthetics.

It is important to remember that while the intensity-based concept proposes mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements for higher impact uses are an important part of the land use system proposed in this plan.





Form

Form relates to how the developments in the land use categories are laid out, including the street pattern, the type of infrastructure required, how buildings relate to each other (e.g. - are buildings close together or separated?), and the relation of buildings to the street. Form also includes the scale of the buildings - the length, width, and number of stories. The degree to which the buildings in an area are similar to each other in terms of these “form” characteristics impacts the perceptions of compatibility, and therefore, market value.

CAVEATS TO THE FUTURE LAND USE MAP

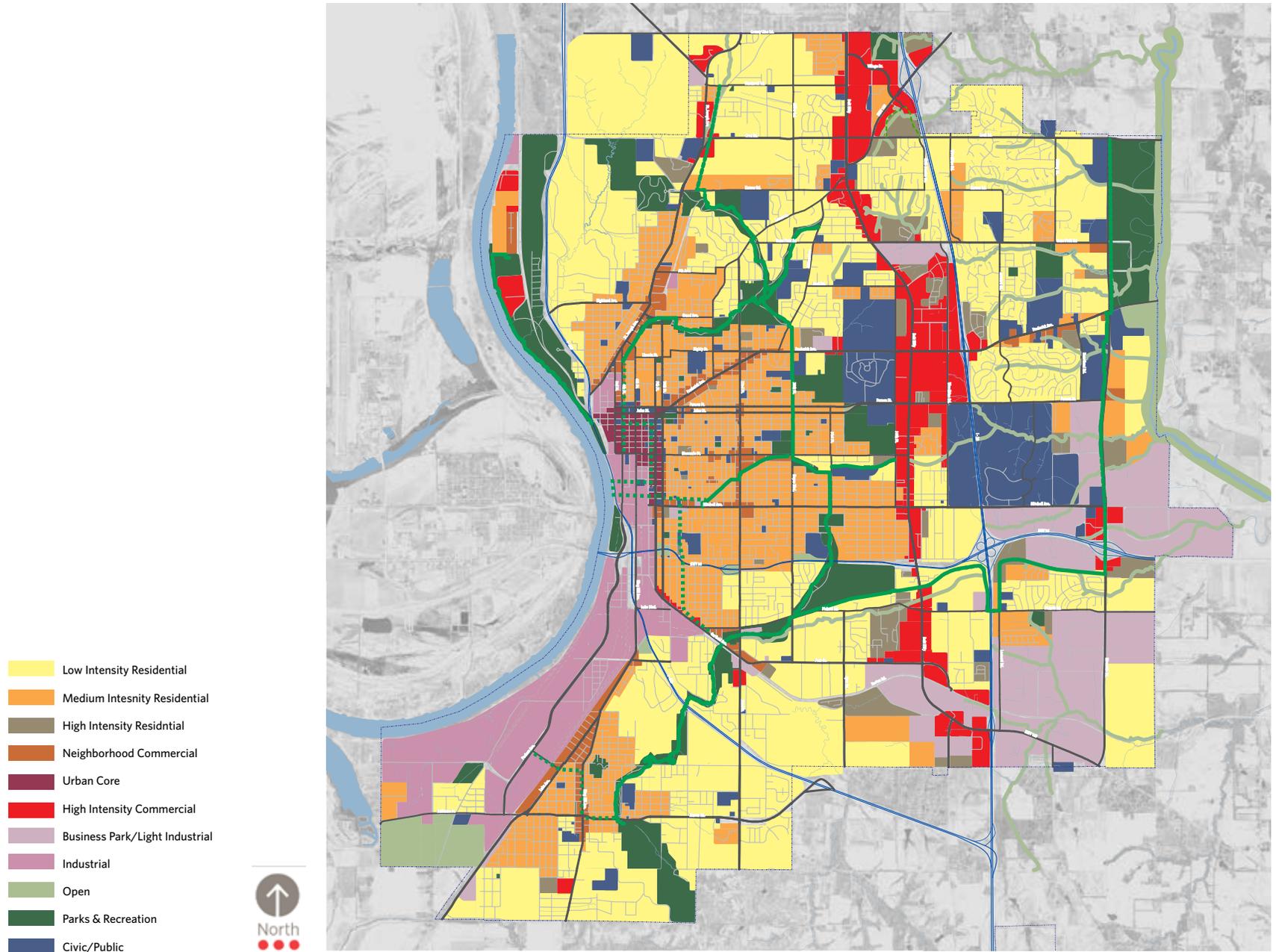
The development concept and future land use map are based on population projections, economic trends, environmental analysis, and public input. The amount of land that is planned for is much more than the projected need in order to provide market flexibility, avoid creating a false land shortage, and provide long-term planning. This means that many areas shown in the maps are unlikely to develop in the 20-year time frame.

Three important points about the Development Concept and Future Land Use Map

1. **Property Owners Decide.** The Future Land Use Map depicts new land uses for privately owned properties. The transition of these properties from their current use to the depicted use is expected to occur slowly over time in response to market demands, as property owners voluntarily sell, develop, or change the use of their land.

2. **Generalized Map.** The Future Land Use Map should be interpreted generally and is not intended to provide the specificity or the rigidity of a zoning map or engineering document. The map should provide guidance for the zoning map and is meant to show:
 - › Generalized land use locations and transitions: The boundaries between land uses on the map are “fuzzy” lines and are meant to show approximate areas for transition, rather than rigid boundaries. The exception to this are those areas that preserve floodplain for stormwater management and recreation.
 - › Collector and Arterial Street connections: Critical arterial and collector street connections are specified on this map, though the exact routes will depend on detailed engineering studies. Local streets will be determined as development occurs.
3. **Basis for Land Use Decisions.** The Future Land Use map should provide the basis for decisions of the Planning Commission, the City Council, and private developers. The map is a critical part of the approval process for development proposals and zoning decisions.

Map 4.8: Future Land Use Plan



Guide to Future Land Use Classifications:



Low Intensity Residential Use Characteristics:

This land use is mainly residential with a focus on single-family detached housing, although other single-family attached and small lot single-family homes may be permitted.

Intensity:
2-6 dwelling units per acre (DU/A)

Compatibility:
Civic uses are generally permitted. Street traffic is kept to low volumes.

Form:
Development should provide connectivity within and between developments for both cars and pedestrians. A framework of streets and open spaces should create a sense of neighborhood. Densities should be higher at transition points with other more intense uses. Developments will be provided with full city services.

Medium Intensity Residential Use Characteristics:

This land use emphasizes a mix of housing types such as small lot, single-family detached, duplexes, small apartments, and row houses.

Intensity: 6-12 DU/A
Compatibility:

Applies to older established or newer neighborhoods with a diverse range of housing types. Civic uses generally permitted.

Form:
High level of connectivity between and within developments is needed. Connections to neighborhood commercial services and civic destinations should provide a sense of neighborhood. Development scale should maintain the identity of individual units and densities should be higher at transition points.

High Intensity Residential Use Characteristics:

Primarily it is a residential area with multifamily dwellings but can also have small scale office and commercial uses.

Intensity: 12+ DU/A
Compatibility:

Works well with neighborhood commercial corridors and civic institutions.

Form:
Located with access to strong transportation networks, civic, and activity centers. High level of pedestrian access and connectivity is needed to help create a more walkable environment that takes advantage of the high-density levels. Landscaping should be applied to ensure a softer visual environment.



Neighborhood Commercial
Use Characteristics:

Areas with easily accessed commercial services from neighborhoods that surround them. A mix of smaller scale commercial uses with medium to higher density residential uses and civic uses can be integrated.

Intensity: 7-12 DU/A

Compatibility:

Should be integrated into the surrounding neighborhoods. Different types of land uses can be together if a smooth internal transition of intensities is maintained.

Form:

High connectivity in transportation to allow multiple access points. Sidewalks should provide access between businesses and the adjacent residential areas for greater walkability.



High Intensity Commercial
Use Characteristics:

Commercial areas easily accessed from the entire city. A mix of small to large scale commercial uses with higher density residential uses and civic uses.

Intensity: 12+ DU/A

Compatibility:

Should be integrated with higher capacity roads and good traffic circulation. Heavy, regionally appropriate, landscaping should be used along boundaries with lower intensity uses.

Form:

Should be located along an arterial street to accommodate automobiles, while providing good pedestrian and bicycle access to adjacent streets and trails. Horizontal and vertical mixing of uses should be encouraged.



Urban Core

Use Characteristics:

The historic downtown and other historic mixed uses south of the downtown. A broad range of retail services, civic institutions, and residential uses. Does not include large-scale stores, auto related services, and large single-story offices.

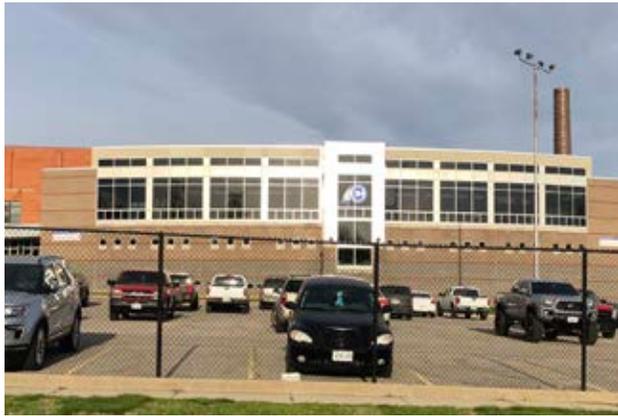
Intensity: 12+ DU/A

Compatibility:

Land uses and intensities should be integrated and mixed horizontally and vertically. Form and design rules allow different land uses to be close together to make appropriate accommodations. Horizontal and vertical mixes result in complementary and alternative times of use and ability to share parking areas.

Form:

Developments should emphasize pedestrian scale and relationships among businesses and accommodate automobile access without being designed at an automotive scale.



Civic/Public

Use Characteristics:

Provide spaces for educational, institutional, assembly, and other public and quasi-public uses including hospitals, churches, major campuses, and major infrastructure.

Intensity:

Not applicable

Compatibility:

Civic uses are compatible with several different areas including residential. Maintenance and infrastructure facilities should generally be in industrial areas. Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management.

Form:

Civic institutions should follow the same standards for site design and connectivity as enterprises of similar intensity.

Parks and Recreation

Use Characteristics:

Areas that remain undeveloped for recreational opportunities.

Intensity:

Not applicable

Compatibility:

These areas are valuable for the natural character and uses within them and should have minimal impact on the natural environment.

Form:

Traditional park and recreation areas include passive and active recreation. Locating parks and open spaces along areas of floodplains and steep topography help preserve these areas and help with stormwater management. Higher intensity recreation uses, such as sport complexes, need to follow the same standards for site design and connectivity as enterprises of similar intensity.

Open Space and Parkways

Use Characteristics:

Open areas follow the city's drainage ways and parkways. These areas should remain open and undeveloped due to higher risk of flooding.

Uses:

Preserved for flood protection but can also be trail and parkway corridors.

Compatibility:

These areas are valuable for the natural character and uses within them and should have minimal impact on the natural environment.

Form:

Locating open spaces along floodplains, drainage areas, and steep topography help preserve these areas and help with stormwater management.



General Industrial

Use Characteristics:

All types of industrial: manufacturing, warehousing, distribution, and office/industrial flex spaces. Potential heavy traffic, noise, or odors make this less compatible with other uses.

Intensity:

Not applicable

Compatibility:

Development within industrial areas will be similar in nature, so compatibility is less difficult to manage. However, where industrial abuts other land use categories, design standards, operational standards (traffic, noise, lighting), and landscaping will need to be addressed.

Form:

Accessibility to rail and freeways, along with having adequate infrastructure in place, is important to the location of industrial areas.



Business Park/Lt. Industrial

Use Characteristics:

Areas with major office and business uses, such as technology and research centers, corporate headquarters, and lower intensity industries. Non-industrial/non-office uses should be limited to services or commercial uses that are needed to support the primary employment generators.

Intensity:

Not applicable

Compatibility:

Adjacent and internal development should not compromise the viability of employment lands. Multi-family may be appropriate when integrated as part of a holistic development that incorporates the above-mentioned uses.

Form:

Require a higher standard for urban design, access, and other factors. Transportation improvements should enhance connectivity, efficiency, and capacity.

Land Use Compatibility

Some of the most difficult issues in plan implementation arise at boundaries where various intensities of use are proposed adjacent to each other. Table 4.2 provides a land use compatibility guide, assessing the relationship between existing uses and providing a basis for review of proposals based on their geographic context.

Compatibility Rating Key

- 5: The proposed use is completely compatible with existing land uses. Development should be designed consistent with good planning practice.
- 4: The proposed land use is basically compatible with the existing adjacent land uses. Traffic from higher intensity uses should be directed away from lower intensity uses.
- 3: The proposed use may have potential conflicts with existing adjacent use that may be resolved or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects. A Planned Unit Development (PUD) may be advisable.
- 2: The proposed use has significant conflicts with the preexisting adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent use. A PUD is required in all cases to assess project impact and define development design.
- 1: The proposed use is incompatible with adjacent land uses. Any development proposal requires a PUD and extensive documentation to prove the external effects are fully mitigated. In general, proposed uses with this level of conflict will not be permitted.

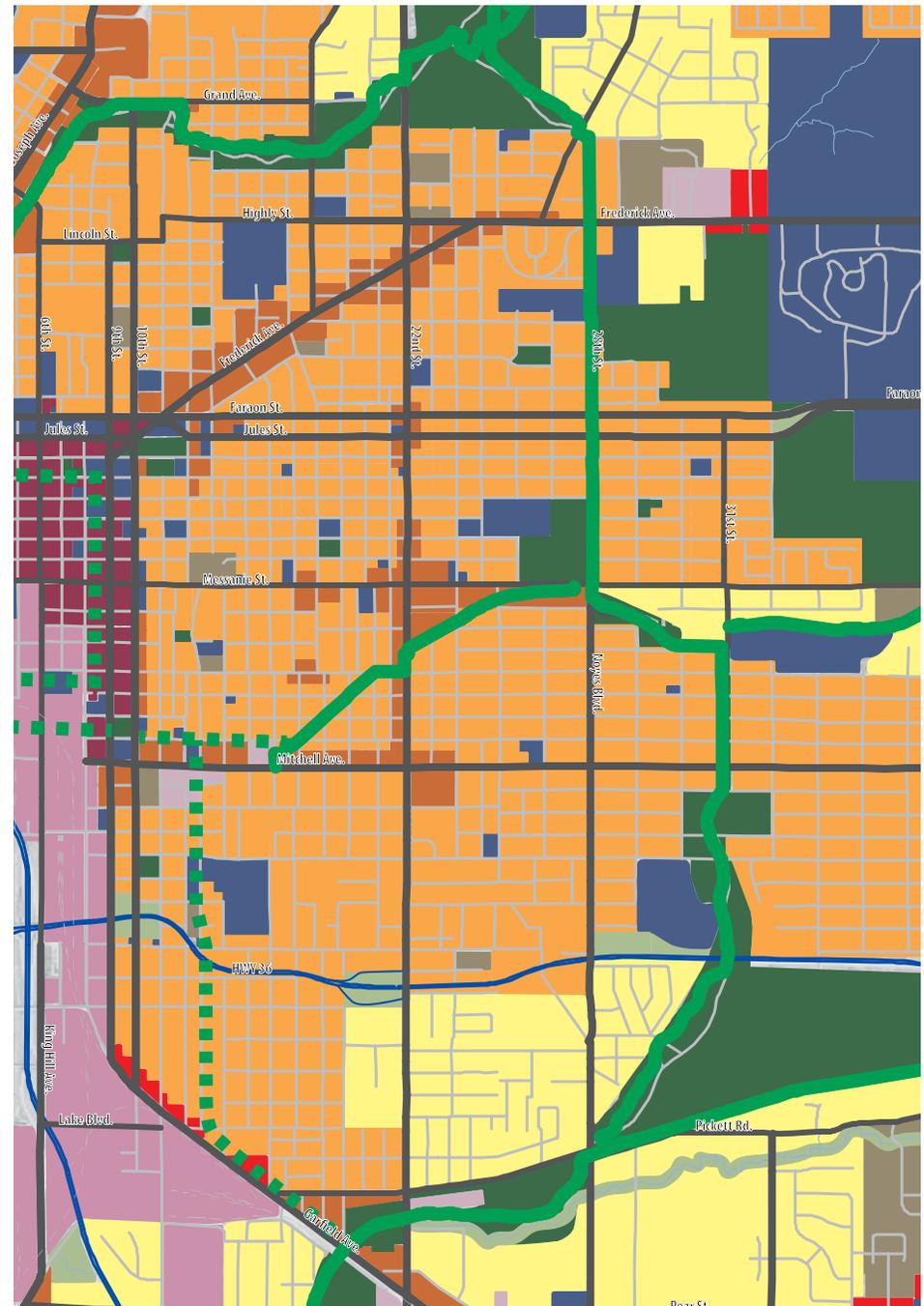


TABLE 4.2: ST. JOSEPH LAND USE COMPOSITION

Land Use	Low Intensity Residential	Medium Intensity Residential	High Intensity Residential	Neighborhood Commercial	Urban Core	High Intensity Commercial	Business Park	Industrial	Civic
Low Intensity Residential	-	5	5	4	3	3	3	1	4
Medium Intensity Residential		-	5	4	4	4	3	2	4
High Intensity Residential			-	5	5	4	4	2	4
Neighborhood Commercial				-	5	4	3	3	4
Urban Core					-	3	3	3	5
High Intensity Commercial						-	4	4	4
Business Park							-	4	3
Industrial								-	2
Civic									-

PRECISE PLANS

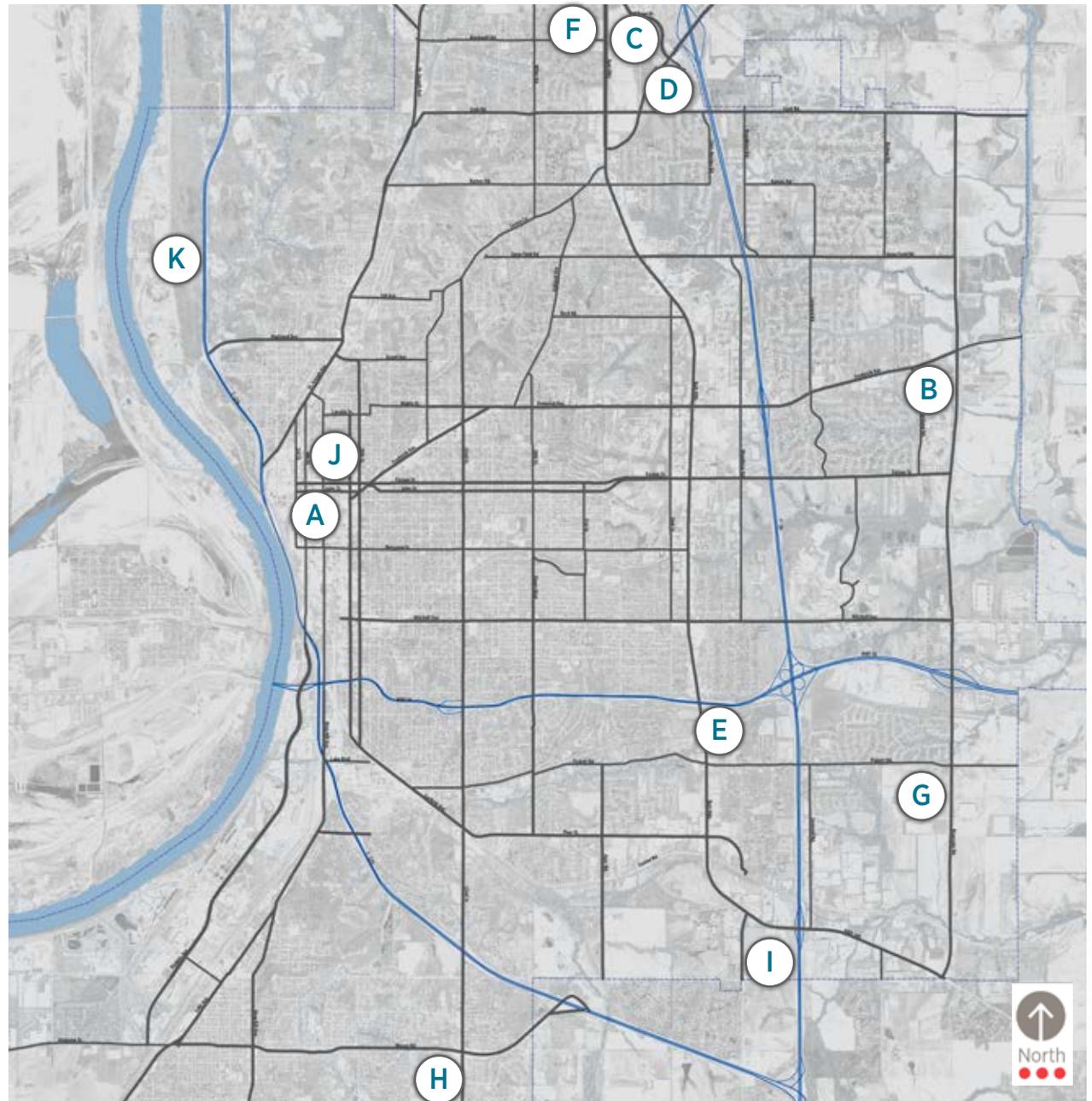
Several Precise Plans have been created for specific areas of the city. These include:

- A. Downtown Plan
- B. Heartland Health (Mosaic)
- C. North Land Development
- D. Tuscany Village
- E. Whitehead Plaza
- F. EBR Enterprises-Heartland Regional Medical Center (Mosaic)
- G. Riverside Business Park (Eastowne)
- H. Fountain Creek
- I. The Commons
- J. Uptown development (aka Robidoux District)
- K. Riverfront Precise Plan

These plans are intended to guide future actions taken by both the public and private sectors for these important areas of the city.

The following section is not intended to replace these plans but highlight specific opportunities that, knitted together, can create a more united and vibrant city.

Map 4.9: Precise Plans



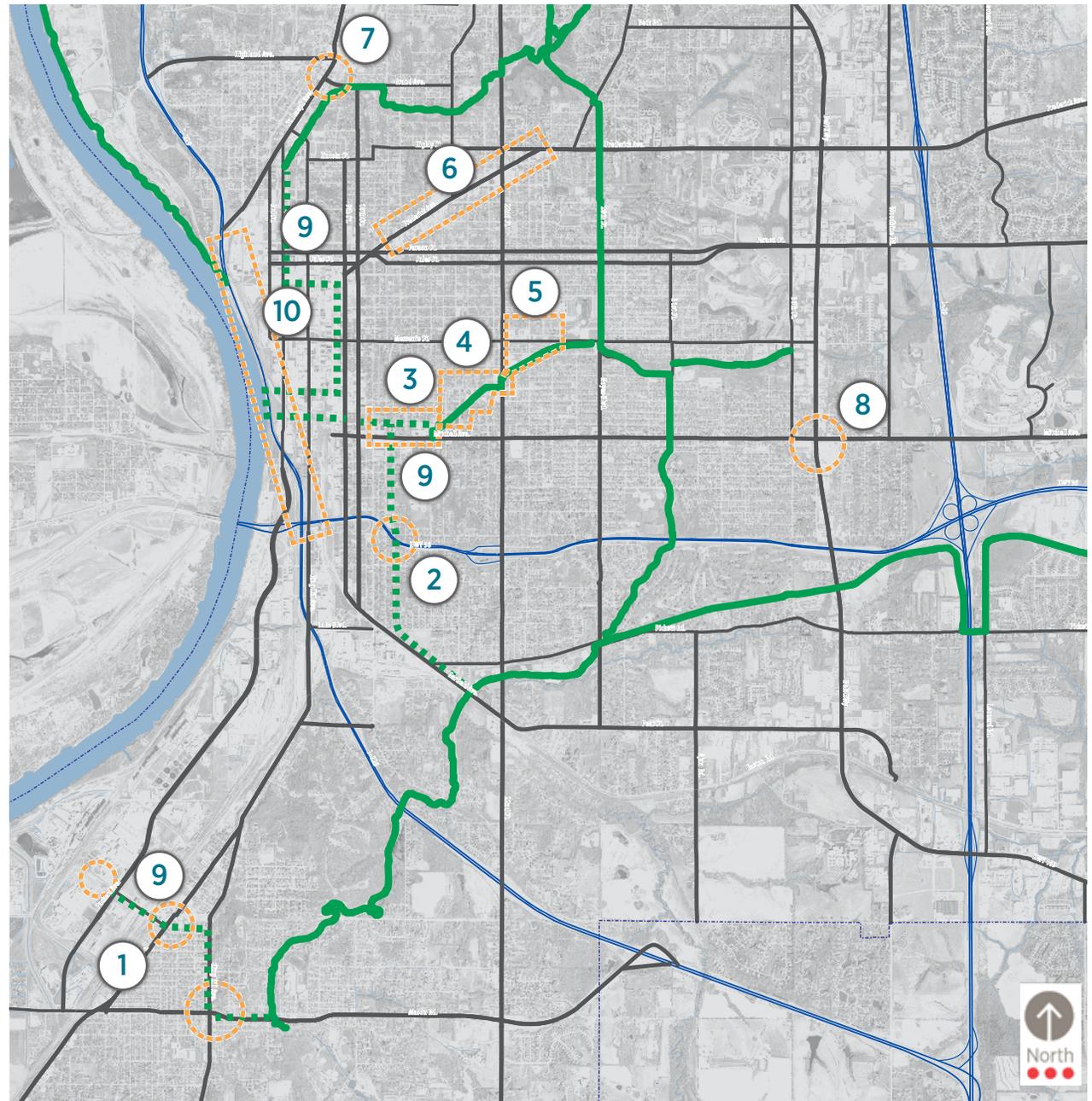
Opportunity Areas

During the planning process several opportunities were identified around three specific theme areas.

- Strategic locations from which to build neighborhood momentum.
- Opportunities to create both real and perceived connections across the city.
- Envisioning a new future for essential corridors.

The areas identified in this planning process should be viewed as only a starting point. Investments made in these areas should build momentum that spreads to the surround areas.

Map 4.10: Opportunity Areas (See key on following pages)





1. Southside Neighborhood Centers

The Southside Neighborhood Centers are made up of:

- The King Hill and Alabama Avenues neighborhood business node
- The Lake and Illinois Avenues neighborhood business node
- The historic Livestock Exchange building

The two neighborhood centers are nodes from which momentum should be built. Investments in facades and infrastructure should be supported through grants and low-interest loans. Pedestrian and bicycle connections should be improved to connect the entire area to the Southwest Parkway Trail.

The Livestock Exchange Building is an important part of St. Joseph's history. It is unlikely that no one entity will be able to take on preservation of the building without assistance from multiple community partners. The work done in the Omaha and Oklahoma City stockyards districts are great examples of re-imagining these once bustling districts.



2. Highway 36 Underpass Park

The Highway 36 and I-229 corridors create significant physical and psychological barrier between South St. Joseph and the rest of the city. Opportunities to soften this divide should be explored. This includes creating more park-like spaces at the underpasses. One example of this is the 12th Street underpass of Highway 36. The 12th street corridor is also an opportunity to connect commercial and residential areas to the north with the Southwest Parkway Trail. Improvements at the underpass should bring the feel of the city's great park system into the neighborhood and improve the experience for pedestrians and bicyclists using the corridor.



3. Penn and Mitchell Enterprise District

A trail along the former railroad will soon be complete and connect to Mitchell Avenue at approximately 16th Street. The next segment should follow Penn Street and connect to the Pony Express District. The area around Penn and Mitchell has several vacancies and offers a great opportunity for new enterprises. The area should include a mix of job and housing reinvestments.



4. Residential Reinvestment Connector

Located between the Penn and Mitchell District and the Messanie Reinvestment Area is a residential area with some of the city's lowest incomes and was part of the historic Red Lined area. Reinvestment in these areas should acknowledge historic practices and support local community members' desire to reinvigorate their neighborhood, along with bringing hope and vitality to the next generation. The development of the new trail is a great first step in this process, connecting the neighborhood to the rest of the city.



5. Messanie Reinvestment Area

The Messanie Reinvestment Area is located within the heart of St. Joseph's historic African American community. This area was once a vibrant neighborhood center, but like some of the other historic neighborhood centers along St. Joseph, Frederick, and King Hill, Messanie experienced disinvestment over the past several decades. New energy is building in many of these areas and investments in infrastructure, pedestrian improvements, streetscapes, and facade improvement programs should support the activities of local residents.



6. Frederick Corridor Reinvestment Area

The Frederick Corridor is a key gateway to the downtown. While many residents often see the blemishes along the corridor, it is also hard not to miss the impressive mix of great historic structures and charm of the new businesses. The momentum created by these businesses should be built upon, including pedestrian and streetscape improvements. These investments should reinforce the gateway role the corridor has between the downtown and I-29 corridor.



7. St. Joseph Avenue Neighborhood Center

This corridor is a great mix of neighborhood commercial and residential. A bike route has already been designated along a portion of the street and pedestrian and streetscape improvements should connect the district to the downtown. Redevelopment in the area should reinforce the historic mix of uses and include both neighborhood commercial and medium to higher density residential. Intersection improvements should improve the pedestrian safety and connect to the Mapleleaf Boulevard Trail.



8. Belt & Mitchell Node

Belt Highway and Mitchell Avenue is a traditional example of commercial development that has occurred over the last 50 years. Retail is changing and even before the pandemic many small box retailers were struggling. Reinvestment in these areas should include residential uses and improved connectivity for all modes of transportation between commercial and residential uses.



9. Community Connectors

In Map 4.10 several community connectors are identified. As noted in earlier chapters, the boulevard and trail system should be extended to create greater connectivity. The system should consist of park-like treatments of certain streets as indicated in the city's Boulevard System Master Plan.



10. I-229 Rebuild

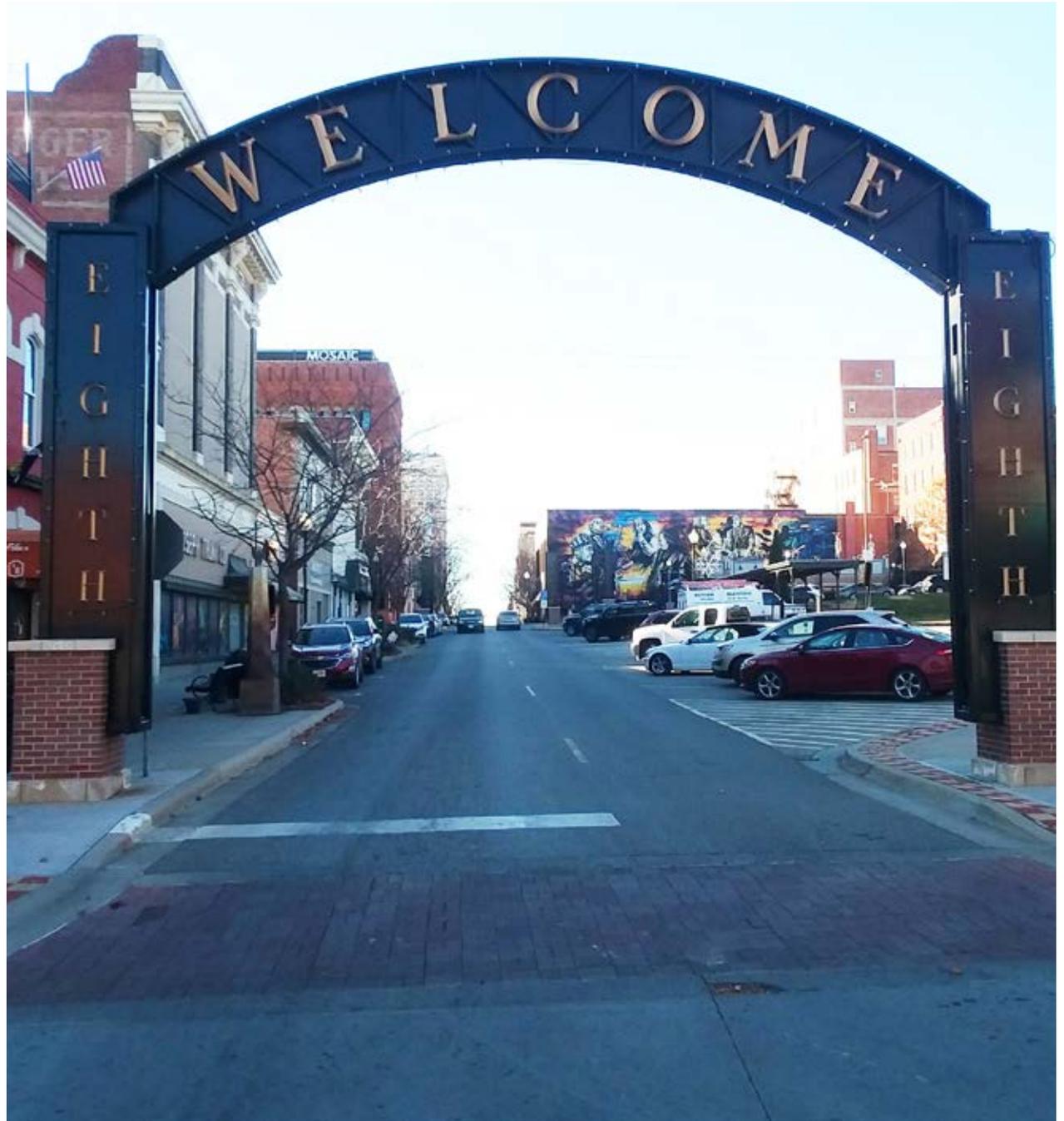
The I-229 corridor through downtown is currently being evaluated for reconstruction. This corridor is an important carrier of regional traffic that supports both local industries and regional farmers. However, it has also been a significant barrier between the downtown and the southernmost portion of the riverfront, not to mention the aesthetic issues the large structure creates. The city and MPO should collaborate on a solution that continues to provide regional access to the businesses in the southern portion of the city while improving the experience visitors and residents have in the downtown and connecting them to the developing portions of the riverfront. The solution should have the least amount of negative physical impact on existing businesses.

TRANSPORTATION &
CONNECTIVITY



Principles

1. St. Joseph will design the mobility network to provide options for all residents including walking, bicycling, and transit.
2. St. Joseph streets will move traffic efficiently, but also positively add to the character of surrounding uses.
3. St. Joseph will seek partnerships to expand regional access that reduces individuals' car dependency.
4. St. Joseph will coordinate with regional organizations to improve mobility in St. Joseph.
5. St. Joseph will prioritize responsible mobility connections as growth occurs that consider environmental features and maintain an arterial/collector street grid.



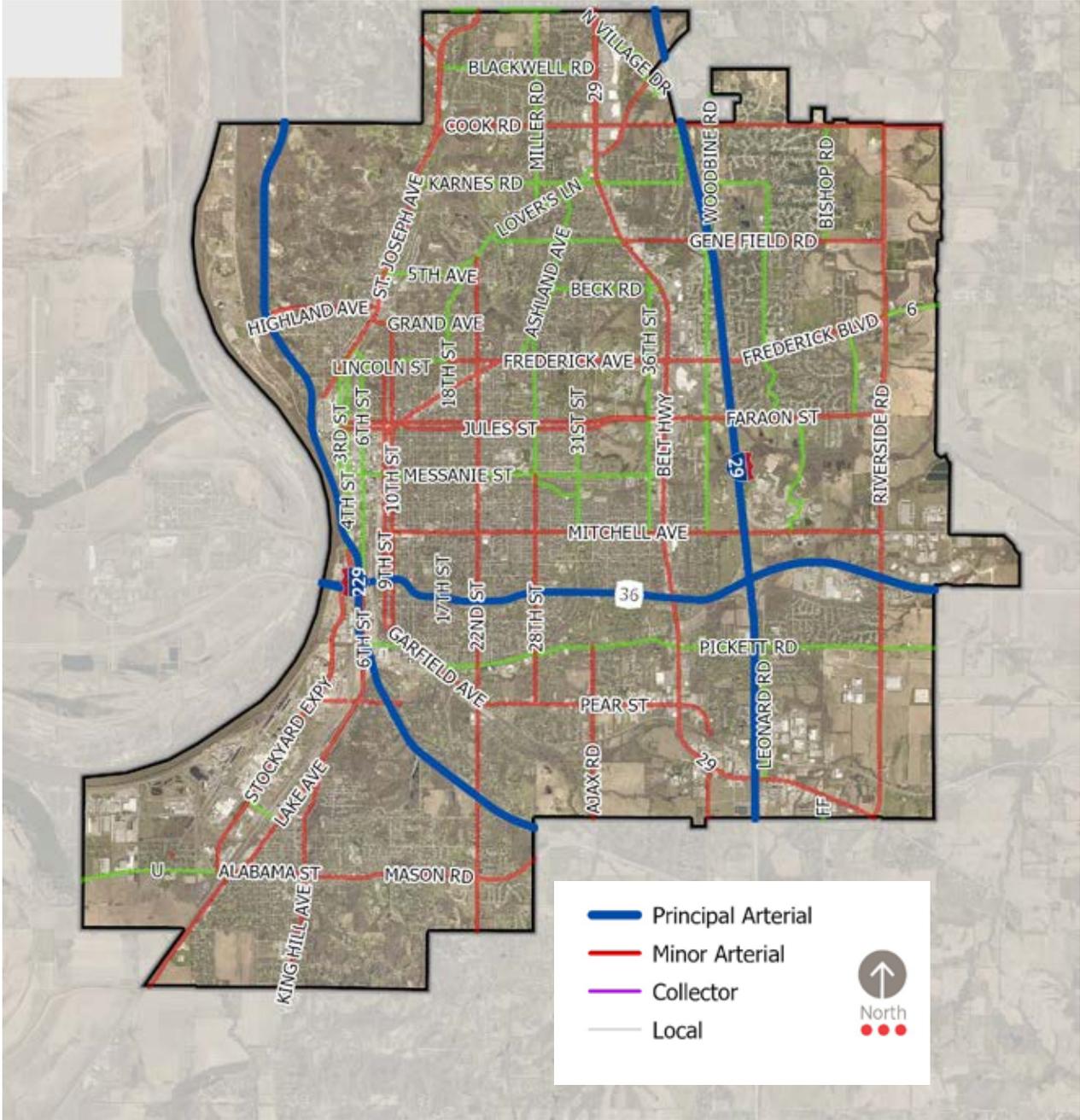
Transportation Today

Roadway Functional Classification

Roadway functional classification is based upon two factors: traffic mobility and property access. Functional classification changes from a mobility focus (freeways/arterials) to an access focus (collectors/local streets). General definitions are as follows.

- Arterials (Principal and Minor): Arterial streets serve major activity centers, or highly developed residential or commercial areas. Examples of arterials are I-29, Belt Highway, Frederick Avenue, and King Hill Avenue.
- Collectors: Collector streets connect local streets to arterial streets; these streets carry a higher volume of traffic than local streets. Examples: Messannie Street, 36th Street, and Pickett Road.
- Locals: Local streets carry low volume of traffic; their primary purpose is to provide access to adjoining residential properties.

Map 5.1: Functional Classification



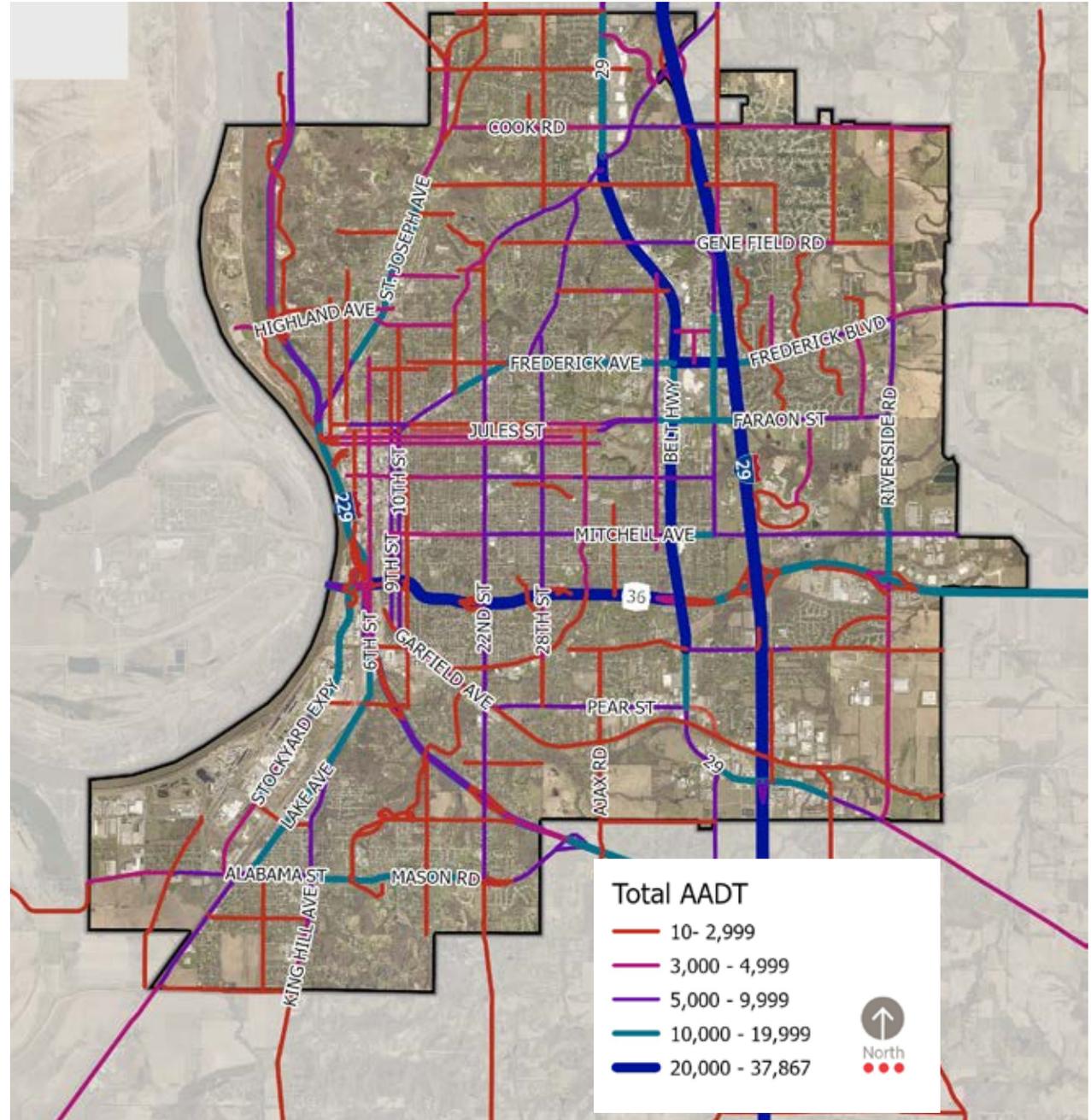
Regional System

St. Joseph is well connected to the regional transportation network. Interstate 29 cuts through the eastern portion of the city. As a result, the city is less than a forty-minute drive to the Kansas City International Airport. This proximity to the Kansas City Area allows for easy access to shopping and entertainment in the metro area but also allows for people to live in the Kansas City metro area and commute to St. Joseph for employment. Ensuring easy access from the interstate to downtown and the central core can help capture some of the energy I-29 provides.

Traffic volume data on Map 5.2, shows the average annual daily traffic (AADT) for the arterial and collector system. I-29 carries over 20,000 vehicles per day.

The high AADT streets allow for travel across town and to regional destinations but create crossing barriers between neighborhoods. I-29 and Belt Highway are barriers splitting the city into an east and west side. Route 36 and the railroads make movement to and from southern St. Joseph neighborhoods difficult. The railroads make accessing the Missouri Riverfront from downtown difficult.

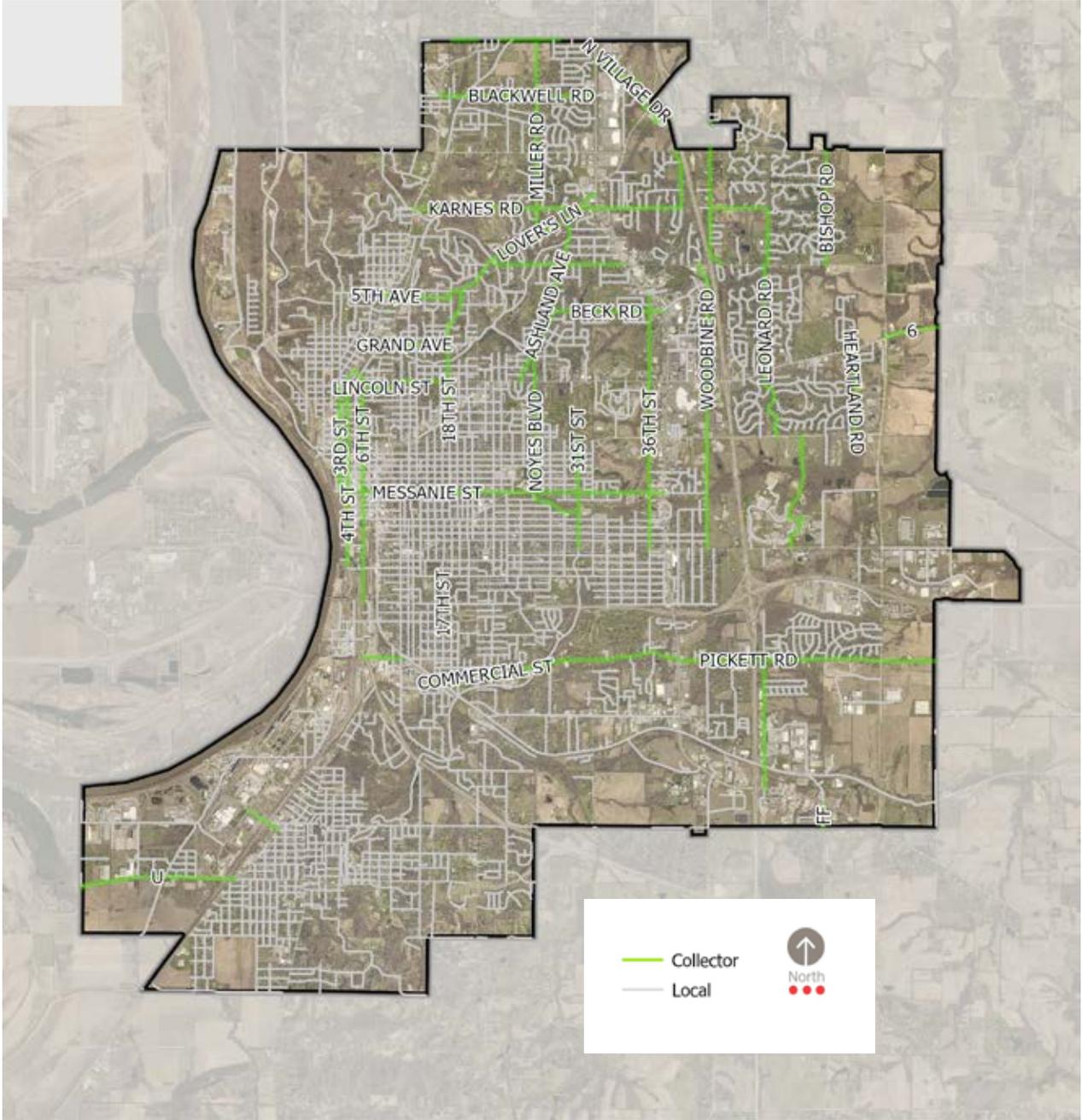
Map 5.2: Annual Average Daily Traffic



Local System

St. Joseph's local roads connect residents to their neighborhoods and homes. The local street network is mainly gridded west of the Belt Highway allowing for high connectivity that is occasionally broken up by major transportation infrastructure. Developments east of Belt Highway contain more cul-de-sac developments that have lower connectivity causing land to be used less efficiently and residents to have to travel further to destinations.

Map 5.3: Collector Roads

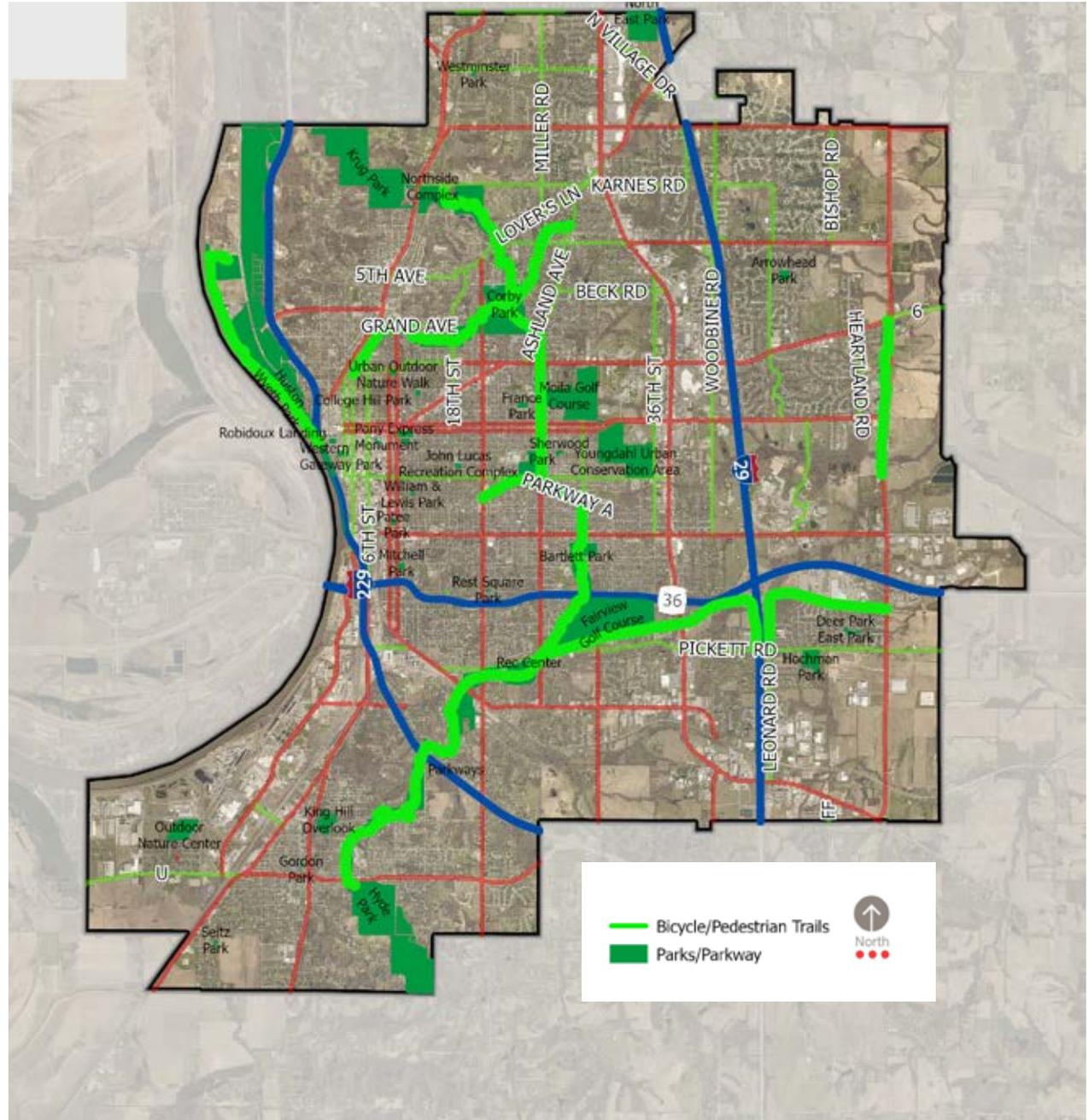


Pedestrian and Bicycle Trails

St. Joseph has a range of trails and bicycle routes. There are 22.4 miles of paved bicycle and pedestrian trails. The majority of the trails follow the parkway system and this results in strong connectivity between parks and decent accessibility to trails west of Belt Highway. The trail system extends east of Belt Highway and I-29. The far southeast and northeast neighborhoods have a harder time accessing the trail network. The St. Joseph MPO has developed The Boulevard System Plan and an Active Transportation Plan that should be implemented to provide a vision for trail extensions, complete streets, boulevard extensions, shared lanes, and exclusive bike lanes that can bring the community and the metropolitan area together.

In addition to the paved trails, there is a series of mountain bicycling trails in St. Joseph. Krug Park, Corby Park, and Riverbluffs Trial System provide good mountain bicycling opportunities.

Map 5.4: Parks and Trails

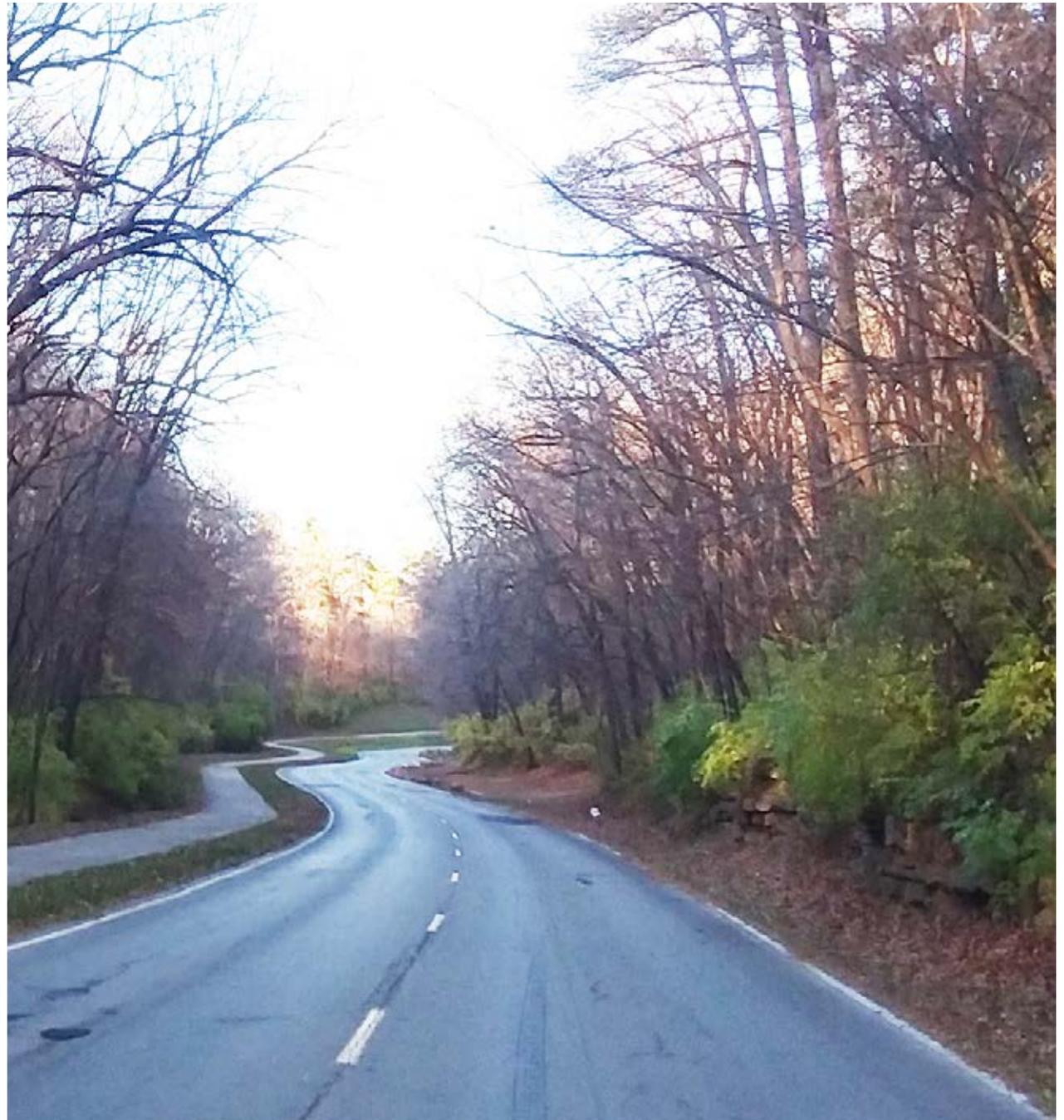


Goals

- Create a transportation network that will provide safe and efficient means for all users including pedestrians, bicyclists, and drivers.
- Connect St. Joseph's neighborhoods and community destinations with the trails and parkway system that will provide a safe and healthy transportation alternative.
- Establish a transportation system that will support desirable patterns of community, neighborhood, and economic development and redevelopment.

Recommended Actions

- Construct new streets to enhance connectivity.
- Design streets for all users.
- Establish active transportation facilities to connect neighborhoods to parkways and commercial corridors.
- Calm traffic and pedestrianize neighborhood commercial areas.
- Improve gateway corridors to reflect the city's image and quality.
- Implement wayfinding throughout St. Joseph.
- Expand the trail system especially towards the east side of St. Joseph.
- Continue engagement in the I-229 Corridor discussions.
- Evaluate ways to decrease the impact the railroads have on community connectivity.
- Maintain and plan for efficient public transit.



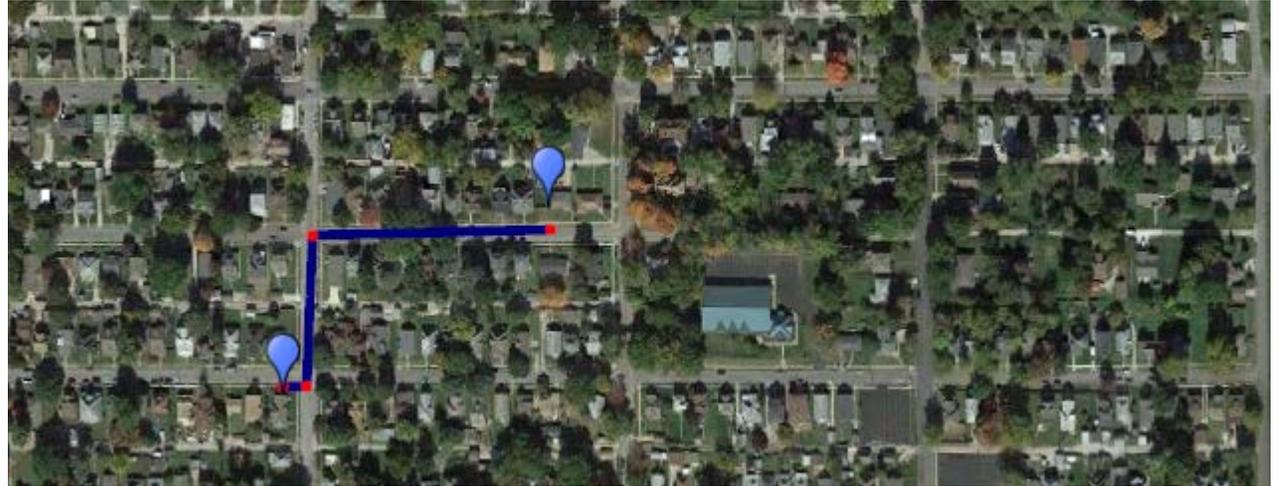
ST. JOSEPH COMPREHENSIVE PLAN

Construct new streets to enhance connectivity.

When practical, new streets should be designed to provide two access points to any new development. Enhanced connectivity enables easier and quicker pedestrian and bicycle trips and provides a better network for emergency service response.

- Establish guidelines for greater street connectivity that includes pedestrian routes with subdivision standards.
- Single access cul-de-sacs should be avoided unless environmental factors preclude other options.
- Develop and retain functional classification gradient for new street networks.

High Connectivity Road Network



0.13 Miles as the crow flies. 0.16 Miles via road network

Low Connectivity Road Network



0.13 Miles as the crow flies. 0.97 Miles via road network

Design streets for all users.

Identify a system of multimodal corridors that safely connect all parts of the city and major destinations. Streets should be designed to accommodate multiple modes of transportation, including walkers and bicyclists. Multimodal features include sidewalks, bicycle lanes, pavement markings, signage, ADA accessible sidewalks, and traffic calming. St. Joseph should look to incorporate these features into new streets as well as when streets are being restriped or repaved.

- Establish guidelines for greater street connectivity that include pedestrian routes with subdivision standards
- Sidewalks should be built on both sides of all new streets.
- Apply a context sensitive design approach to street design.

Examples of multimodal infrastructure that can be incorporated based on street context are on the following pages.

CONTEXT SENSITIVE DESIGN

Context Sensitive Design takes a more holistic approach to transportation planning, where street network design involves deeper consideration of community planning issues such as adjacent land uses, intensity of development, and multiple modes of travel. The desired goal is to design street sections that accommodate expected traffic volumes at speeds that reduce barriers for pedestrians, cyclists, and transit users. Features of this approach include:

- “Streets as places”, making community identity a key component in street corridor design.
- The surrounding community influencing the design of a given roadway, instead of a having a standard cross-section for a roadway that is applied everywhere.
- Accommodate all modes of travel and making walking, transit, and bicycling more enjoyable and practical.
- Design features that enhance safety by controlling speed and access.
- A street design that may change as it passes through different “context zones” or land uses within the community.
- Capacity being provided through a network of streets, rather than focusing on widening a single corridor to accommodate more vehicular traffic.
- Longer distance trips being concentrated along limited access routes.
- Focusing transit where land uses can support it.
- Measuring network performance by more diverse standards than just level of service for automobiles.

* The information in this section is adapted from the Institute of Transportation Engineers proposed recommended practices manual: “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities” which is available at www.ite.org.

ST. JOSEPH COMPREHENSIVE PLAN

Establish active transportation facilities to connect neighborhoods to parkways and commercial corridors.

Building momentum for multimodal transportation should start from neighborhood commercial corridors and the parkway system. The parkway system has the best bicycle and pedestrian infrastructure, so new bicycle and pedestrian infrastructure should connect to this existing transportation corridor. Using traffic calming techniques to pedestrianize roads like W Frederick Avenue allows for vehicles, pedestrians, and bicyclists to move safely from the parkways and neighborhoods to neighborhood commercial destinations.

- Establish a plan to connect neighborhoods to parks, parkways, and commercial areas.
- Use context sensitive design to take the local traffic and land uses into consideration.
- Provide pedestrian and bicycle access to Belt Highway stores via lower traffic roads behind or to the sides of shops.



Conventional Bicycle Lane:

Better for lower AADT streets, these bicycle lanes designate space for cyclists on the road and are relatively inexpensive. Bicycle lanes also act as a road dieting mechanism that helps slow vehicle traffic via visually narrowing the travel lane.



Protected Bicycle Lane:

These bicycle lanes are better for higher ADT streets by providing a physical barrier between cyclist and vehicle traffic. They can further be enhanced with materials and planters to add aesthetics to the streetscape. Narrow right of way can make retrofitting difficult but implementing in newer roads is more plausible.



HAWK Beacon Crossing:

These high-visibility pedestrian activated signals help pedestrians safely cross busy streets by warning car drivers that a pedestrian is about to cross.



Bicycle Parking:

When cyclists arrive at their destination, having quality bicycle parking nearby is necessary. Quality and safe bicycle parking should allow for two points of contact between the bicycle frame and the bicycle rack. Bicycle racks can be enhanced with local colors and artwork to add aesthetic value to the area.

Calm traffic and pedestrianize neighborhood commercial areas.

Neighborhood commercial corridors are prime locations to use traffic calming techniques to pedestrianize streets. This reduces car speeds, creating a safe and more pleasant environment for people moving between the stores.

- Study the current traffic patterns of the neighborhood commercial corridors.
- Use context sensitive design to take the local traffic and land use into consideration.
- Use landscaping, street furniture, public art, green boulevards, and other attractive street features to calm traffic and pedestrianize the area.

Pedestrian Improvements

Mid-block crossings, virtual sidewalks, and safety and landscaping improvements at railroad crossings all make the pedestrian experience better. Traffic calming, like the median in the lower photo, also make the pedestrian feel safer. It should be noted that these types of investments often encourage and support private market investment in surrounding properties. The photos below show several examples for best practices along with gap solutions that can be used on existing infrastructure before redevelopment can be done to bring it up to best practices.

Good Example of Midblock Crosswalk



Gap Solution for Pedestrians Enhancement



Safe and Level Pedestrian Railroad Crossing



Road Dieting to Reduce Car Speeds





Improve gateway corridors to reflect the city's image and quality.

Streets have a daily impact on how residents view their community and gateway corridors provide a first impression for many visitors. Gateway corridors such as Frederick Avenue, St. Joseph Avenue, and Belt Highway should be designed so they reflect the image and pride that St. Joseph wants to create throughout the community.

- Landscaping, street furniture, public art, green boulevards, and other attractive street features should be considered an investment in community character and a tool to promote economic development and tourism along the gateway corridors.
- Wayfinding should be used to direct people to major destinations in St. Joseph.
- Facade improvement programs should be directed to gateway corridors to stabilize property values.

Implement wayfinding throughout St. Joseph.

Wayfinding helps guide people through the community and can highlight various destinations. Wayfinding signage can also be used to promote pride throughout the community by incorporating local history and culture into their design.

Downtown

Downtown wayfinding should focus on the pedestrian experience and show distance to various destinations in minutes. Signs should be artfully done to craft a positive image of the city. St. Joseph has several directional signs already in place and the city should look at how this infrastructure can be used for maximum effect.

City-Wide

St. Joseph has many amenities spread throughout the city and raising the awareness of these destinations to people driving on Belt Highway and around town is important. Directions to major destinations like downtown, Krug and Hyde Parks, and the various museums should be highlighted with artfully done signs.

Expand trail system especially towards the east side of St. Joseph.

The northeast side of St. Joseph lacks easy trail connection. The city should evaluate ways to extend trail access via a trail extension or safe on-street facilities further into the northeast neighborhoods.

- Require buffers along drainage ways to provide space for trails and protect housing and commercial development from flooding as outlined in the MPO's Greenway Trails Plan
- Develop public and/or private partnerships for trail development and maintenance.
- Implement Active Transportation Plan to connect new sites (in developing areas) to the larger city.

Continue engagement in the I-229 Corridor discussions.

The I-229 corridor has an impact on St. Joseph as both a physical barrier and a mover of commerce. It is important that St. Joseph remain engaged in the conversations and decision-making process as Missouri Department of Transportation (MoDOT) considers potential changes to the I-229 corridor.

- Focus on supporting plans that do not negatively impact downtown and its many historic buildings and that provide new access to stimulate development while still allowing truck traffic to reach the industrial sections of the city.
- Support designs that provide better access to the riverfront from downtown for pedestrians.
- Look at ways the railroads can be incorporated into the process and crossings designed to allow pedestrians to safely cross over or under the railroads to access the riverfront.
- Refer to The St. Joseph Riverfront Master Plan to help guide riverfront discussions around development and design ideas.

Evaluate ways to decrease the impact the railroad has on community connectivity.

The railroad is an important part of St. Joseph's current and historic economy, but it also has an impact on the physical nature of the city. St. Joseph should evaluate ways to decrease the impact of the railroad on the connectivity between neighborhoods. The railroad creates barriers to the riverfront and the southern portions of town but is also essential to importing and exporting materials to the industrial sections of the city.

- Continue to engage in the I-229 redesign discussions especially around ways to improve access across or under the railroad crossings.
- Partner with railroad companies to search for innovative solutions to railroad crossings.

Maintain and plan for efficient public transit.

St. Joseph's fixed-route bus system provides an alternative to automobile use. St. Joseph should continue to implement and update the Transit Development Plan always looking for ways to increase efficiency in public transit and ensuring that transit is included in the conversation and design of new and redevelopment areas and roads is recommended.

The St. Joseph Riverfront Master Plan -2002

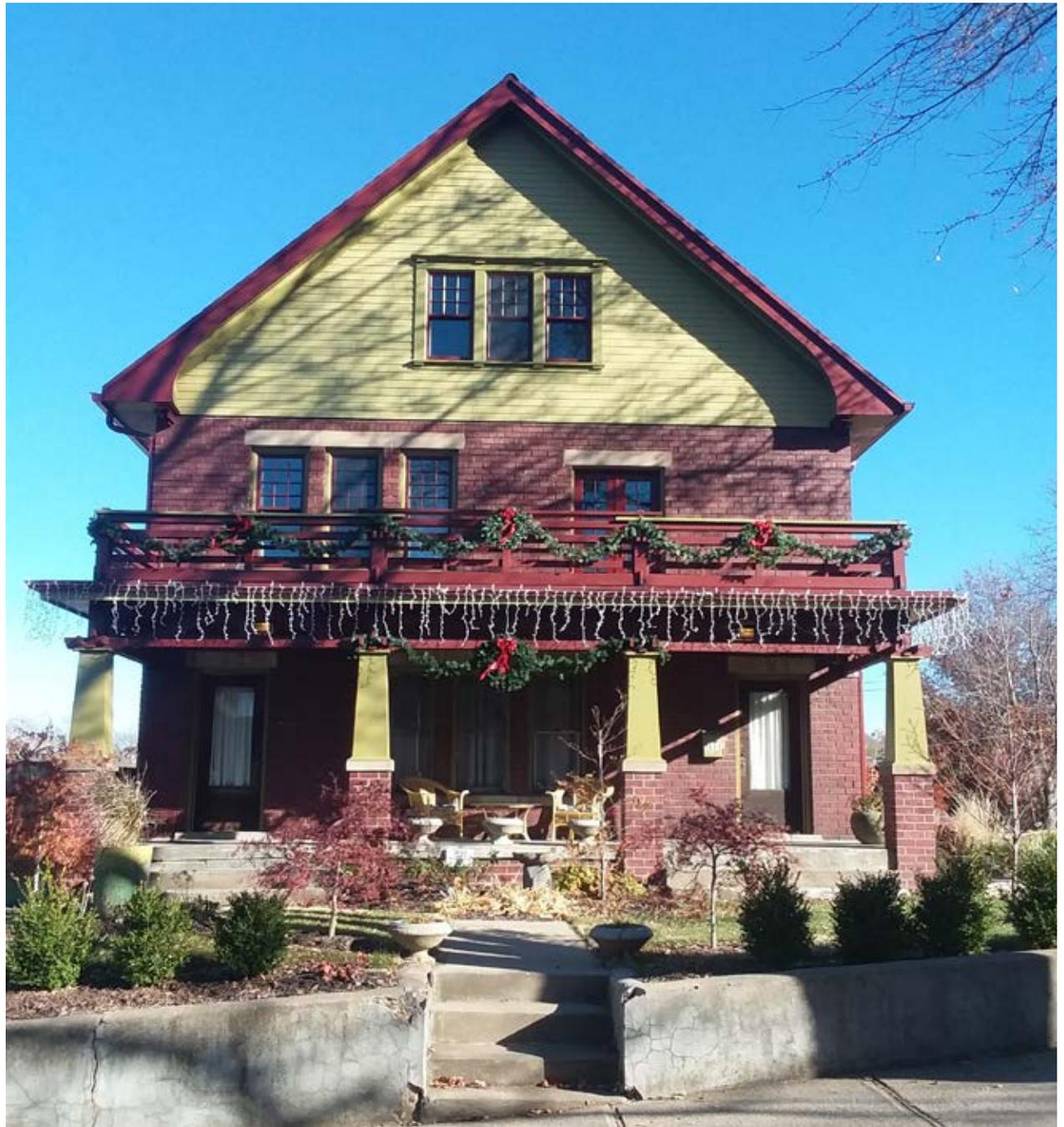


HOUSING &
NEIGHBORHOODS



Principles

1. St. Joseph will balance different components of the community to offer housing for everyone - existing and new.
2. St. Joseph will consider housing as a public good/responsibility:
 - › Contributes to a high quality of life.
 - › Desirable to attract and retain residents.
 - › Necessary to promote economic development.
 - › Share risk when necessary for innovation.
3. St. Joseph will grow with thought and intention to:
 - › Encourage diverse housing.
 - › Provide and encourage accessible amenities.
 - › Expand infrastructure efficiently.
4. St. Joseph will recognize existing homes as the best affordable housing resource.



Housing and Neighborhoods Today

Residential land makes up 35.8% of all St. Joseph's land. As the place where people spend much of their lives its condition and appearance greatly affect both the lives they live and the perception they have of our cities.

Neighborhoods provide spaces for community to grow and social capital to be gained and are one of St. Joseph's most important assets. Housing is the largest private investment many residents make as individuals. The infrastructure to service houses is the largest public expenditure.

Housing Units and Occupancy Indicators

The total number of housing units in St. Joseph, as well as relevant residential vacancy, whether occupants are renting or owning their home, and the median expense or value helps indicate the health of the housing market. Table 6.2 compares estimated values from 2010 to 2019 to assess the changes in these indicators.

- The total number of housing units has decreased between 2010 and 2020.
- The number of renter-occupied housing units increased between 2010 and 2019 by 151 units.
 - › This is a national trend and not unique to St. Joseph.
- Vacancy rates increased along with the total number of vacant units which increased by 515 between 2010 and 2020.

TABLE 6.1: ST. JOSEPH - CHANGE IN COMPOSITION OF HOUSING OCCUPANCY

	2010		2019		2020	Net Change
	Number	% Occupied Units	Number	% Occupied Units	Number	
Owner-Occupied	18,056	60.7%	16,864	58.8%		-1,192
Renter-Occupied	11,671	39.3%	11,822	41.2%		151
Total Vacant	3,462		4,840		3,977	515
Vacancy Rate	10.4%		14.4%		12.0%	
Total	33,189		33,526		33,028	-161

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program

ST. JOSEPH COMPREHENSIVE PLAN

Housing Affordability

Table 6.2 compares median household income to median value of houses to measure the affordability of the marketplace. An affordable, self-sustaining housing market, with adequate values and revenues to support market-rate new construction, will typically have a value-to-income ratio between 2.5 to 3.0. Ratios above 3.0 present significant affordability issues while ratios below 2.0 are significantly undervalued relative to income.

St. Joseph has a value-to-income of 2.37 suggesting that the housing stock is relatively affordable for the incomes in the area. However, it also indicates that there are likely pockets or neighborhoods in St. Joseph where undervaluation is occurring. This is likely hampering development as new construction or major rehabilitation is valued significantly above surrounding property values.

St. Joseph is near its benchmark cities in terms of affordability with Springfield, Missouri and La Crosse, Wisconsin being less affordable which can be partially attributed to having a larger university student population whose incomes are low compared to housing values.

TABLE 6.2: ST. JOSEPH - MEDIAN HOUSING VALUE AND AFFORDABILITY

	Median Household Income	Median Home Value	Value to Income Ratio
St. Joseph	48,197	114,100	2.37
Joplin MO	45,449	125,900	2.77
Blue Spring, MO	75,767	166,000	2.19
Springfield, MO	36,856	118,100	3.20
Quincy, IL	46,189	116,300	2.52
La Crosse, WI	45,233	142,500	3.15

Source: U.S. Bureau of the Census; U.S. Census Population Estimates Program; RDG Planning & Design

TABLE 6.3: ST. JOSEPH - HOUSING AFFORDABILITY

Household Incomes	Households in Each Range	Affordability Range of Owners Units	Number of Units	Affordability Range for Rental Units	Number of Rental Units	Total Affordable Units	Balance
\$0 - \$24,999	7,087	>\$60,000	2,547	%0-499	3,956	6,53	-584
\$25,000 - \$49,999	7,631	\$60,000 - 124,999	6,921	\$500 - 999	7,510	14,431	6,800
\$50,000 - \$74,999	5,633	\$125,000 - 199,999	4,691	\$1,000 - 1,499	218	4,99	-724
\$75,000 - \$99,999	3,668	\$200,000 - 249,999	1,073	\$1,500 - 1,999	76	1,149	-2,519
\$100,000 - \$150,000	3,103	\$250,000 - 399,999	1,167	\$2,000 - 2,999	28	1,195	-1,908
\$150,000+	1,564	\$400,000+	465	\$3,000	34	499	-1,065

Source: U.S. Bureau of the Census; RDG Planning & Design

Housing Affordability by Cost Range

Household budgets must be divided among various expenses such as housing, transportation, food, and clothing. Households spending a disproportionately large share of income on basic housing have less money to spend on other essential needs and fewer resources to maintain their homes.

Table 6.3 evaluates the availability of affordable housing at different income ranges and the quantity of homes needed to balance the need. A positive balance indicates a surplus of housing within the affordability range of each respective income group, while a negative balance indicates a shortage.

St. Joseph falls short for both the lowest and highest income households. St. Joseph's lower home values (the lowest among benchmark communities) means there is a large surplus of houses affordable to households earning between \$25,000-\$49,999. The chart shows that those earning more than \$50,000 have a housing shortage. This does not mean those earning above \$50,000 are without homes but are living in housing units below what they can afford, pushing those earning less into lower valued or lower quality homes causing a cascading effect. Increasing the number of higher valued housing units can help encourage some higher earners to move, opening their more affordable houses to lower earning residents.

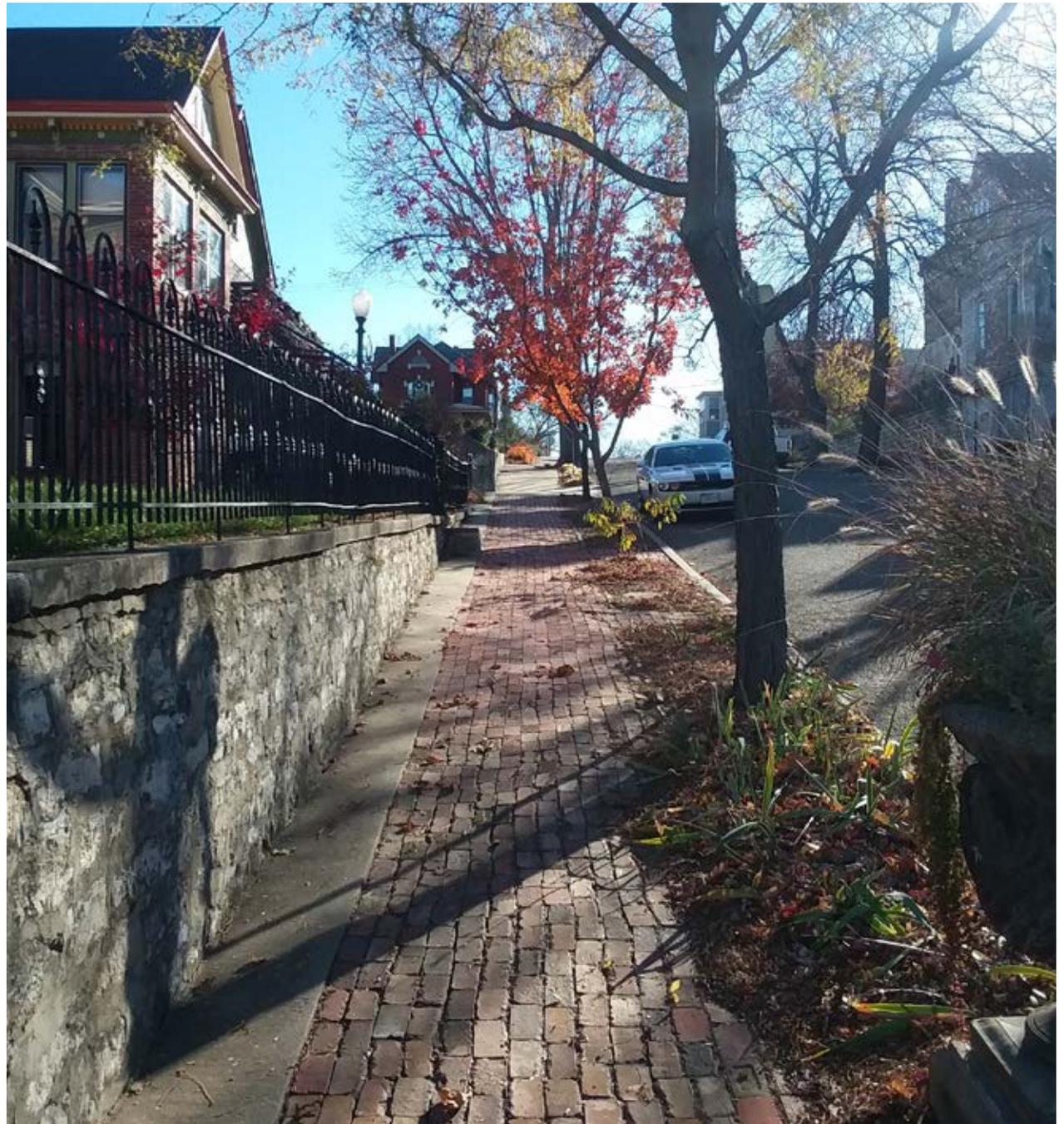
The shortage of units for households making less than \$25,000 will have to be made up from either the existing housing stock or new subsidized units. It should be noted that this income range includes seniors living on fixed incomes. Seniors may have their homes paid for but may still struggle with maintenance and upkeep costs.

Goals

- Create healthy neighborhoods that offer a range of housing types to accommodate residents in all stages of life.
- Ensure that St. Joseph's future housing stock relies upon conservation of existing housing and investment in new diverse housing options affordable to all income levels.
- Establish neighborhoods that will provide good residential environments and places that are safe to live, learn, and play.

Recommended Actions

- Focus on infill housing development.
- Work to preserve existing houses.
- Build psychological ownership in neighborhoods that encourages housing reinvestment and connections to between residents.
- Demolish homes that cannot be refurbished to stabilize neighborhoods.
- Encourage high density and mixed-use housing developments along the Belt Highway.
- Develop strategies to attract young households using unique housing choices, community assets, and opportunities for community engagement.





Infill small scale multi-family



Infill townhomes



Mansion duplex

Focus on infill housing development.

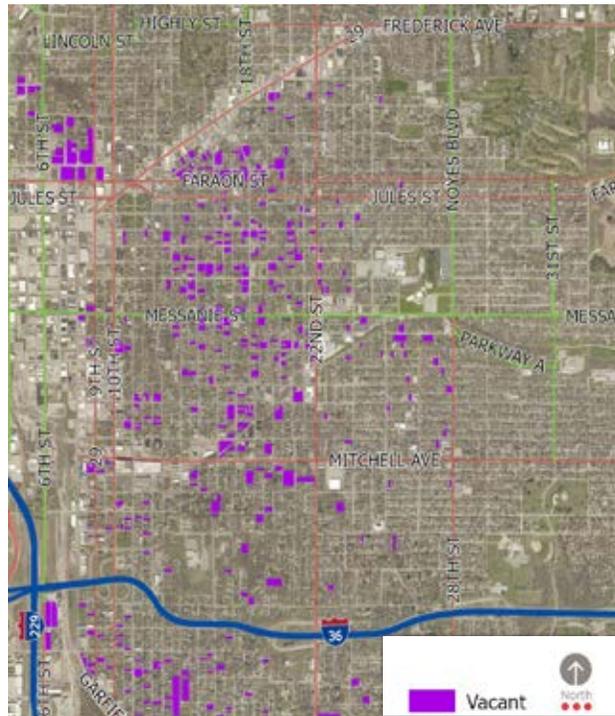
St. Joseph has many vacant parcels in the center of the city. These parcels provide excellent opportunities for infill development. Infill development takes advantage of the infrastructure the city already has available and helps increase property values and therefore tax revenue for the city.

- **Identify strategies for consolidating ownership of vacant lots in older neighborhoods.** One of the biggest hurdles to transformative infill development is the assembly of land or lots. Most developers do not have the capital, time, or resources to assemble lots from multiple property owners. In areas with a concentration of infill sites or just one large infill development, preparation of the redevelopment plan by the city should guide developers and builders.
- **Establish incentives for the development of vacant lots.** The city should identify

barriers to the development of vacant lots, especially in target neighborhoods. This may include fees for demolition, dumping, and hook-ups. Removing or reducing these fees or providing a privately funded pool of money to off-set these costs can begin to eliminate hurdles. Some cities also assist in the assembly of vacant lots, generally focused on targeted neighborhoods. These lots can then be sold or given to for-profit or non-profit developers to encourage development in otherwise struggling neighborhoods.

- **Update the Precise Plan for the Robidoux District that creates a bridge between the downtown and the historic district to the north.** The Robidoux site between 7th and 10th streets should reflect the character of its surrounding neighborhoods. This is a prime location, and the site needs to be used to its full capacity and in character with the neighborhood. Unit types may include smaller scale multi-family, courtyard apartments, townhomes, and/or livework units.

Map 6.1: Vacant Parcels



ST. JOSEPH COMPREHENSIVE PLAN

Work to preserve existing houses.

The most affordable house is the one that is already built. St. Joseph should seek to preserve existing homes. Creating programs and partnerships focused on refurbishing homes will help keep the most affordable houses in good and livable condition.

- **Expand the work of local housing non-profits around purchase-rehab-resale programs.** In these programs, homes are purchased by the non-profit and sold in a rehabilitated or "turnkey" state to owner-occupants. Under the program, a development corporation buys existing homes, rehabilitates them, and resells them to a new homebuyer. These programs are ideal with homes that need work but are not in a significant state of deterioration. A non-profit like Community Action Partnership may be able to expand their scope to include more of this kind of work.
- **Target public facility improvements to highest risk neighborhoods.** Reinvestment in a neighborhood often needs to begin with the infrastructure that holds a neighborhood together. This can include addressing street quality, appearance, and stormwater runoff. When these types of facilities are in poor condition or cause regular and visible problems, residents see no reason to invest their private dollars. Available resources are never sufficient to address these problems but by setting priorities, dollars can be used in a more targeted way.



Along Excelsior Street, adjacent to Downtown Excelsior Springs, MO, the city assembled lots (top left photo) and existing stable structures (top right photo). After removing any deteriorated structures, the city put together a request for proposals (RFP) and sold the lots to a developer to construct infill housing (bottom photo) in character with the surrounding area along with a developer to rehabilitate stable structures. The result has been a full street of stable affordable housing adjacent to the downtown and private market reinvestment in surrounding properties.

- **Expand energy efficiency, rehab loans, and emergency assistance programs.** These programs should be done in partnership with groups like local utilities and local non-profits. Utility bills can quickly make housing unaffordable; programs that address windows, doors, insulation, and heating and cooling systems can reduce housing costs and extend the life of a house.



Community Renewal of Pottawatomie County (Oklahoma) uses evidence-based practices to help the community renew trust and ownership by connecting neighbors. The program has trained over 160 block leaders and built a “friendship house” with paid staff onsite to support neighborhood connections.

Build psychological ownership in neighborhoods that encourages housing reinvestment and connections to between residents.

Ownership in a neighborhood is not solely about actually owning property. A sense of ownership can often be more powerful. St. Joseph has worked extensively to build this through neighborhood associations and outreach programs. This work should be reinforced, potentially by a non-profit. Most importantly, renters should be further engaged. Renters are often long-time residents in a neighborhood or potential future property owners. As a community the following actions should be continued or established:

- **Creation of a non-profit focused on connecting neighbors to each other and their community.** Some of this work is already being done but should be expanded with the assistance of a non-profit. Their work may begin within just one neighborhood and then expanded as momentum grows.

- **Development of a community academy program.** The United Way of Greater St. Joseph has a successful leadership development program, but the city should consider creating one that is geared toward creating stronger neighborhoods. This program would be shorter and much more affordable, training a wider audience of residents on how to connect with their neighborhood and decision-makers and help direct resources to their neighborhood.

Demolish homes that cannot be refurbished to stabilize neighborhoods.

Although St. Joseph should seek to preserve existing houses, some houses are not in stable enough condition to rehabilitate. These houses pose a safety hazard and can create a hardship on the adjoining property owners by stifling property values. Programs oriented towards clearance of dangerous structures will be essential to ensuring safe housing and stabilizing older neighborhoods.

- **Fund additional abatement to support work being done by code enforcement.** Code enforcement for most communities is not about a lack of proper regulations and for St. Joseph it is not even a lack of code enforcement officers. The struggle is the abatement of issues. Often notices to address code violations go ignored and the city has to address these at city cost. While this is frustrating, it is important because of life safety concerns and the need to protect surrounding property being impacted by code violations.
- **Expand funding for demolition of unsafe structures.**



Encourage mixed-use housing developments along the Belt Highway.

The retail landscape that has been the lifeblood of Belt Highway's commercial occupants is changing. Even before 2020 numerous small and large box retailers were struggling and declaring bankruptcy. Many older commercial corridors that had accommodated these uses were experiencing high vacancy rates. Additionally, as more shopping moves online, the need for large parking lots decreases. These vacant sites and parking lots provide potential high density infill development opportunities that can tap into the available infrastructure.

- **The city should review the zoning code.** Barriers and hurdles to this type of development should be identified and addressed.
- **Pedestrian circulation requirements should be reviewed.** New developments should provide safe pedestrian connections to adjoining commercial uses and across Belt Highway.



Develop strategies to attract young households using unique housing choices, community assets, and opportunities for community engagement.

St. Joseph has many unique historic houses within its core neighborhoods and several modern apartment buildings created in the downtown area. Strategies should build on this unique housing stock and create more walkable neighborhoods to attract young households to buy houses in St. Joseph.

- **Encouraging a diversity of housing options in new developments.** This should begin with a review of the city's existing ordinances to ensure that barriers do not exist.

- **Implement the land use policies identified in Chapter Four.** The policies laid out in Chapter Four encourage greater mixing of uses with a more intensity-based approach rather than siloed uses.
- **Direct city investments and redevelopment dollars toward mixed-use projects.** If the city is a partner in a redevelopment project priority should be given to developers looking to provide greater housing variety, stabilization of existing structures, or infill that matches the character of a neighborhood.



PARKS &
WELLNESS



PRINCIPLES

1. St. Joseph will serve all residents with parks and trails within walking distance of home.
2. Park and recreational amenities will occur equally across St. Joseph for all abilities and ages.
3. Environmental features are for preservation over development, meant for passive or active public spaces.
4. St. Joseph will expand recreation amenities with trends and inclusive interest so all can make healthy choices.
5. Parks are places for more than play, with opportunities for cultural, historical, and educational enrichment.
6. Focus investment and development on multiple-use parks and improving access to these parks from neighborhoods through complete streets, shared use paths, sidewalks, greenways, and barrier crossings.



Parks and Wellness Today

Parks Service Area

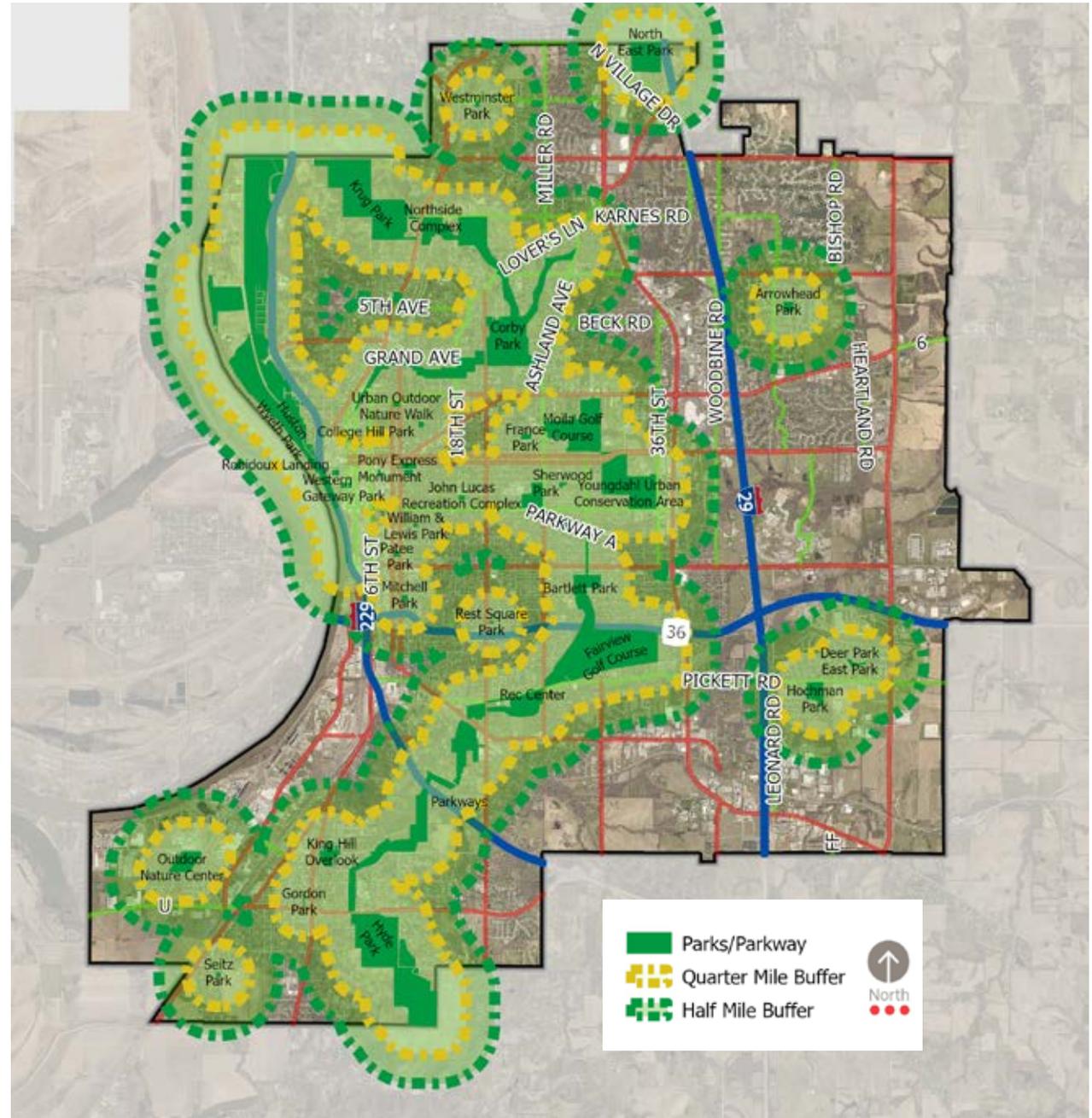
Access to parks and parkways is important. A quarter mile to a half mile is considered the range in which residents are more likely to access a park via walking or bicycling. The ability to access parks is known to improve physical and mental health. Cities have a role in providing parks, open spaces, and walkable environments at equal levels to all residents. More studies are finding that where you live is a better predictor of your health than your genetics.

Neighborhoods west of Belt Highway have strong access to parks with the majority within a half-mile range of a park. Access to parks drops east of Belt Highway where there are fewer and smaller parks. St. Joseph currently has a Boulevard System Master Plan to maintain and expand on this system making it more accessible to all residents.

Quantity:

St. Joseph has 48 parks and recreational facilities that add up to 1,924 acres. The city has one acre of park space for every 38 residents. This is well within national standards of park acreage to residents. However, the distribution and amenities are not equally spread or accessible.

Map 7.1: Park Service Area



ST. JOSEPH COMPREHENSIVE PLAN

Goals

- Provide park and recreational facilities, programs, and services that are accessible and proactive to enabling a healthy lifestyle for all residents in St. Joseph.
- Implement Boulevard System Plan to establish trails that connect destinations, provide recreation options, and protect natural resources.
- Encourage the creation of places where residents and visitors can gather, be active, and build social connections.
- Provide housing, transportation, social, and commercial opportunities that enable residents and visitors to experience St. Joseph's natural environment.
- Create healthy neighborhoods that offer a range of housing types to accommodate workers and residents in all stages of life.
- Increase the physical and mental health of St. Joseph's residents.
- Recognize the Missouri River as part of St. Joseph.

Recommended Actions

- Leverage parks to shape a positive image of St. Joseph.
- Identify land and implement plan for new parks on the eastern portion of St. Joseph.
- Establish design guidelines for new park development.
- Support maintenance of existing parks, recreation facilities, and trails.
- Improve bike and pedestrian connectivity between community and recreation destinations.
- Promote mountain bicycle trails to residents and tourists.
- Encourage tree planting especially in the central neighborhoods.



Leverage parks to shape a positive image of St. Joseph.

The parks and parkways play an important role in shaping a positive image of St. Joseph. Throughout the public engagement process, the parks were consistently identified as one of the most loved features in the city. St. Joseph should promote the park system and the variety of activities and spaces externally, but also internally as a way to build community pride.

- Maintain a strong online presence for the parks and parkways. This should include a marketing campaign using social media that specifically promotes pride in the quality and history of St. Joseph's park system.
- Use wayfinding to promote the park system.
- Continue to host community wide events and celebrations in the parks.

Remington Nature Center



Parkway Bicycle/Pedestrian Facility



Parkway



St. Joseph REC Center



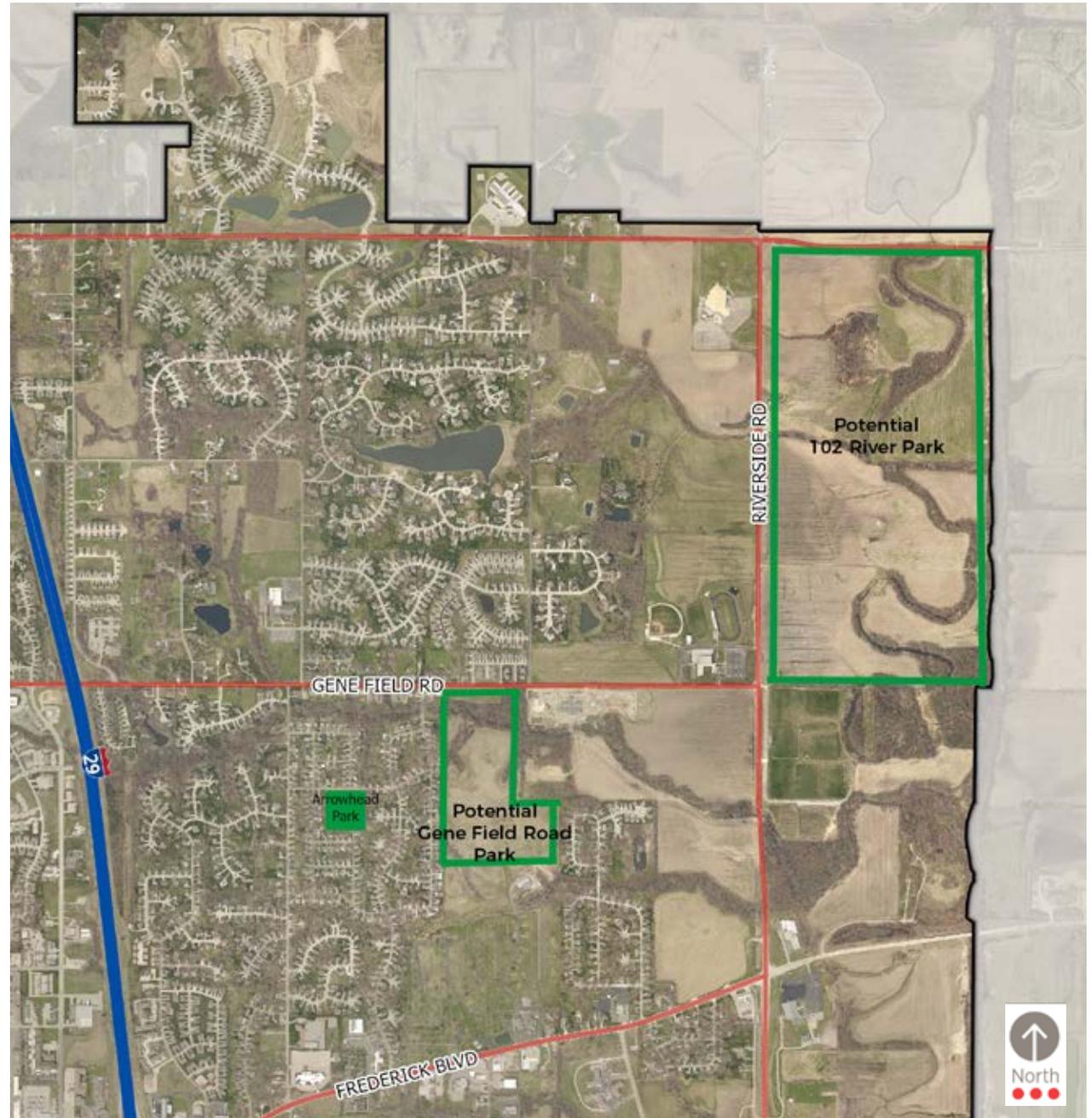
ST. JOSEPH COMPREHENSIVE PLAN

Identify land and implement plan for new parks on the eastern portion of St. Joseph.

St. Joseph should aim to have the same level of park service across the city. The east side of St. Joseph has few parks and recreational amenities. As new housing developments are built on the east side, planning new parks will help increase park accessibility and create a higher standard of living. As the city budgets for additional parks, it should also budget for expansion of operations. Two potential east side park locations are shown and described.

- **Preserve 102 River as a natural habitat and open space.** The area around the 102 River is in a low-lying flood plain making development of residential or commercial spaces strongly discouraged. Preserving this space as passive parkland is in line with the Two Rivers Plan's outline for a citywide greenbelt. The city should look at partnerships with local educational and environmental groups to assist with shaping and maintenance of the park.
- **Develop a new park on land along Gene Field Road.** A large vacant parcel of land directly north of the St. Joseph Memorial Park Cemetery with access to Gene Field Road could provide a space for a more active park environment. The City is already exploring this potential park that could easily connect to surrounding neighborhoods and with the installation of a proper pedestrian crossing could service neighborhoods to the north. A partnership with St. Joseph Memorial Park Cemetery could be explored for the passive use of currently unused cemetery land to expand park offerings.

Map 7.2: Potential Park Sites



Establish design guidelines for new park development.

St. Joseph has a beautiful park system, but it has been years since new parks have been developed. For this reason, guidelines should be established that reinforce the quality of the city's system.

- Match park usage or design to the environment.** Park usage should match the environmental surroundings. Areas in a flood plain are suited better for passive uses that require less built infrastructure that can easily flood and drain with less damage to the park. Flat high areas outside of flood plains can handle more intensive infrastructure and uses like playsets, picnic shelters, and sports facilities.
- Location should emphasize external connectivity.** New parks should be in areas that encourage bicycle and pedestrian access and have strong street access. Strong access to the parks helps a more accessible and open environment for park users.

High Access Park: Mitchell Park



All four sides of the park have street access making accessing the park easy and gives the park a public and open feel.

Low Access Park: Arrowhead Park



Three of the park's sides border backyards making the park feel like an extension to the homes' backyards. This makes the park feel less open to the public to access and use freely.

ST. JOSEPH COMPREHENSIVE PLAN

Support maintenance of existing parks, recreation facilities, and trails.

St. Joseph already has a strong and well-loved parks and parkways system. The city should budget adequately based on routine assessment of park maintenance and improvement needs. Ensuring the needed maintenance and capital improvements to adapt to recreational trends and demands are budgeted for in a timely manner will allow the parks to remain a strong asset to the city for many generations to come.

- **Budget appropriately for maintenance and operations of parks.** This should be supported by regular updates to the Parks, Recreation, and Civic Facilities Master Plan.
- **Partner with local organizations to activate neighborhood parks.** As legacy parks are maintained and updated and new parks are added, the city should strive to ensure the parks become activated. Small local parks with less intensive uses or destinations attributes should partner with a local organization to help activate them. Having programming done by or in collaboration with these organization help increase the usage of parks, infuse more local pride in the parks, and enhances the work done by city staff.
 - › Identify strategies such as "adopt a park" programs to assist with maintenance, improvements, and programming.
 - › Host neighborhood events in local parks.



Improve bike and pedestrian connectivity between community and recreation destinations.

The city's parkway system is nationally recognized and a jewel that should be expanded and built upon as an essential quality of life feature.

- **Design improved pedestrian connections from downtown to the Missouri River.** The Missouri Riverfront is a great asset that is currently underutilized by the community due to lack of safe and easy access from the downtown area. St. Joseph should explore transportation designs that allow safer and more coherent pedestrian access to the Riverfront from downtown.
 - › St. Joseph should continue to engage in discussions with MoDOT around the I-229 redesign and support designs that provide better pedestrian access to the developing portions of the Riverfront from downtown.

- › St. Joseph should implement the MPO's Active Transportation Plan Trails element to connect Downtown and the developing Riverfront area to the rest of the community.
- › Look at ways the railroad can be incorporated into the I-229 redesign process and design to allow pedestrians to safely cross over or under the railroad tracks to access the Riverfront.
- **Develop safe on street facilities to connect neighborhoods to the park system.** The existing trail and on street system should be expanded and improved with the latest techniques that improve safety for all.
 - › Implement Boulevard System Plan to connecting parks to the neighborhoods.
 - › Ensure sidewalks are required in new developments.
 - › Use wayfinding to guide residents to parks.



Promote mountain bicycle trails to residents and tourists.

With over 15 miles of mountain bicycle trails and more in development, St. Joseph is already attracting locals and tourists to find adventure in western Missouri's bluffs. Ensuring the mountain bicycle trails are well publicized and accessible increases awareness of this amenity to residents. Increasing awareness for non-locals can help attract tourists from the region to come and spend a day or a weekend.

- Work with the local mountain bicycle association for continued maintenance and expansion of mountain bicycle trails.
- Ensure accurate and up-to-date trails maps and conditions are available online.

Encourage tree planting especially in the central neighborhoods.

The center of St. Joseph has a sparse canopy of trees. A strong tree canopy helps lend a park-like feel to those walking on the sidewalks. A lack of tree canopy results in higher temperatures, especially during heat waves, due to the urban heat island effect. Trees are also known to help increase mental health.

- Create a plan for maintenance and expansion of the city's tree canopy.
- Build on the work of the St. Joseph's Tree Board and Tree City USA programs to promote expansion of the tree canopy in the core of the city.

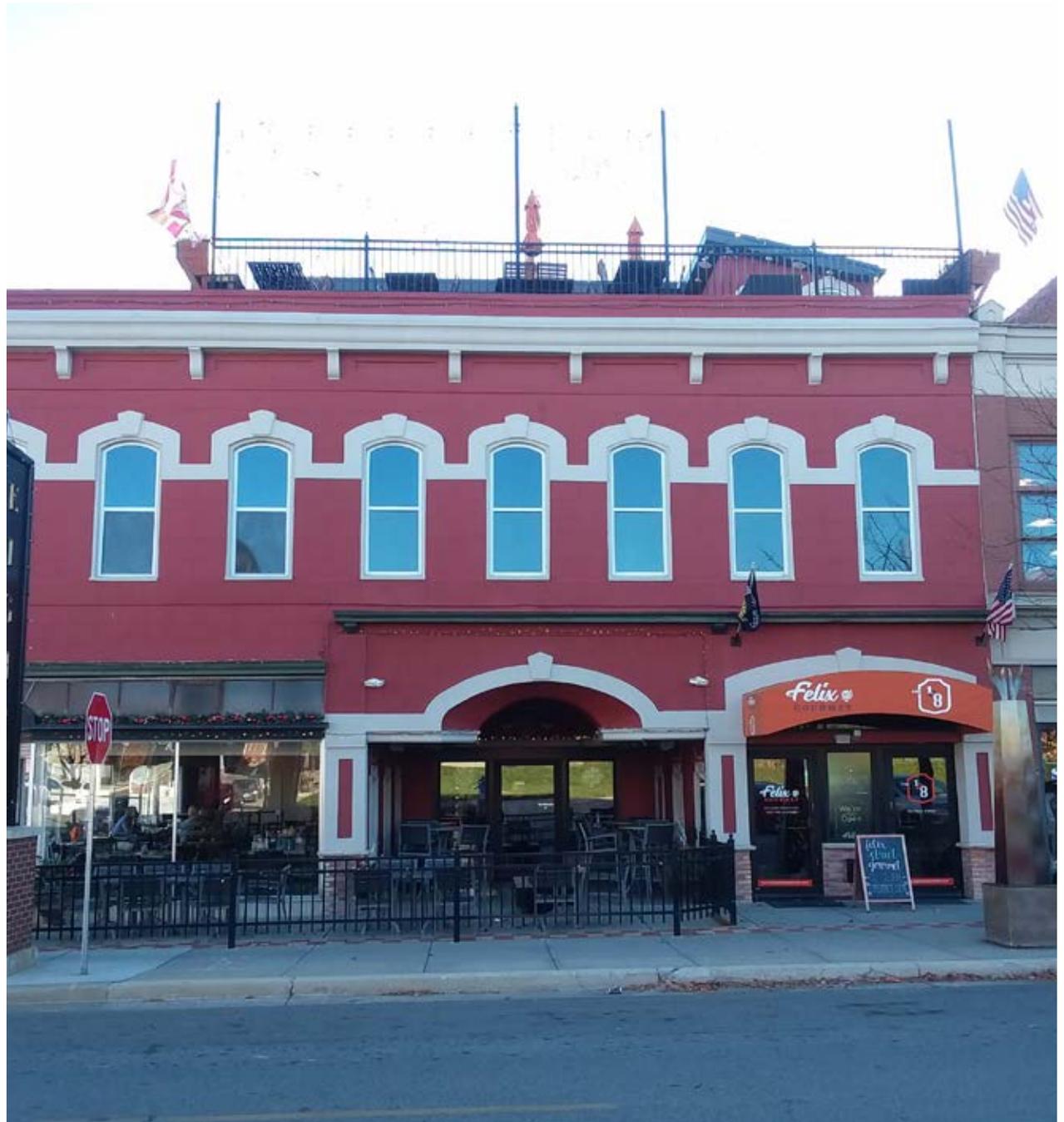
- Work with public and private partnerships to encourage private planting of trees.
- Encourage a diversity of native trees to be planted on public and private land.

ECONOMIC
DEVELOPMENT



PRINCIPLES

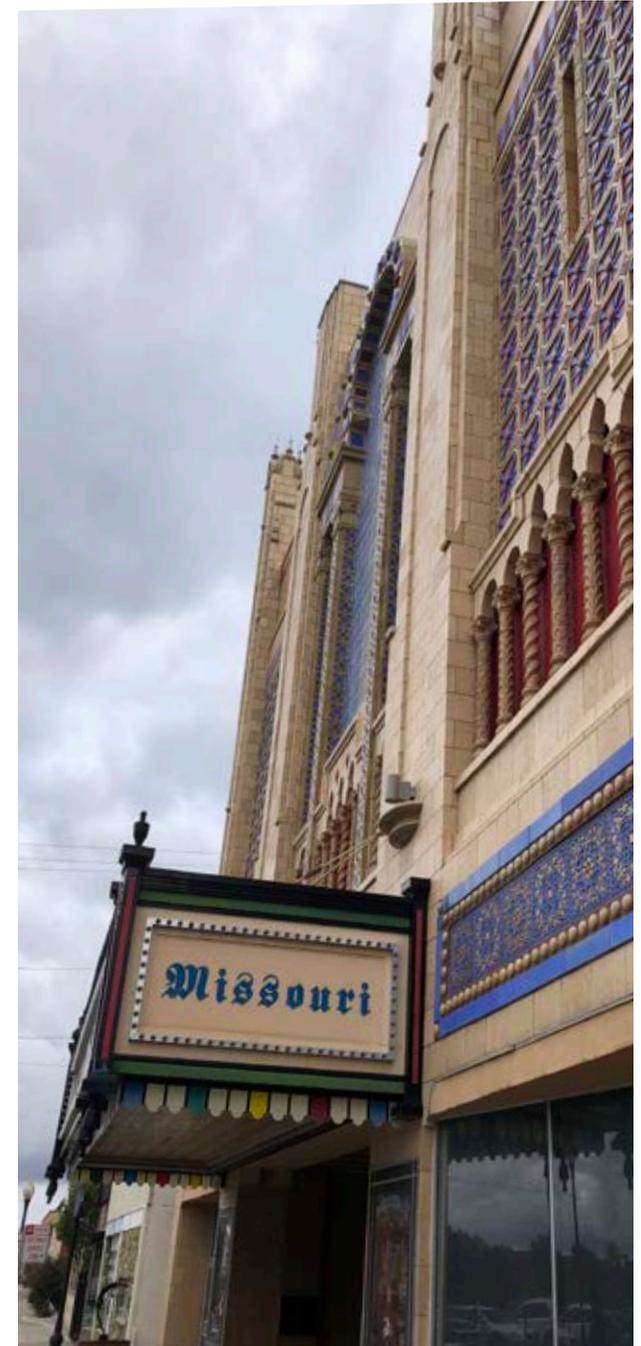
1. St. Joseph will be future facing, choosing investments and economic directions that will sustain and support future generations.
2. St. Joseph will prioritize the best interests of the community over any individual or entity.
3. St. Joseph will work beyond silos and leverage existing and future partnerships to create a vibrant and healthy city.
4. St. Joseph will expand recreation amenities with trends and inclusive interest so all can make healthy choices.
5. St. Joseph will leverage partnerships and investments to ensure each resident can reach their full potential.
6. St. Joseph will approach the future with an eye toward experimentation and readiness, taking decisive action when opportunities present themselves.



Economy Today

Chapter 3: St. Joseph Today provided an overview of the city’s economy as it relates to income, job mix, and commuting patterns. A summary of the socioeconomic (poverty, unemployment, educational attainment) make-up of the city was also provided in Chapter 3. This information provides a good snapshot of where the community is today. A larger vision for the future was laid out in the 2018 Imagine St. Joseph 2040 plan. The plan was a unique partnership between the St. Joseph Chamber of Commerce and the United Way of Greater St. Joseph. While the Comprehensive Plan is focused mainly on the role the City of St. Joseph plays in guiding the physical aspects of the city, Imagine St. Joseph 2040 is much broader, bringing together community partners to create an economically vibrant city. The Imagine plan is action oriented and aligns residents around ambitious, yet achievable goals, within three core focuses:

- **Invest in People.** A community’s greatest return-on-investment comes from investing in its people. Ensuring that all children are ready to learn, as well as investing in state-of-the-art K-16 education, will cultivate a dynamic next-generation workforce. As a community, St. Joseph will face poverty head-on by addressing the root causes, not just the symptoms. Whether it’s the issue of poverty, mental health or addiction, the community of St. Joseph will make sure resources and systems are in place that encourage all residents to reach their full potential.
- **Create a Better Place.** In great cities, visitors and residents feel “there’s something exciting going on.” Filling downtown storefronts, connecting downtown to the riverfront, creating green space and meeting space for festivals and conferences, attracting visitors and residents to a place that defines the heart of St. Joseph. It also means taking pride in the community, restoring the grandeur of older neighborhoods, keeping people safe and being willing to invest in new infrastructure and amenities that create a place that attracts and retains people. By doing these things the community will create a place where people choose to be and want to stay.
- **Grow Prosperity.** Successful cities are prosperous. Residents enjoy a quality of life that comes with good paying jobs and meaningful careers. Prosperity does not just happen; it takes collaboration and leadership. It takes the belief that residents make a difference and that they are part of something bigger than a single individual or entity. Vision, leadership, and focus will lead the community to a prosperous future, but only if residents are willing to be better and constantly innovate.



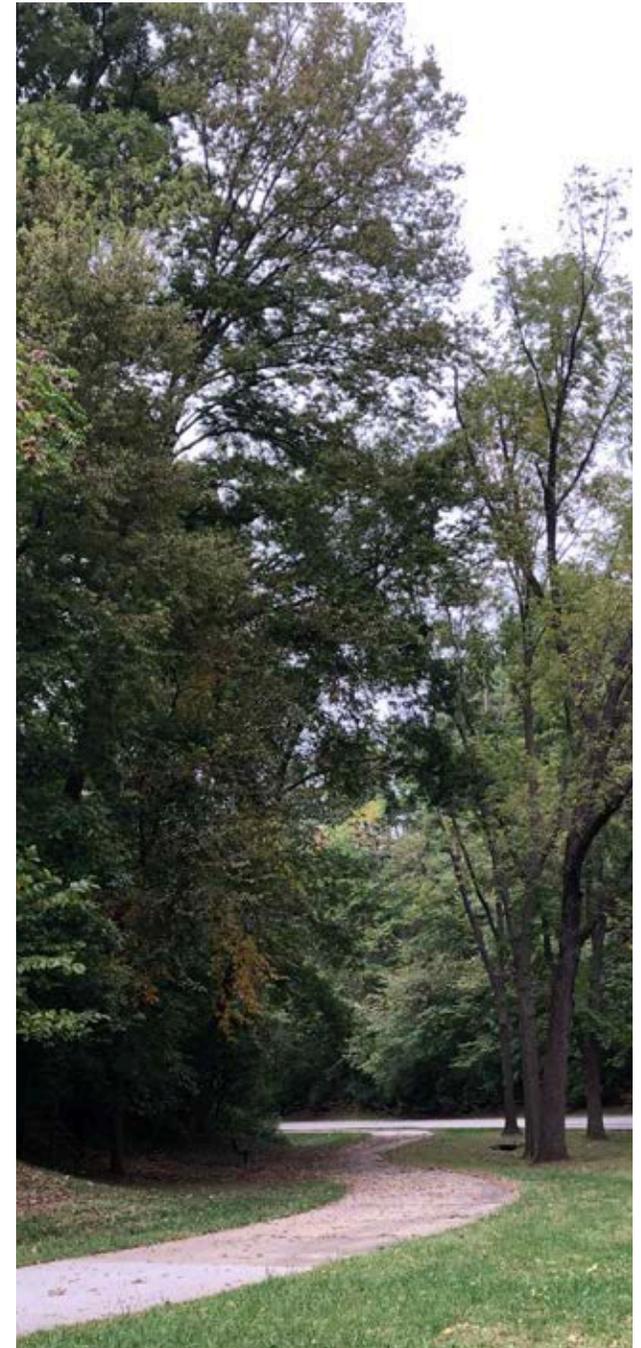
Goals

The following goals align with the Imagine St. Joseph 2040 Plan.

- By 2040, the community's reputation as a place that values and invests in education and helps all people connect to resources for a better future.
- Investments will create a quality of life that residents and visitors alike embrace, making St. Joseph a place where people want to live. Encourage the creation of places where residents and visitors can gather, be active, and build social connections.
- By 2040, St. Joseph's quality of life will be known throughout the Midwest because the community focused on investing in amenities such as transit, parks, recreation, arts, entertainment; in neighborhoods and housing; and finally, in overall beautification. St. Joseph will create healthy neighborhoods that offer a range of housing types to accommodate workers and residents in all stages of life.
- By 2040, St. Joseph's economy will reflect its agricultural and manufacturing roots but will have transformed due to capitalizing on the growing needs of skilled and high-tech workers.

Recommended Actions

- The city will work in partnership with the K-12 school districts and Missouri Western State University to ensure that residents have access to these services and that educational facilities are an integral part of the city.
- Continue to invest in Downtown St. Joseph as a destination, an economic engine, and the heart of the community.
- Invest in historic neighborhood commercial corridors building from strategic nodes within these districts.
- Incentivize reinvestment in the city's historic structures to build on the image and visitor destination aspects of the city.
- Guide business recruitment to locations that are easily served by city services and accessible by multiple forms of transportation.
- Focus business recruitment, incubation, and retention efforts on sectors that complement the overall character of the city including its strengths, its people, and its vision for the future in a way that grows the pie rather than divides the pie.
- View the need for attainable housing through the lens of economic development and therefore accord it the same kinds of incentives as any economic development initiative.





The city will work in partnership with the K-12 school districts and Missouri Western State University to ensure that residents have access to these services and that educational facilities are an integral part of the city.

To remain competitive, meet employers' needs, and increase residents' economic security, residents will need to increase their level of training and education. The quality of a city's schools, real or perceived, can have a significant impact on a community's ability to grow. Quality education is a value many young families hold high and will choose to drive further or pay more for housing if they feel that value is being protected. Additionally, the ability to invest in a community's other assets, including housing, has a direct correlation to the training and thus pay level of households.



Continue to invest in Downtown St. Joseph as a destination, an economic engine, and the heart of the community.

Around the country, downtowns in cities of all sizes have experienced a rebirth. The most successful of these established themselves as "places" as well as "presences" – areas that attract people to live and to experience, as well as to work. Downtown St. Joseph is a historic gem not found frequently in this region. Many similar cities demolished much of their downtown fabric in the late 20th Century and while a number of the city's historic buildings have laid empty for years their economic value remains strong. Reinvesting in structures and encouraging entrepreneurs will continue to bring new energy and investment to the district.

- **Improve the visibility of Downtown St Joseph.** Travelers along I-29 have little indication of what lies to the west. Travelers are not encouraged or enticed to explore what exists in this great district. The same can be said for the traveler using I-229. While they can see the great architecture there is little indication of the interesting places to visit and explore. As discussions about I-229 continue, St. Joseph should evaluate methods of attracting existing traffic into downtown.



Invest in historic neighborhood commercial corridors.

Many cities today are trying to create the environments that exist in these historic corridors. With their small shops and housing, historic neighborhood commercial corridors are the true definition of mixed use. Some of the transportation "improvements" made over the years prioritized the car over the pedestrian making them less pedestrian friendly but these are issues that can be addressed. The architecture and mixed-use that support a pedestrian environment are much harder and more expensive to create and for St. Joseph this infrastructure exists.

- **Building from strategic nodes within these districts.** Along the historic commercial corridors, nodes should be identified from which to build momentum that can be spread to the remainder of the corridor and the surrounding neighborhoods. Potential nodes are identified in Chapter 4.



Incentivize reinvestment in the city’s historic structures to build on the image and visitor destination aspects of the city.

St. Joseph’s historic resources are unique within the Midwest. From the early settlers of the west, including a time as a riverboat city, to the great livestock industry of the early 20th Century, St. Joseph has an important story to tell. While the costs of rehabilitating historic structures can seem insurmountable the rewards can be great. One only needs to look to cities like Galena, Illinois or Guthrie, Oklahoma for great examples where historic fabric attracts visitors from around the world.

Guide business recruitment to locations that are easily served by city services and accessible by multiple forms of transportation.

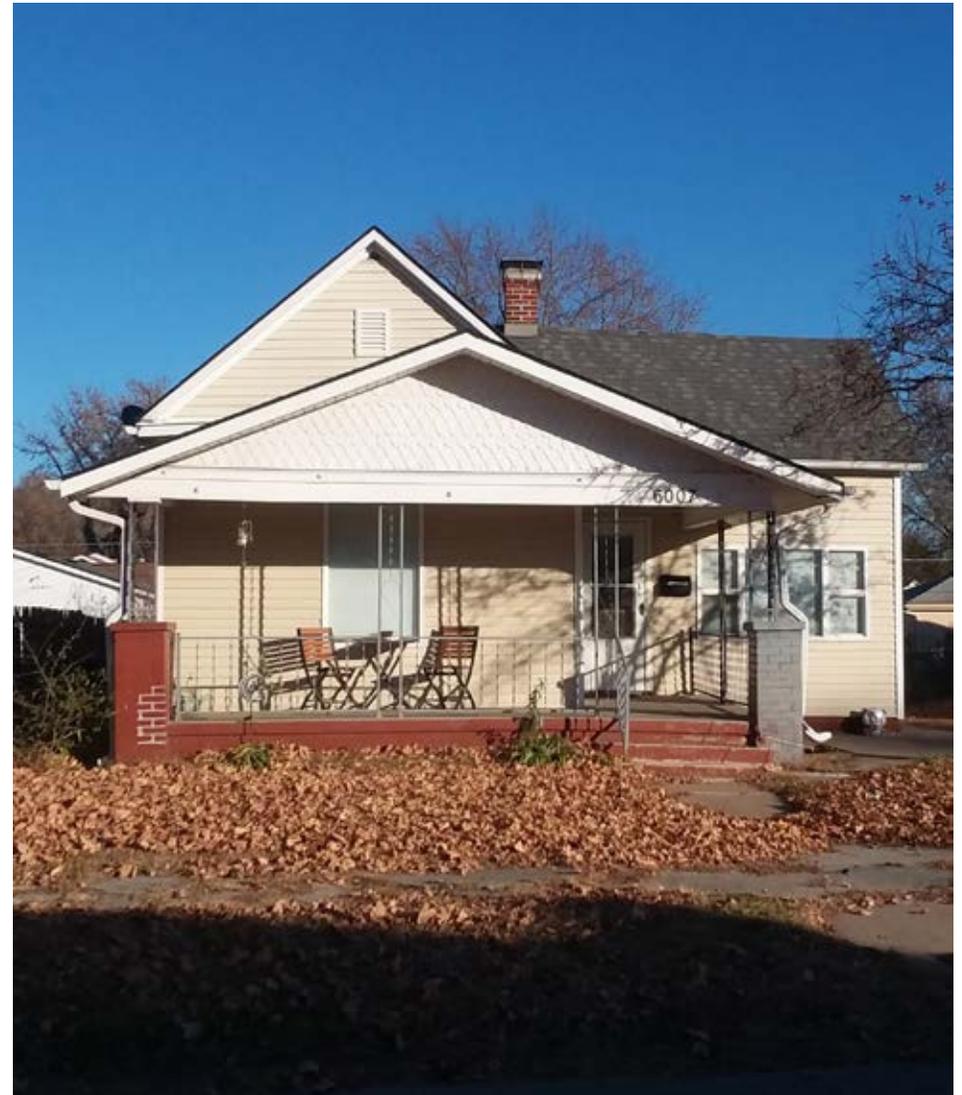
The economic growth that a new business or industry can bring to a city can be alluring. However, sites must be selected in a thoughtful manner. All partners should be at the table helping select sites that will work not just for the top leadership but for all workers and for the community’s financial stability.

Focus business recruitment, incubation, and retention efforts on sectors that complement the overall character of the city including its strengths, its people, and its vision for the future in a way that grows the pie rather the divides the pie.

Successful cities prioritize the best interests of the community over any individual or entity. The principle is to grow the pie (unite) rather than cut the pie (divide). Investments made by the city should focus on attracting and growing businesses that strive to do this and support as many of the other initiatives identified in this section as possible.

View the need for attainable housing through the lens of economic development and therefore according it the same kinds of incentives as any economic development initiative.

The need for adequate and affordable housing was a growing issue even before 2020 and many communities were beginning to see housing as an important economic development issue. Without adequate and affordable housing, business growth and attraction becomes an issue for many cities. Outside of units needed for the very lowest income households, the housing market of the late 20th Century was seen as something that “took care of itself.” For a variety of reasons, the way and who can produce housing has changed. Communities are having to take action to support and incentivize housing production and preservation if they want to remain economically competitive.

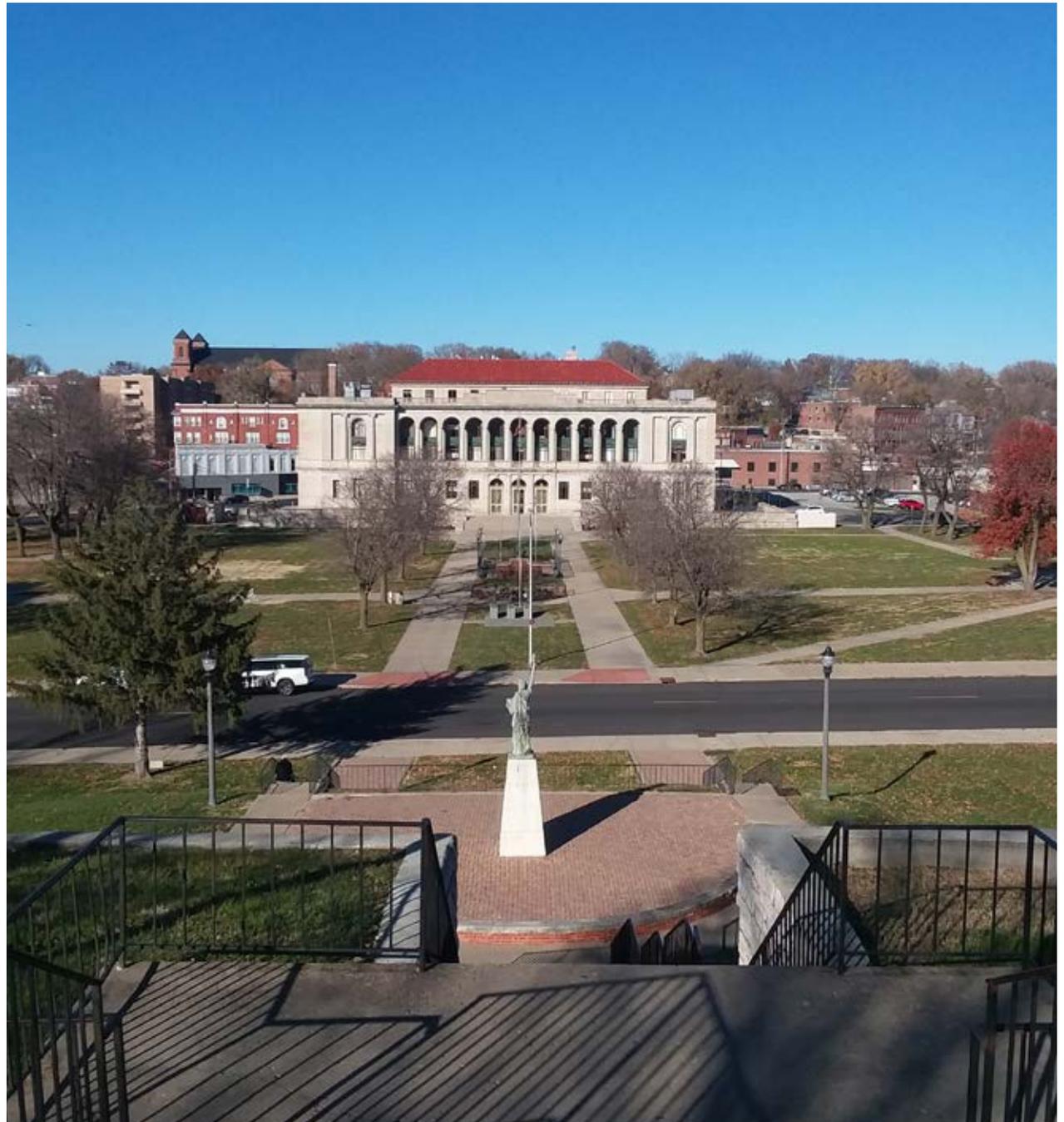


PUBLIC FACILITIES
& INFRASTRUCTURE



PRINCIPLES

1. Improvements to community facilities will be financially and environmentally sustainable for the city and its residents.
2. Water, sewer, emergency, and public safety levels of service will not decrease with population/land growth.
3. St. Joseph will proactively research and plan for technological advancements.
4. St. Joseph will encourage and accommodate facility investments that advance the intent of St. Joseph 2040.
5. St. Joseph will provide public facilities based on an informed study that indicates future needs.



PUBLIC FACILITIES & INFRASTRUCTURE TODAY

Infrastructure

St. Joseph's infrastructure system includes:

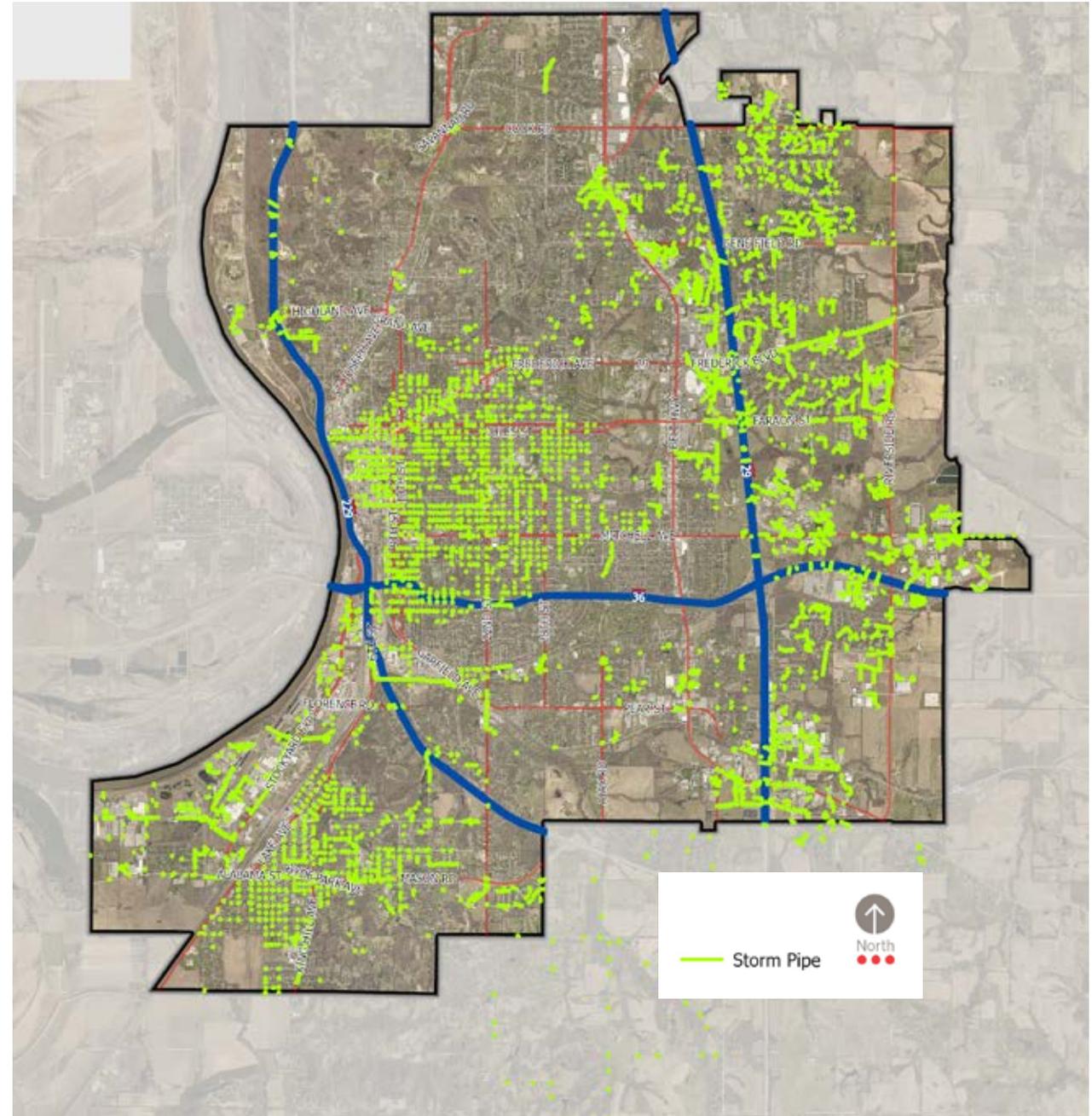
- Water supply resources, treatment systems, and a distribution system, with elevated and ground storage that is owned and managed by Missouri American Water Company.
- Wastewater collection, treatment, and disposal.
- Stormwater and flood control systems, including privately and municipally owned detention basins, storm sewer systems, open channels, culverts, and bridges.

The following will summarize the major themes or trends for each of these services.

Stormwater

- Several drainage channels are experiencing significant erosion.
- Implement the recommendations of the Stormwater Plan via establishing a new funding source.

Map 9.1: Storm Water



Sanitary Sewer

- St. Joseph is a combined sewer overflow (CSO) on the western portion of the community, which means that the sanitary sewer and storm systems were combined and during large rain falls some raw sewage would directly discharge to the Missouri River. Over the past twenty years cities across the nation have been required to separate these systems at local cost. St. Joseph has been focused on this effort for the last decade.
- Look to incorporate green and new technologies for addressing sanitary sewer.

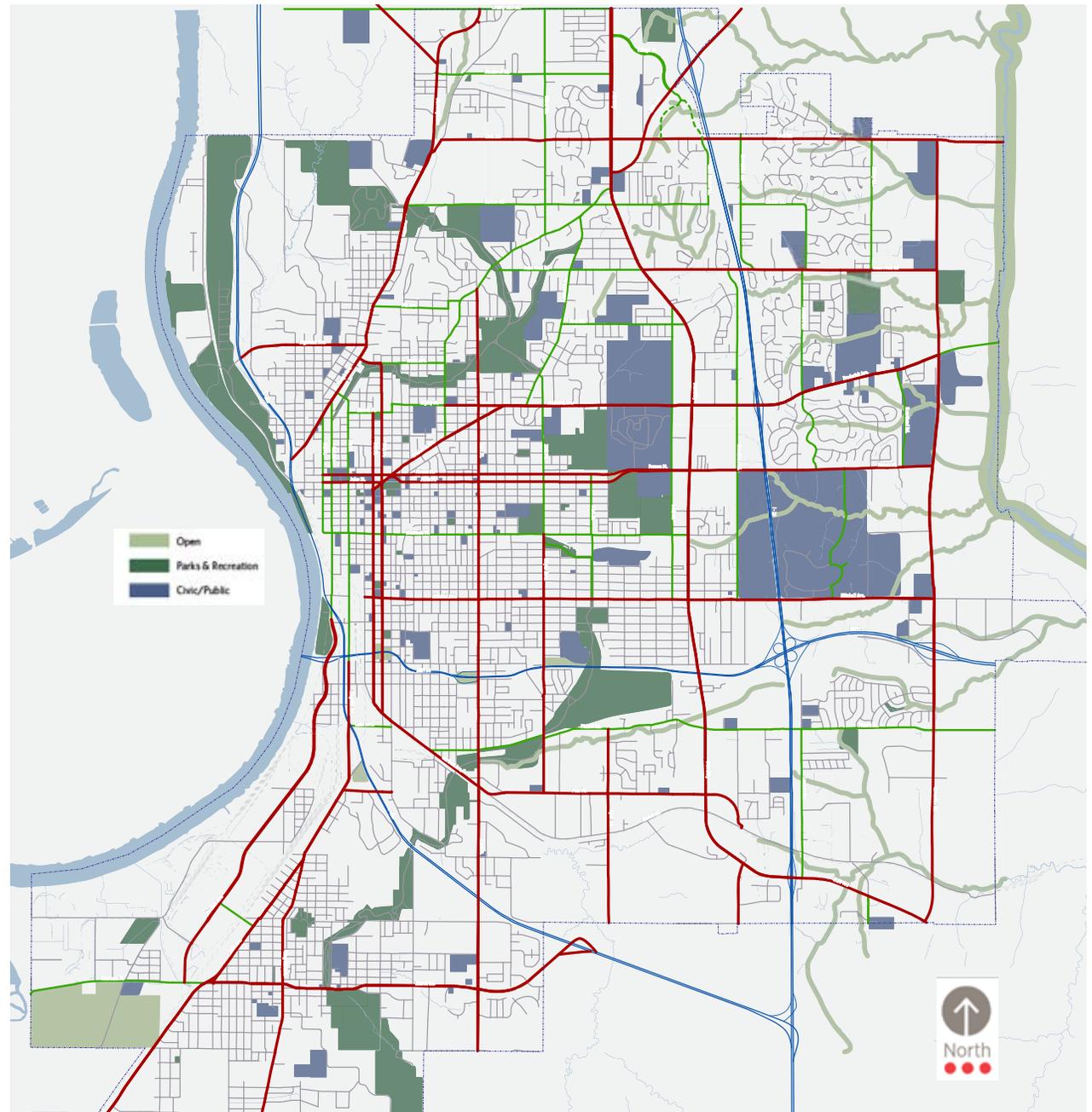
Water

- The water system is owned and maintained by Missouri American Water Company.
- Many neighborhoods are un-served or under-served by water mains (requiring very long, private service line connections) that hampers new development and in-fill development. The community and Missouri American Water Company should begin a dialogue to identify a solution toward removing or reducing the economic barrier for development and burden for existing neighborhoods forced to maintain long service lines.
- Over the last few years Missouri American Water has been replacing water lines.

Public Facilities

Public facilities create the framework on which the community and its quality of life are built. These services are within the direct control of the city with immediate, short-term, and long-term responsibilities. The following summarizes the key trends.

Map 9.2: Civic & Public Facilities



Administrative

Finance, City Hall, Human Resources, Legal

- Technology updates, both hardware and software, is needed across all departments.
 - › Evaluate ways to use technology to allow remote working for some employees.
- City Hall, as an older building, needs regular updates and maintenance. These include:
 - › Exterior stabilization
 - › Elevator updates
 - › Interior space program to address the need for larger meeting spaces and office configurations.
- Replace rolling stock and re-establish routine replacement program.
- Establish a uniform training program that is consistent but tailored to each department.
- Expand recruitment programs and prepare succession plans for key positions to address retirement plans by long-term employees.

Airport

- Implement airport master plan.
- Complete improvements to the air traffic control tower and leverage state funding for this project.
- Replace snow removal/maintenance building.
- Support work being done by the National Guard and leverage facility opportunities that this will create.
- Plan for updates to the Fixed Base Operator (FBO) which should include investigating the



benefits of a public-private partnership that many other cities have leveraged.

Animal Control & Rescue

- Working with local supporters, complete a detailed architectural program for the potential new facility.
- Complete fundraising necessary to ensure that a new facility addresses both current and long-term needs.

Building Inspections/Property Maintenance Department

- Need for technology improvements and replacement of fleet will need to be addressed in the short-term.
- Continue to support adequate staffing levels and consider expansion to meet housing and neighborhood goals.
- Expand funding for removal of dilapidated structures.

- Expand rehab programs with the aim to avoid deterioration to the point of demolition.

Fire Department

- Budget for replacement of aging fleet and vehicles.
- Continue routine maintenance of existing facilities.
- Budget for replacement of the stations not meeting modern needs during the planning period.
- Complete architectural program study of the historic headquarters to determine long term space needs.
 - › Budget for implementation of the programming study.
- Complete construction of the emergency operations center.

Police Department

- Like many departments across the region, St. Joseph is facing staffing shortages that will need to be addressed through new approaches to recruitment and potential changes in policies.
- Similar to all departments fleet updates will need to be addressed.
- Budget for continued equipment and technology updates.

Solid Waste

- Address issues with current solid waste collection process. The current system means that households contract for their own collection and households on the same block may all have different collection days. This creates three core issues:
 1. Due to differing contractors on the same block, garbage is always sitting out lowering the visual quality of a block,
 2. Garage trucks are heavy duty vehicles and running these trucks daily across local streets decreases the life of the streets and increases maintenance and replacement costs for all taxpayers
 3. Since there is no requirement to purchase trash service, illegal dumping is a continual problem.
- Evaluate ways to reduce amounts of waste going into the landfill in order to extend the life of the landfill.
 - › These efforts should include curbside recycle; a feature offered in many peer communities.

Recreation and Civic Facilities

- Civic Arena
 - › Complete a facilities assessment of the Civic Arena and determine next steps. There should be some aspect of public engagement in this process to build understanding and support for the final strategy.
- Wyeth-Tootle Mansion
 - › Evaluate needed repairs and work with St. Joseph Museums, Inc. to establish a plan for addressing those repairs.
- Aquatics Facilities
 - › Complete a city-wide aquatics study to determine type and distribution of aquatics facilities across the city.
- Remington Nature Center
 - › This facility is now over ten years old and regular wear and tear is beginning to appear. Establish a funding stream to address larger maintenance items that arise as the building ages. These should not be delayed as they will only cost more over time.

Health Department

- Complete facility assessment and program study of the existing building.
 - › Plan for implementation of the facility assessment.

Public Works

- Like other departments, delays in routine fleet replacements will need to be addressed.
- Encourage continued transition of street maintenance facilities to the east.

Street Maintenance

- The asphalt overlay program has helped the city catch up on delayed maintenance of streets; however, the continued heavy and regular truck traffic over these streets will only shorten the life of the work that has been completed in the last several years.
- Concrete and brick pavement surface currently have a very minor amount of funding aimed at repairs, translating to a significant need for basic, deferred maintenance.
- Establish policies for partnering on any street redevelopment or major underground utility projects to address any lack of curb, gutter, and potentially sidewalks.

GOALS

- Provide public services in a manner that balances cost efficiency and level of service.
- Ensure land use, infrastructure, and transportation patterns support the efficient and cost-effective delivery of emergency services.
- Strengthen existing public facilities and infrastructure strategically to encourage private sector investment and reinvestment, job creation, and improve St. Joseph's quality of life.
- Establish an adequate fund for routine maintenance and replacement of facilities, infrastructure, and their supportive needs to avoid larger costs to residents in the future.

Recommended Actions

- Implement existing studies and improvements.
- Identify funding for implement stormwater management plan.
- Improve efficiencies in solid waste collection and disposal.
- Build and renovate public facilities so residents can be proud of their community buildings.
- Maximize safety through site design.

Implement Existing Studies and Improvements.

Over the past few years, the city has completed some facilities and infrastructure studies, including the parks master plan. In addition to these studies several other facilities assessments need to be completed. These include:

- Program study and cost estimates for a new

Animal Control and Rescue building.

- Public Works maintenance and yard facility to address flooding risk.
- Aquatics study to determine need and distribution.
- Programing study and cost estimates for updating the existing Public Health building.

Identify funding to implement stormwater management plan.

Stormwater management investment is needed to look at:

- Identifying funding for replacement of existing infrastructure and long-term improvements.
- Identify and obtain a funding source to create a stormwater utility that could function to address public stormwater infrastructure needs.

Improve efficiencies in solid waste collection and disposal.

Addressing issues around solid waste collection will not be easy as this will impact private businesses. However, the current arrangement is impacting the city both financially and aesthetically. The added wear and tear on city streets along with addressing illegal dumping adds significant costs in both the long and short term for the city and taxpayers. Many neighborhoods are working hard to improve their image and overall pride and garbage sitting at the curb or blowing around the neighborhoods only challenges these efforts.

Build and renovate public facilities so residents can be proud of their community buildings.

Residents from across the city expressed their great pride in the park system. The system is well maintained and reflects a high-quality environment and the homes around these facilities often reflect that pride. When communities invest in themselves the private sector traditionally responds with a similar level of investment. If the street is crumbling and park facilities are not maintained, then there is little motivation for surrounding property owners to invest in their own properties. This scenario may actually be presenting itself today in the Downtown around the arena and vacated hotel. While these public facilities investments may be hard to sell, like a business, investing in a community will help it remain economically strong.

Maximize safety through site design.

Land use policies and regulations should support the design of safe environments. These can include:

- Clearly defined public and private spaces.
- Designing spaces with natural surveillance.
- Maintaining public spaces and enforcing existing codes to create environments that feel well-kept and safe.
- Maintaining high levels of connectivity to ensure multiple access points for emergency vehicles into neighborhoods and larger scale developments.

IMPLEMENTATION

10

IMPLEMENTATION STRATEGY

The following table presents a summary of the St. Joseph Comprehensive Plan action items. Each of these is characterized according to several categories.

Type

- Policy: Continuing efforts over a long time-period. In some cases, policies include specific regulatory or administrative actions.
- Action: Specific efforts or accomplishments by the city or community.
- Capital: Investments and public capital projects that will implement features of the Plan.

Timing

- On-going: most of the recommendations fit into this category. These are matters related to general policy and operation and have no completion date.
- Short Term: Implementation within 5 years.
- Medium Term: Implementation in 5-10 years.
- Long Term: Implementation in 10-20 years.

Leadership and Partners

The primary audience of this plan is the City Council, City Staff, and Planning and Zoning Commission. However, it is important for the city to partner with other entities who have an interest in implementing the recommendations of the plan. The Implementation Strategy Table identifies which groups should take the lead in carrying out the recommendation and who the potential partners are.

This designation of "leadership" is not meant to be exhaustive or exclude any group who would like to take the lead on a project of policy. Any group or resident is invited to work with the city to support the implementation of this plan. However, this list can serve as a starting point and provide guidance on the expectation of the groups listed here.

Funding Sources

In order to implement many of the objectives described in the Plan, the city will need to consider a mixture of funding sources. The final column of the Implementation Schedule will present possible funding sources. This list is not exhausted and should be reviewed and modified each fiscal year with new opportunities added and outdated sources removed.

Abbreviations

- CDBG - Community Development Block Grant
- TIF - Tax Increment Financing
- LIHTC - Low Income Housing Tax Credit
- Benefit Fees - similar to impact fees but should be viewed as a benefit to the development. This includes participation by developers in the construction of off-site facilities such as water, wastewater, roadways, trails, and parks.
- MoDOT - Missouri Department of Transportation

TABLE 10.1: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
Construct new streets to enhance connectivity.	Action	On-going	Public Works & Transportation Department	Planning & Community Development Department, MPO	NA
Design streets for all users.	Policy	On-going	Public Works & Transportation Department	Planning Community Development Department, MPO, MoDOT	NA
Establish active transportation facilities to connect neighborhoods to parkways and commercial corridors.	Action	Long	Public Works & Transportation, Parks Department	Parks, Recreation, & Civic Facilities Department	General Funds
Calm traffic and pedestrianize neighborhood commercial areas.	Action	Medium	Public Works & Transportation, Parks Department	Planning & Zoning Division	NA
Improve gateway corridors to reflect the city's image and quality.	Action	Medium	Public Works & Transportation Department	Planning & Community Development Department, Development Community, MoDOT	General Funds
Implement wayfinding throughout St. Joseph.	Action	Medium	Public Works & Transportation Department	Chamber of Commerce, CVB, MPO	General Funds
Expand trail system especially towards the east side of St. Joseph	Action	Long	MPO, Public Works & Transportation Department	Parks, Recreation, & Civic Facilities Department	General Funds
Continue engagement in the I-229 Corridor discussions.	Action	Short	MPO,	Planning & Zoning Division, MoDOT	NA
Evaluate ways to decrease the impact the railroads have on community connectivity.	Action	Short	MPO	MoDOT BNSF, Union Pacific	NA
Maintain and plan for efficient public transit.	Action	On-going	MPO		NA

ST. JOSEPH COMPREHENSIVE PLAN

TABLE 10.2: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
Identify strategies for consolidating ownership of vacant lots in older neighborhoods.	Policy Action	Medium	Land Bank	Planning & Community Development Department, CDBG	NA
Establish incentives for the development of vacant lots.	Policy	Medium	Planning & Community Development Department		General Fund
Update the Precise Plan for the Robidoux District that creates a bridge between the downtown and the historic district to the north.	Policy	Short	Planning & Zoning Division	Mosaic Hospital	NA
Expand the work of local housing non-profits around purchase-rehab-resale programs.	Action	Long	Neighborhood Services	Planning & Community Development, Habitat, Community Action Partnership	General Funds CDBG
Target public facility improvements to highest risk neighborhoods.	Action	Long	Public Works & Transportation Department	Neighborhood Services	NA
Expand energy efficiency, rehab loans, and emergency assistance programs.	Action	Short	Neighborhood Services	Local Utility Providers	CDBG
Creation of a non-profit focused on connecting neighbors to each other and their community.	Action		Neighborhood Services	Non-profits	Public-Private Partnership
Development of community academy program.	Action	Medium	Neighborhood Services	Historic Preservation Department	General Fund
Fund additional abatement to support work being done by code enforcement	Action Capitol	On-going	Property Maintenance Division	City Council	General Fund
Expand funding for demolition of unsafe structures.	Capitol	On-going	Property Maintenance Division	City Council	General Fund
Encourage mixed-use housing developments along the Belt-Highway	Action	Long	Planning & Community Development		NA

TABLE 10.3: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
The city should review the zoning code.	Policy	On-going	Planning & Zoning Division		NA
Pedestrian circulation requirements should be reviewed.	Policy	Short	Planning & Zoning Division		NA
Encouraging a diversity of housing options in new developments.	Policy	On-going	Planning & Zoning Division	Historic Preservation Department	NA
Implement the land use policies identified in Chapter Four.	Policy	On-going	Planning & Zoning Division		NA
Direct city investments and redevelopment dollars towards mixed-use projects	Policy	On-going	Planning & community Development Department		NA
Leverage parks to shape a positive image of St. Joseph.	Action	Short	Parks, Recreation, & Civic Facilities Department	CVB, Communications	General Funds
Identify land and implement plan for new parks on the eastern portion of the city.	Capitol Policy	Medium	Parks, Recreation, & Civic Facilities Department		General Fund
Establish design guidelines for new park development.	Policy	Short	Parks, Recreation, & Civic Facilities Department		NA
Support maintenance of existing parks, recreation facilities, and trails	Capitol	On-going	Parks, Recreation, & Civic Facilities Department	Public-Private Partnerships	General Fund
Budget appropriately for maintenance and operations of parks.	Capitol	On-going	City Council	Parks, Recreation, & Civic Facilities Department	General Fund

ST. JOSEPH COMPREHENSIVE PLAN

TABLE 10.4: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
Partner with local organizations to activate neighborhood parks.	Action	Short	Neighborhood Services	Parks, Recreation, & Civic Facilities Department, Local Organization, CVB	Public-Private Partnership
Develop safe on street facilities to connect neighborhood to the park system.	Action	Medium	Public Works & Transportation Department	MPO	General Funds
Improve bike and pedestrian connectivity between community and recreation destinations	Action	Medium	MPO	Public Works & Transportation Department	General Funds
Design improved pedestrian connections from downtown to the Missouri River.	Action	Short	MPO	MoDOT	General Funds
Promote mountain bicycle trails to residents and tourist.	Action	Short	Parks, Recreation, & Civic Facilities Department	Convention and Visitors Bureau	General Funds
Encourage tree planting especially in the central neighborhoods.	Action	Medium	Neighborhood Services	Parks, Recreation, & Civic Facilities Department, Utilities, Neighborhood Services	General Funds

TABLE 10.5: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
The city will work in partnership with the K-12 school districts and Missouri Western State University to ensure that residents have access to these services and that facilities are an integral part of the city.	Policy	On-going	Various City Departments	School Districts, Chamber of Commerce	NA
Continue to invest in Downtown St. Joseph as a destination, an economic engine, and the heart of the community.	Policy	On-going	Planning & Public Works	Private sector	Various financing tools: Historic Tax Credits, TIF, Enterprise Zones, etc.
Invest in historic neighborhood commercial corridors.	Policy	On-going	Planning & Public Works	Private sector	Various financing tools: Historic Tax Credits, TIF, Enterprise Zones, etc.
Building from strategic nodes within these districts.	Policy	Medium	Planning & Public Works	Private sector	Various financing tools: Historic Tax Credits, TIF, Enterprise Zones, etc.
Incentivize reinvestment in the city's historic structures to build on the image and visitor destination aspects of the city.	Policy	On-going	Planning	Non-profits and private sector	Historic Tax Credits, TIF, Enterprise Zones
Guide business recruitment to locations that are easily served by city services and accessible by multiple forms of transportation.	Policy	On-going	Chamber of Commerce	Planning & City Council	NA
Focus business recruitment, incubation, and retention efforts on sectors that complement the overall character of the city including its strengths, its people, and its vision for the future in a way that grows the pie rather than divides the pie.	Policy	On-going	Chamber of Commerce	Planning & City Council	NA
View the need for attainable housing through the lens of economic development and therefore accord it the same kinds of incentives as any economic development initiative.	Policy	On-going	Planning & City Council	Chamber of Commerce	NA

ST. JOSEPH COMPREHENSIVE PLAN

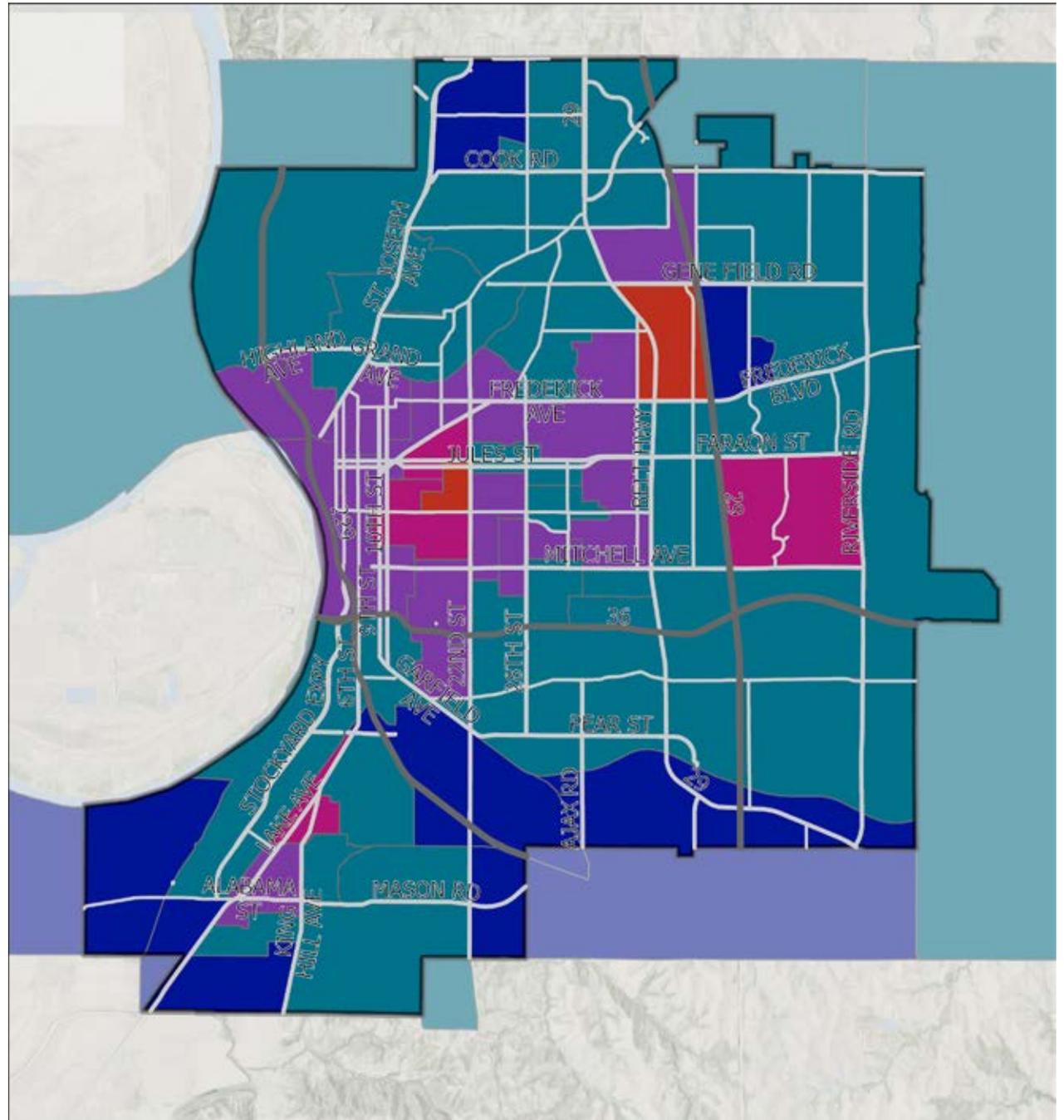
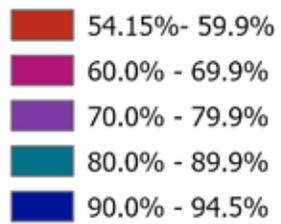
TABLE 10.6: ST. JOSEPH - IMPLEMENTATION

Initiative & Action Items	Type	Timing	Leadership	Partners	Potential Funding Source
Implement existing studies and improvements.	Policy	Short	Various Departments & Divisions.		NA
Identify funding to implement stormwater management plan.	Policy	Medium	Public Works and Transportation Department		NA
Improve efficiencies in solid waste collection and disposal.	Action	Medium	Landfill & Recycling Center	Public Works & Transportation Department	General Funds
Build and renovate public facilities so residents can be proud of their community buildings.	Action Capitol	On-going	Parks, Recreation, & Civic Facilities Department		General Funds City Bond
Maximize safety through site design.	Policy	On-going	Planning & Zoning Division.		NA

APPENDIX

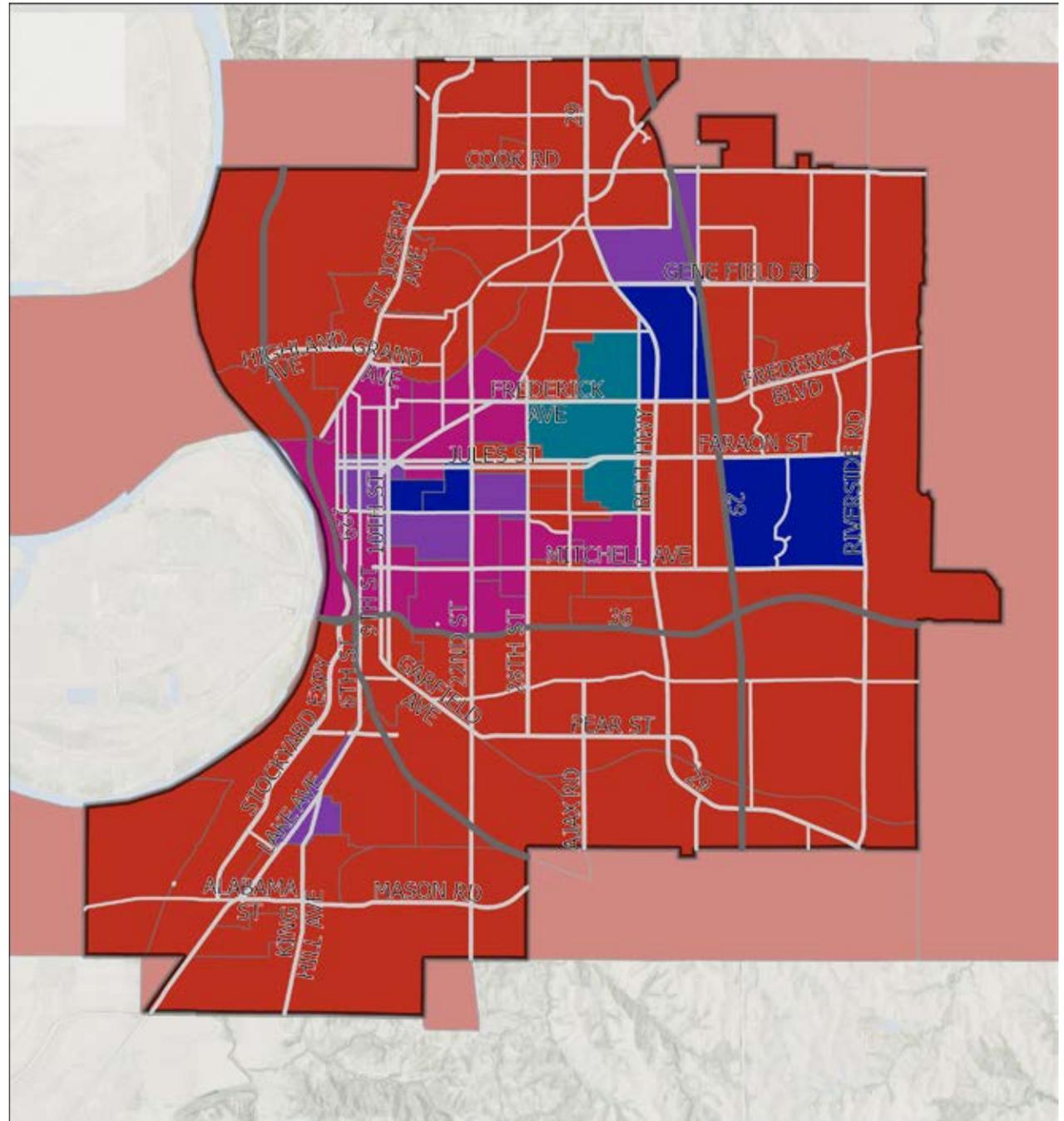
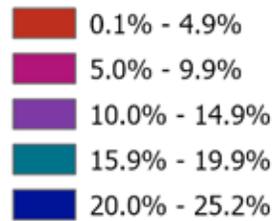
Percentage Residents White
2020

White



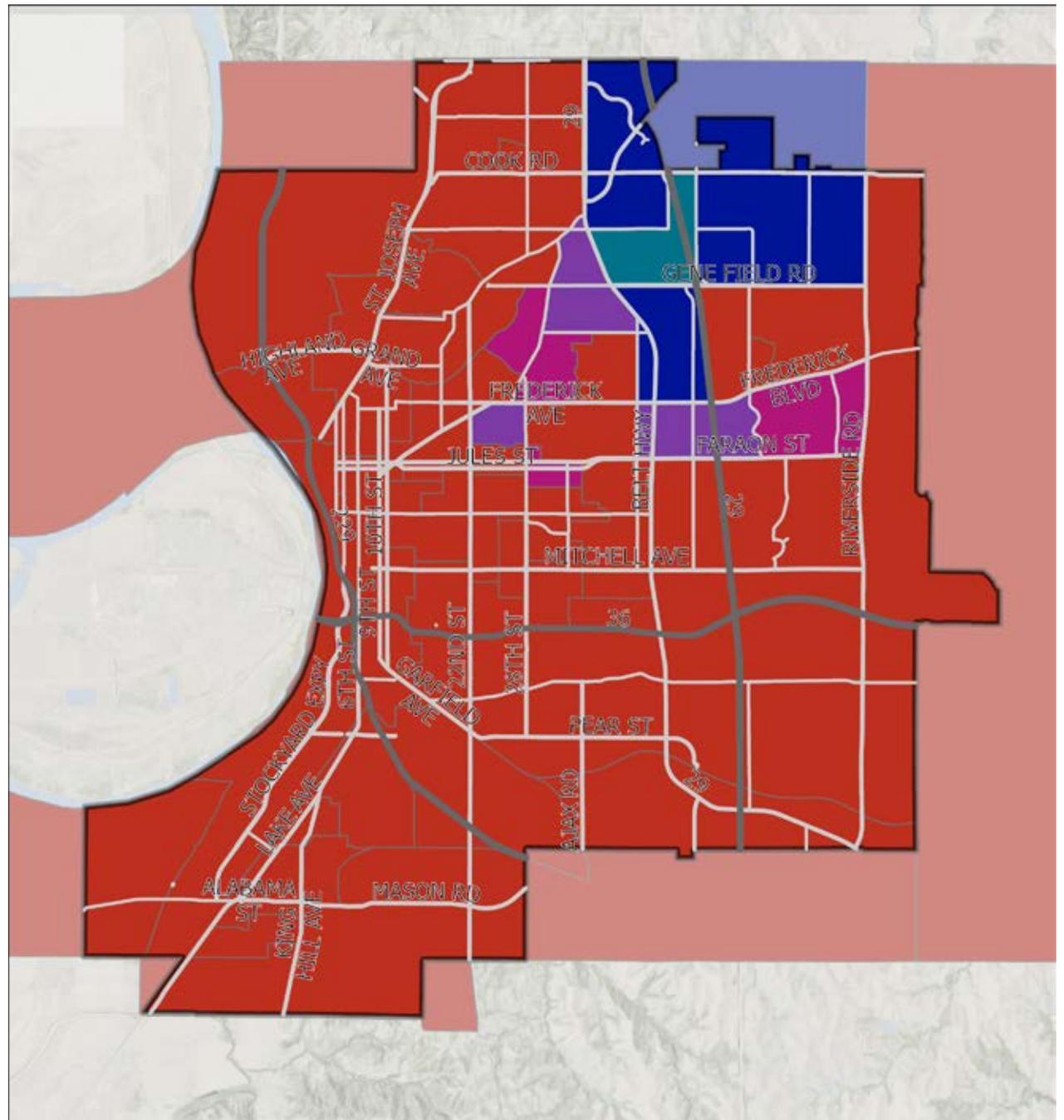
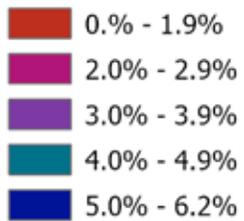
Percentage Residents Black or African American 2020

Black



Percentage Residents Asian
2020

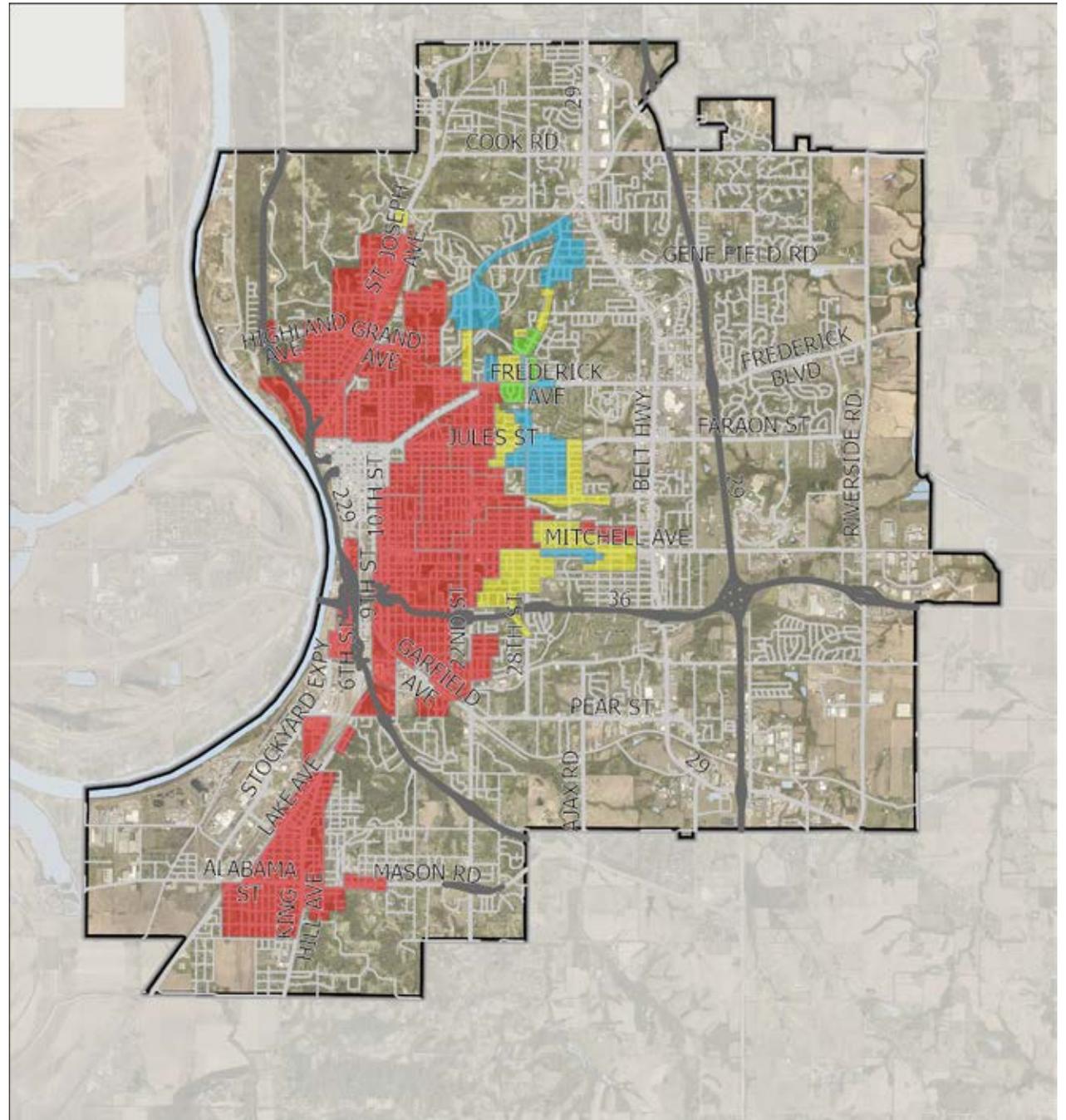
Asian



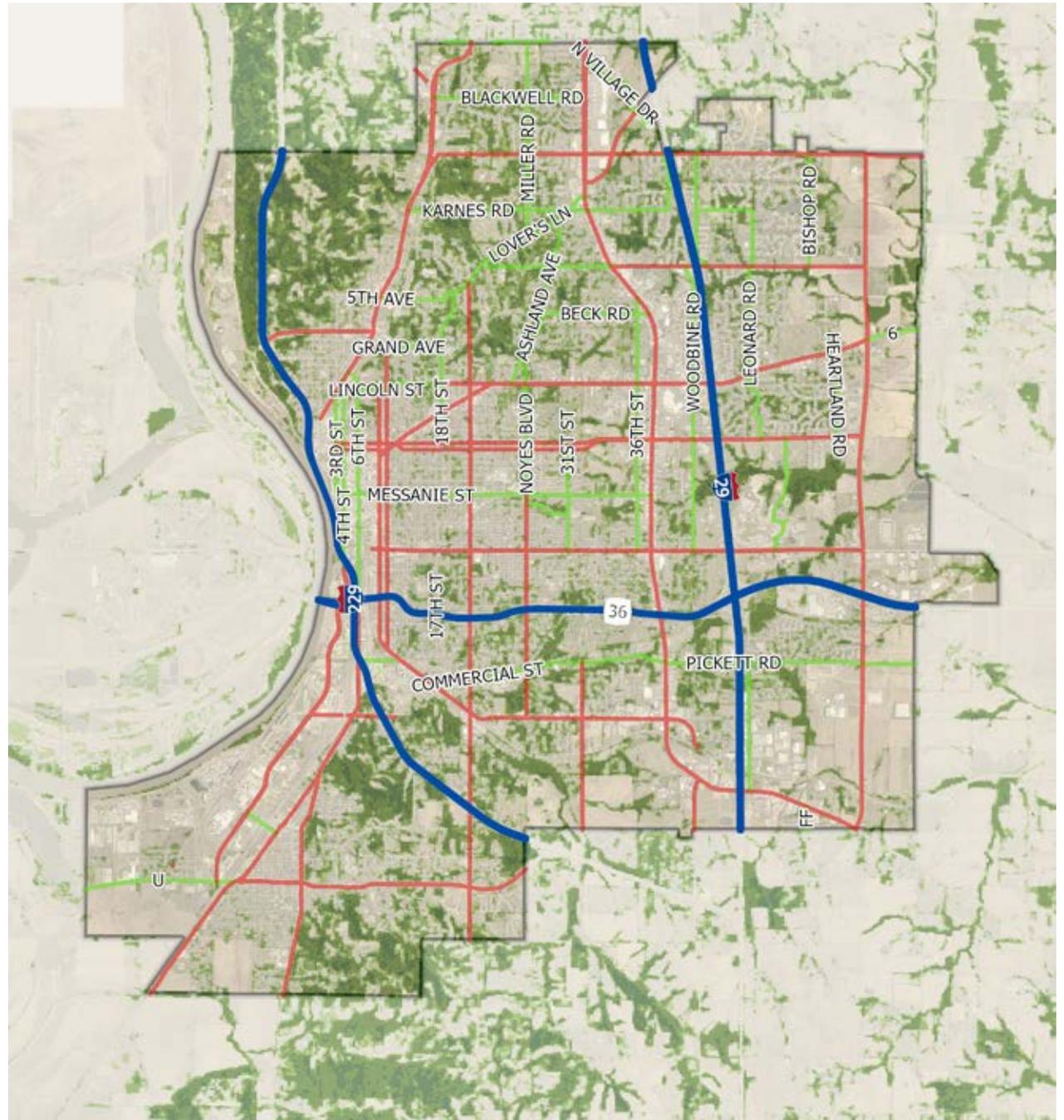
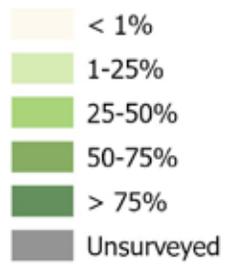
Historic Redlining Map - HOLC

HOLC Grade

- A "Best"
- B "Still Desirable"
- C "Definitely Declining"
- D "Hazardous"



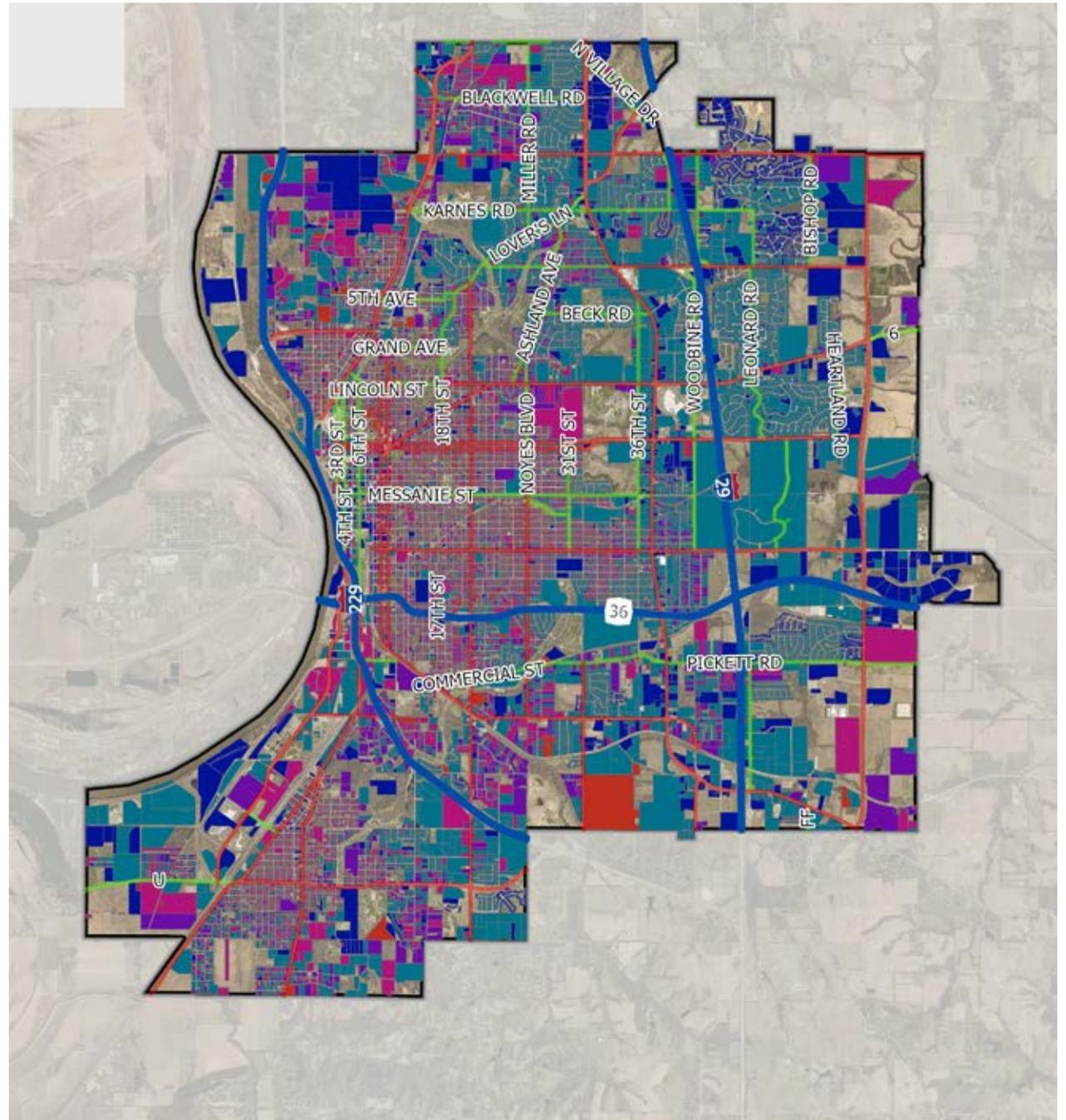
Tree Canopy



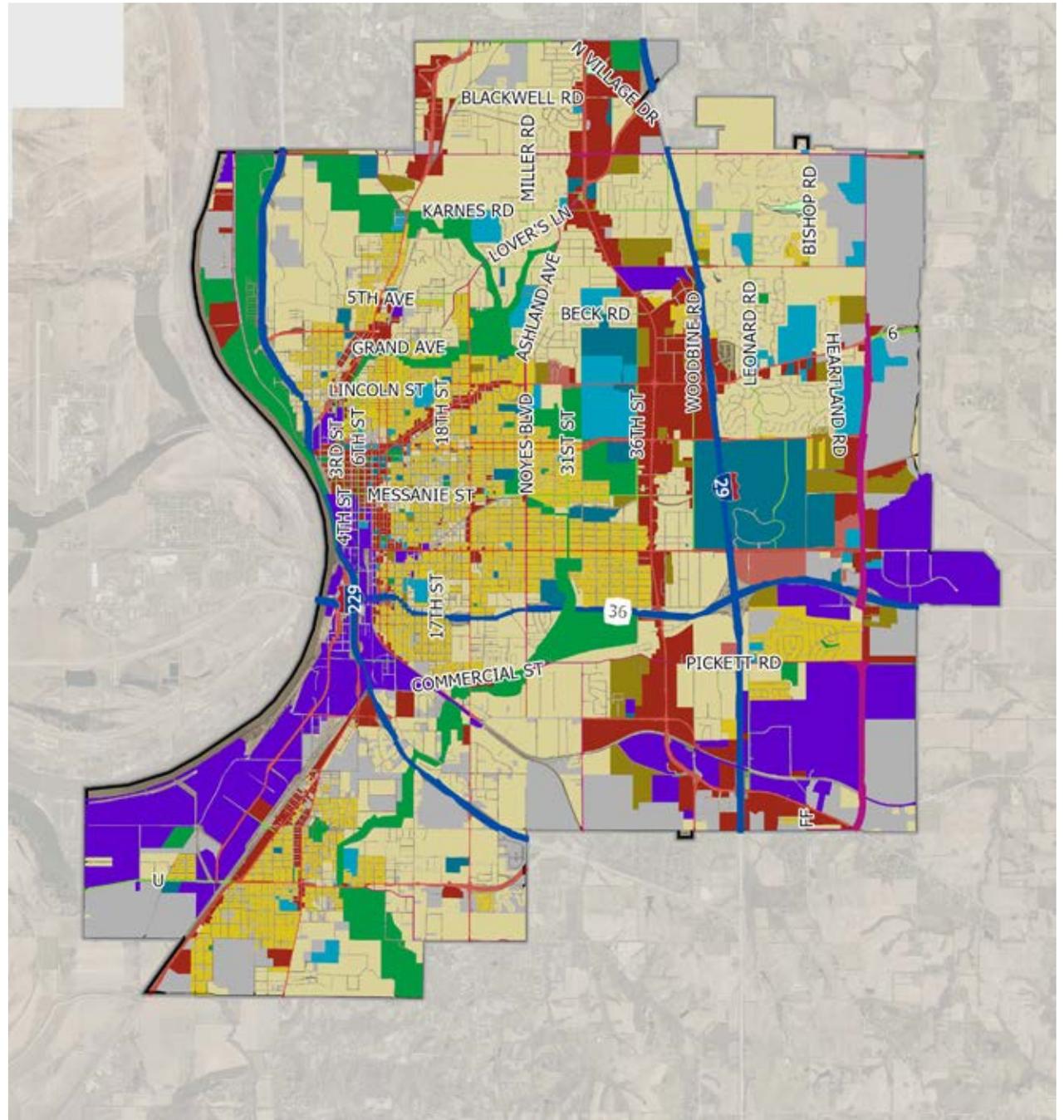
Age Structure Built

Year Structure Built

- 1832 - 1899
- 1900 - 1924
- 1925 - 1949
- 1950 - 1999
- 2000 - 2021



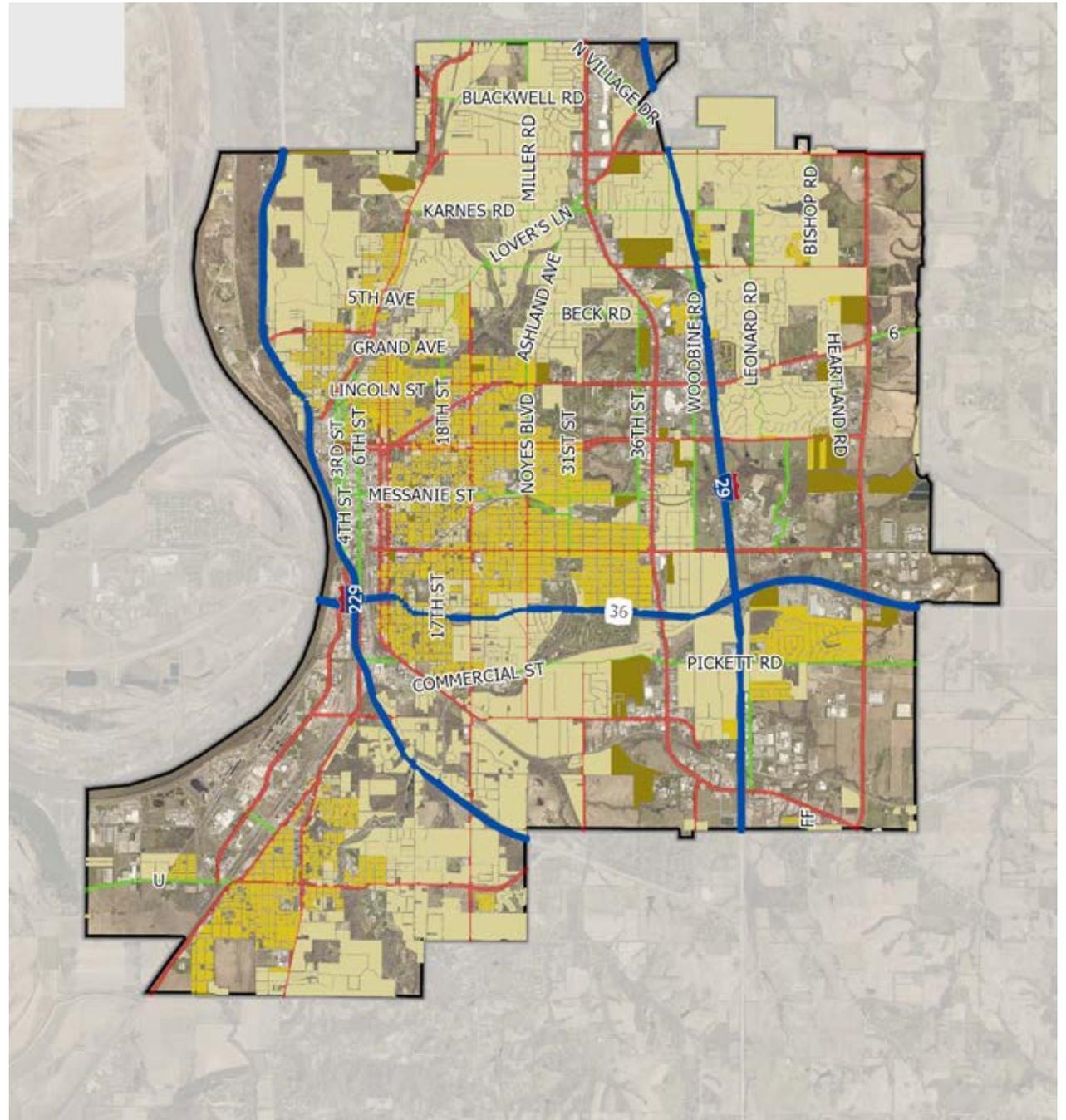
Current Land Use - 2020



Residential Land Use - 2020

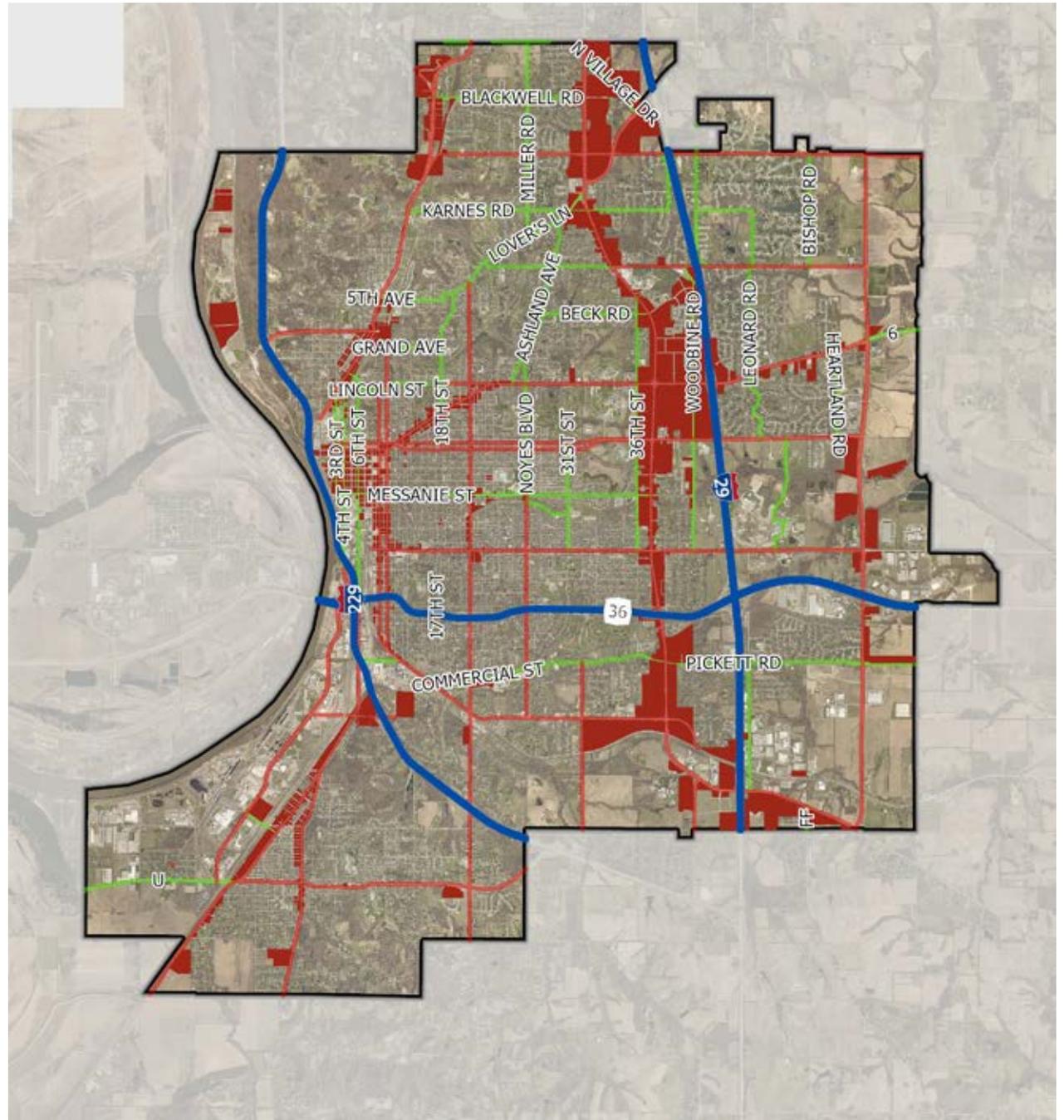
Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential

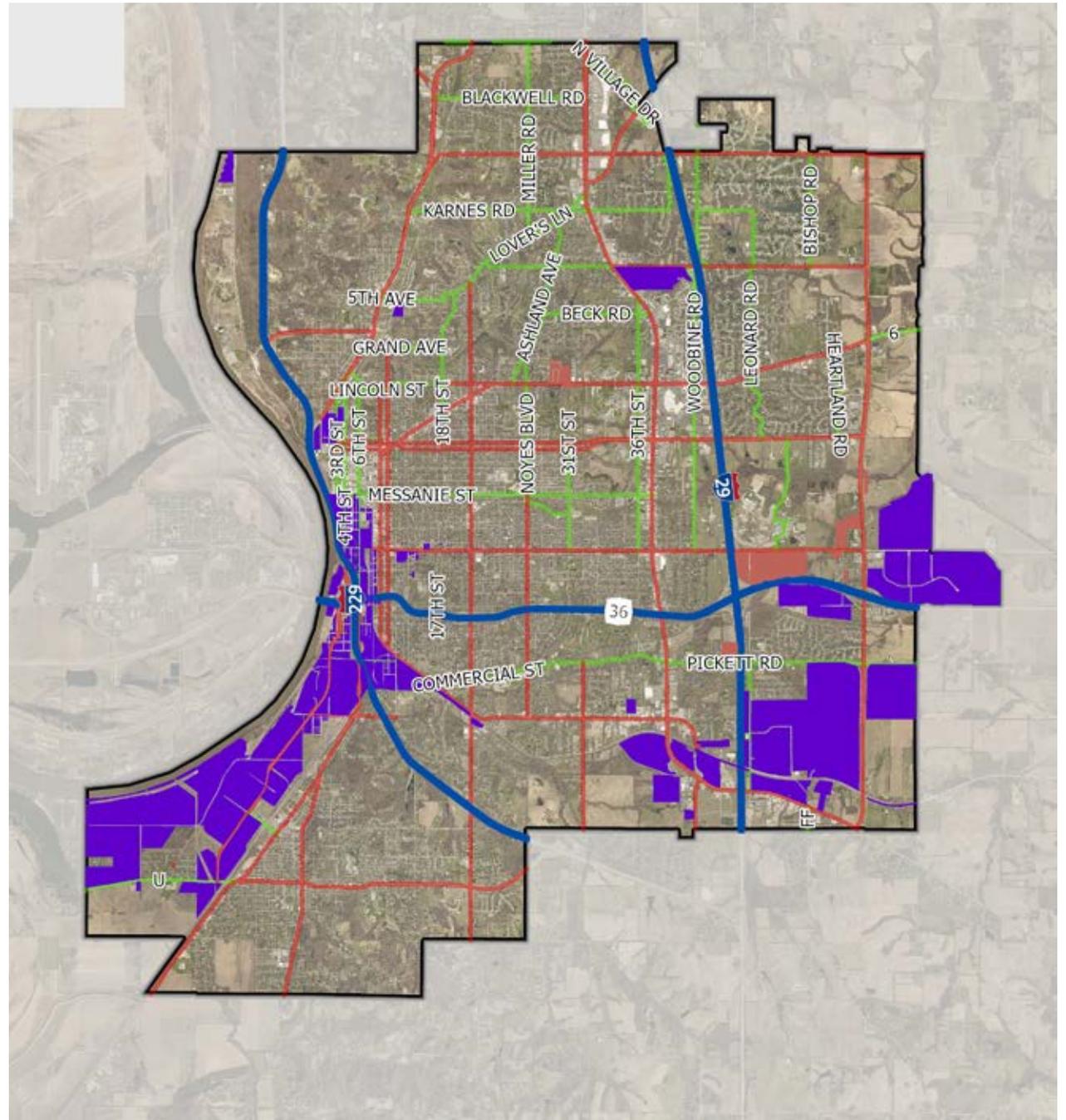
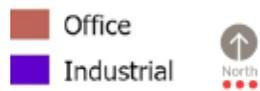


Commercial Land Use - 2020

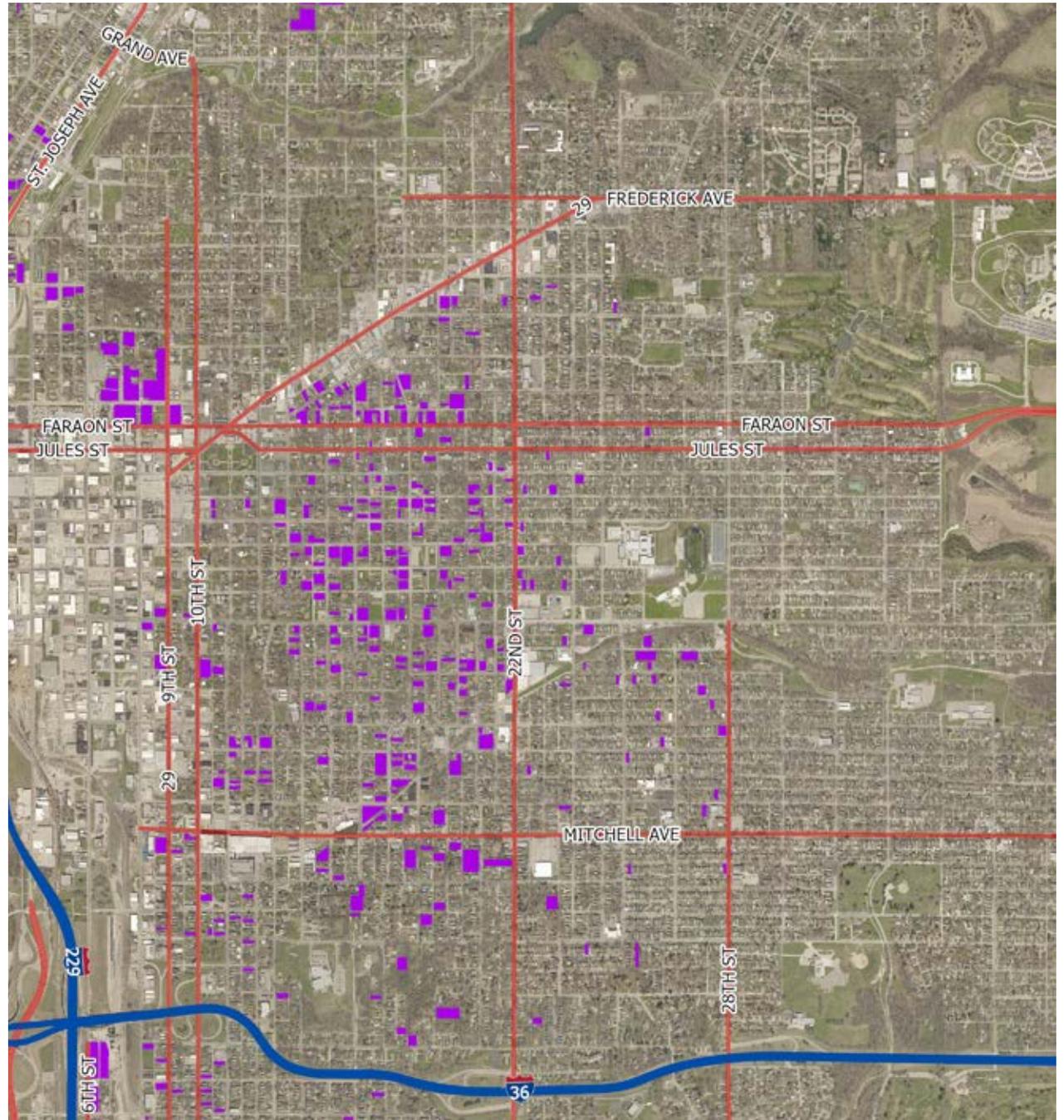
Commercial



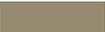
Office and Industrial Land Use - 2020

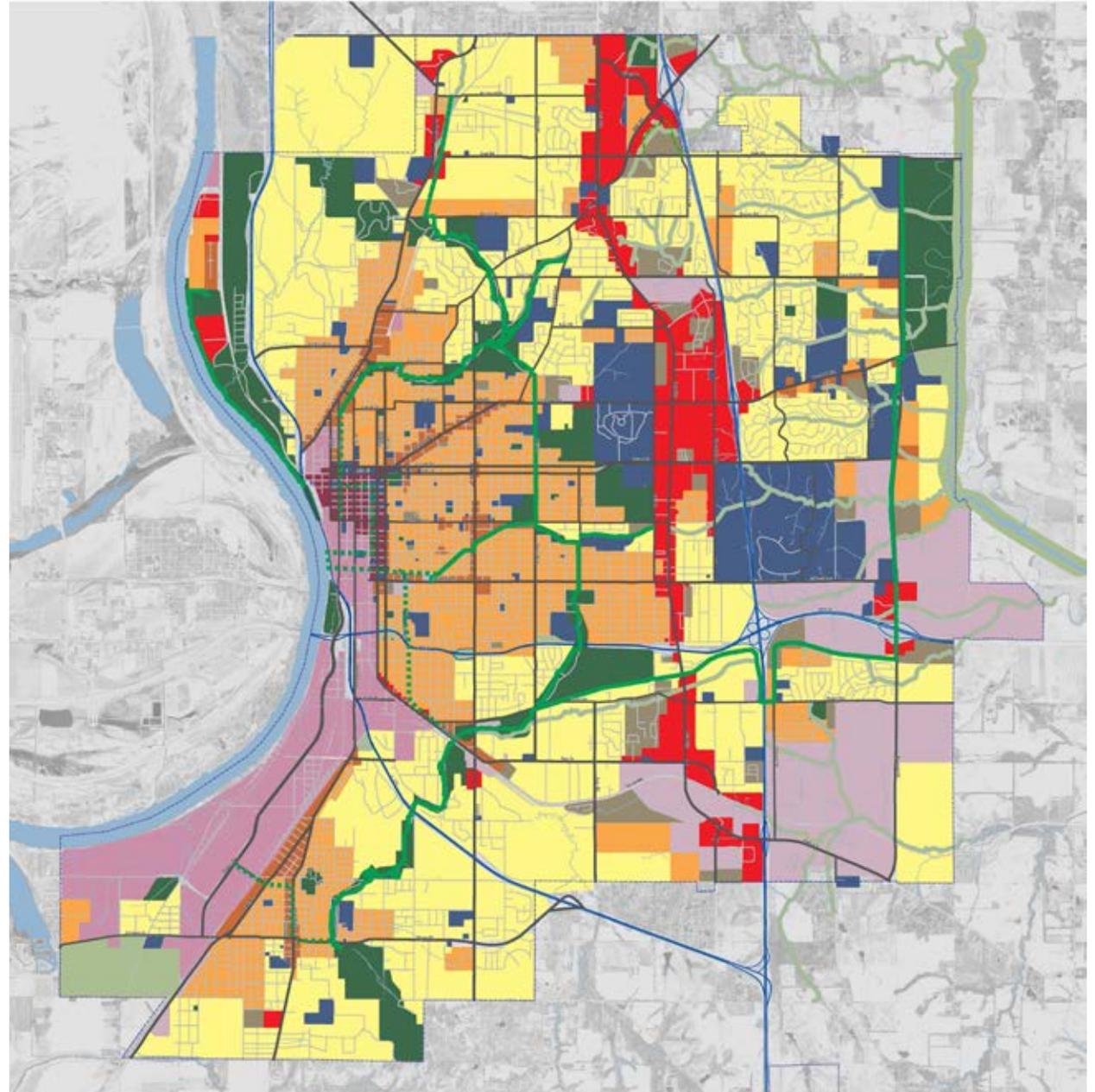


Vacant Parcels - 2020

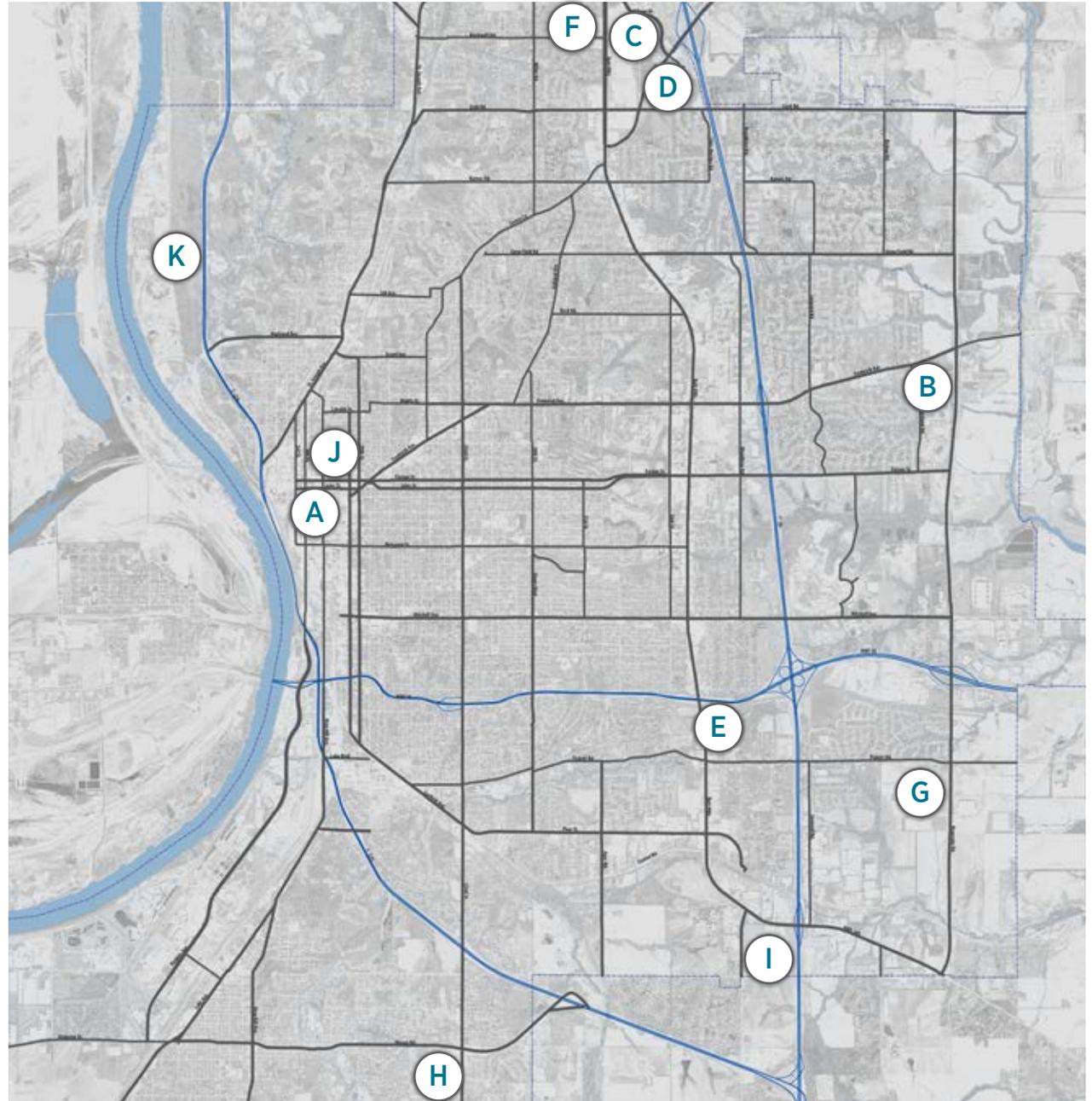


Future Land Use Map

-  Low Intensity Residential
-  Medium Intensity Residential
-  High Intensity Residential
-  Neighborhood Commercial
-  Urban Core
-  High Intensity Commercial
-  Business Park/Light Industrial
-  Industrial
-  Open
-  Parks & Recreation
-  Civic/Public



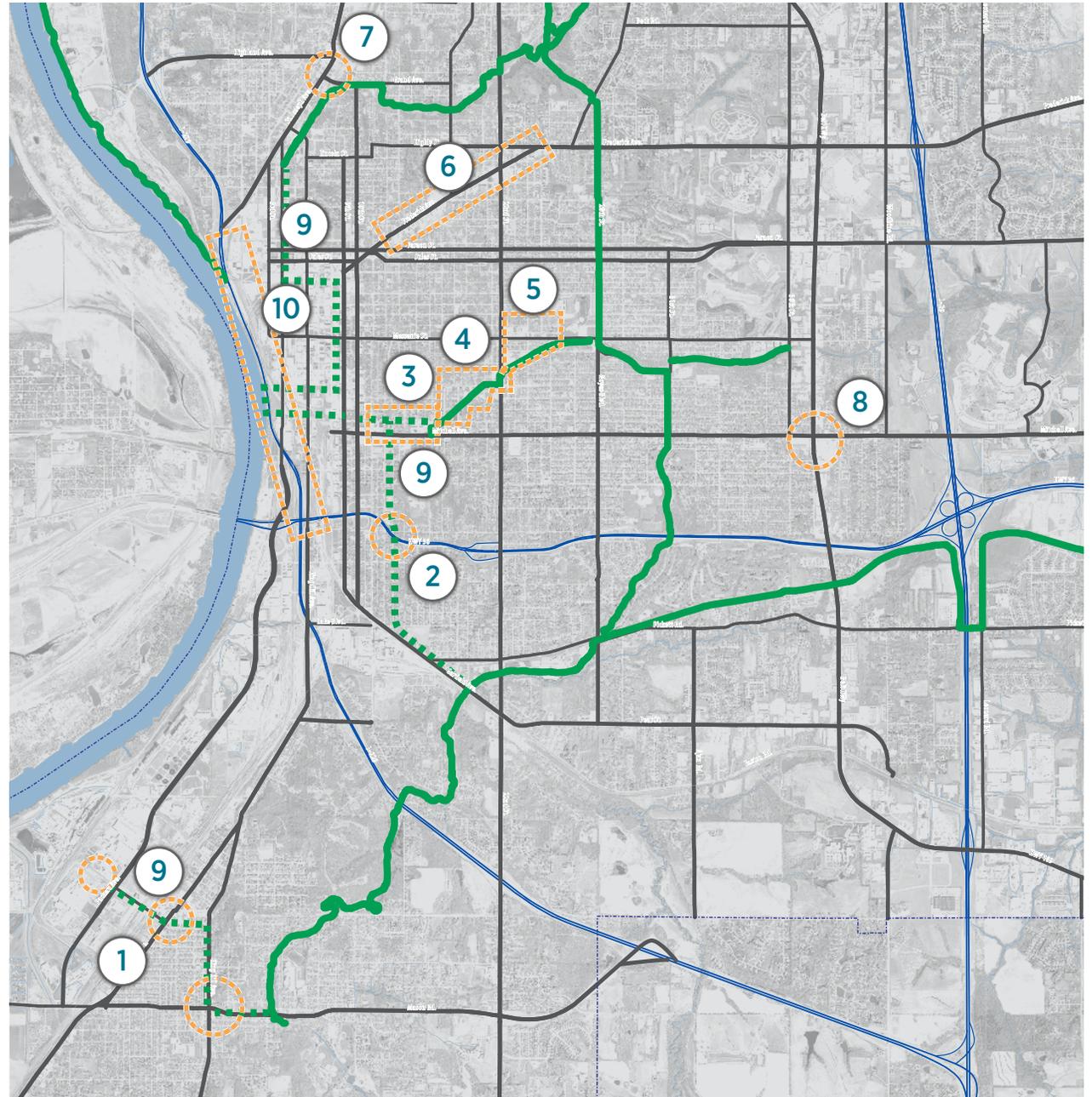
Precise Plans



- A. Downtown Plan
- B. Heartland Health (Mosaic)
- C. North Land Development
- D. Tuscany Village
- E. Whitehead Plaza
- F. EBR Enterprises-Heartland Regional Medical Center (Mosaic)
- G. Riverside Business Park (Eastowne)
- H. Fountain Creek
- I. The Commons
- J. Uptown development (aka Robidoux District)
- K. Riverfront Precise Plan

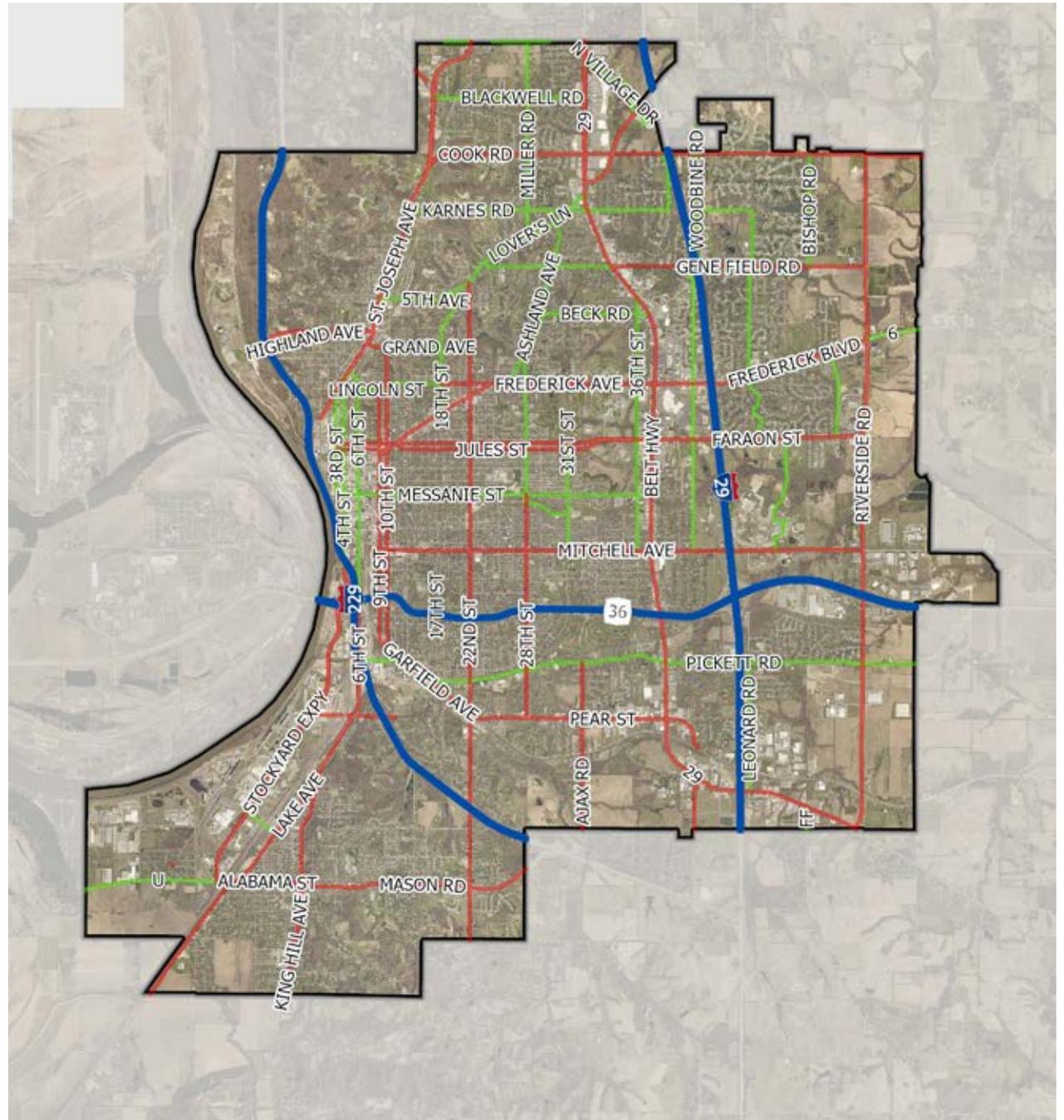
Future Land Use Map

- 1. Southside Neighborhood Center
- 2. Highway 36 Underpass Park
- 3. Penn and Mitchell Enterprise District
- 4. Residential Reinvestment Connector
- 5. Messanie Reinvestment Area
- 6. Frederick Corridor Reinvestment Area
- 7. St. Joseph Avenue Neighborhood Center
- 8. Belt & Mitchell Center
- 9. Community Connctor
- 10. I-229 Rebuild

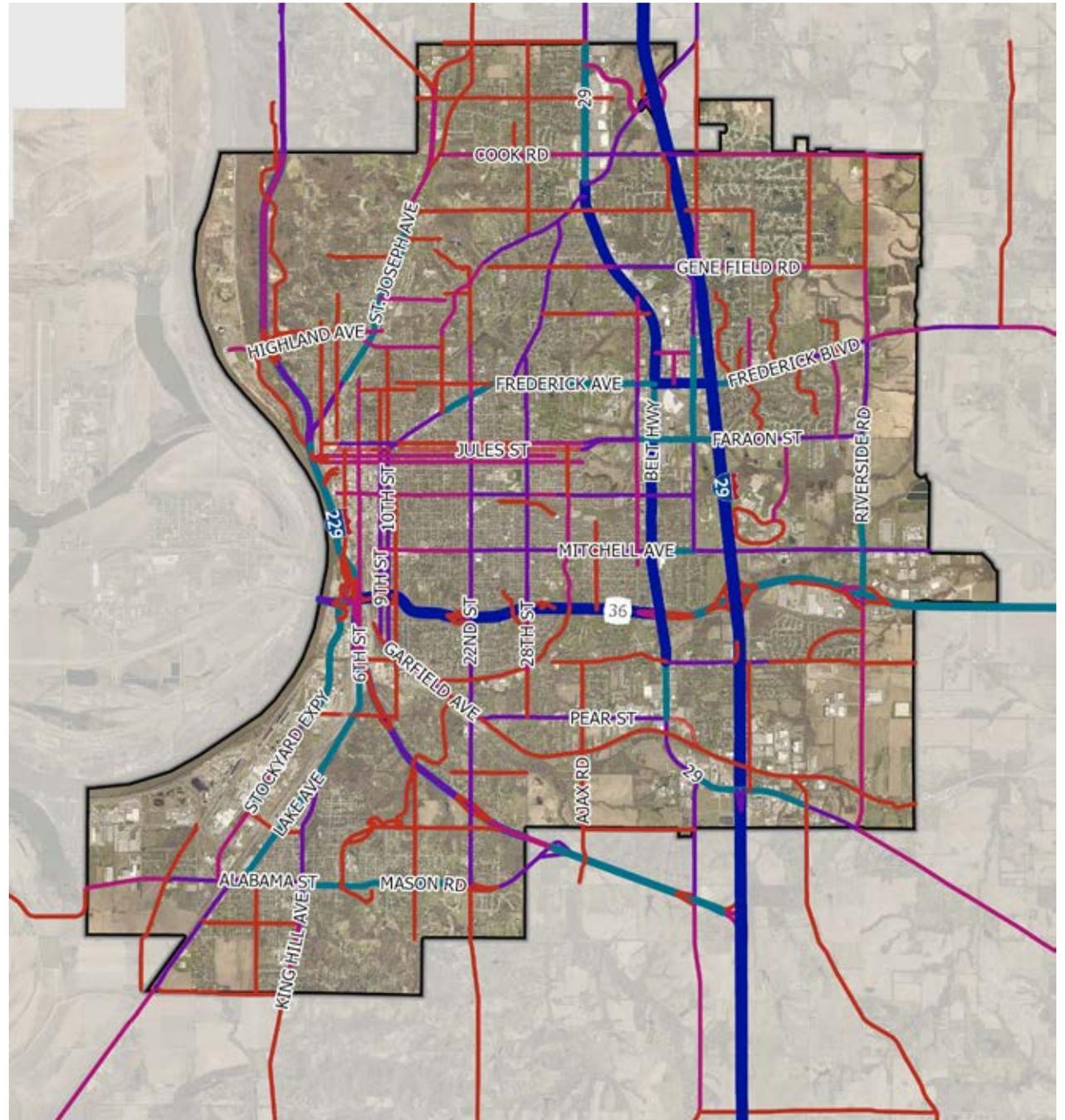
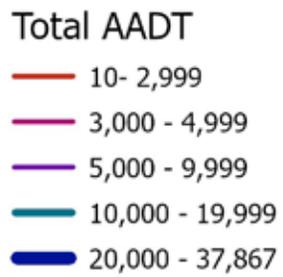


Federal Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local

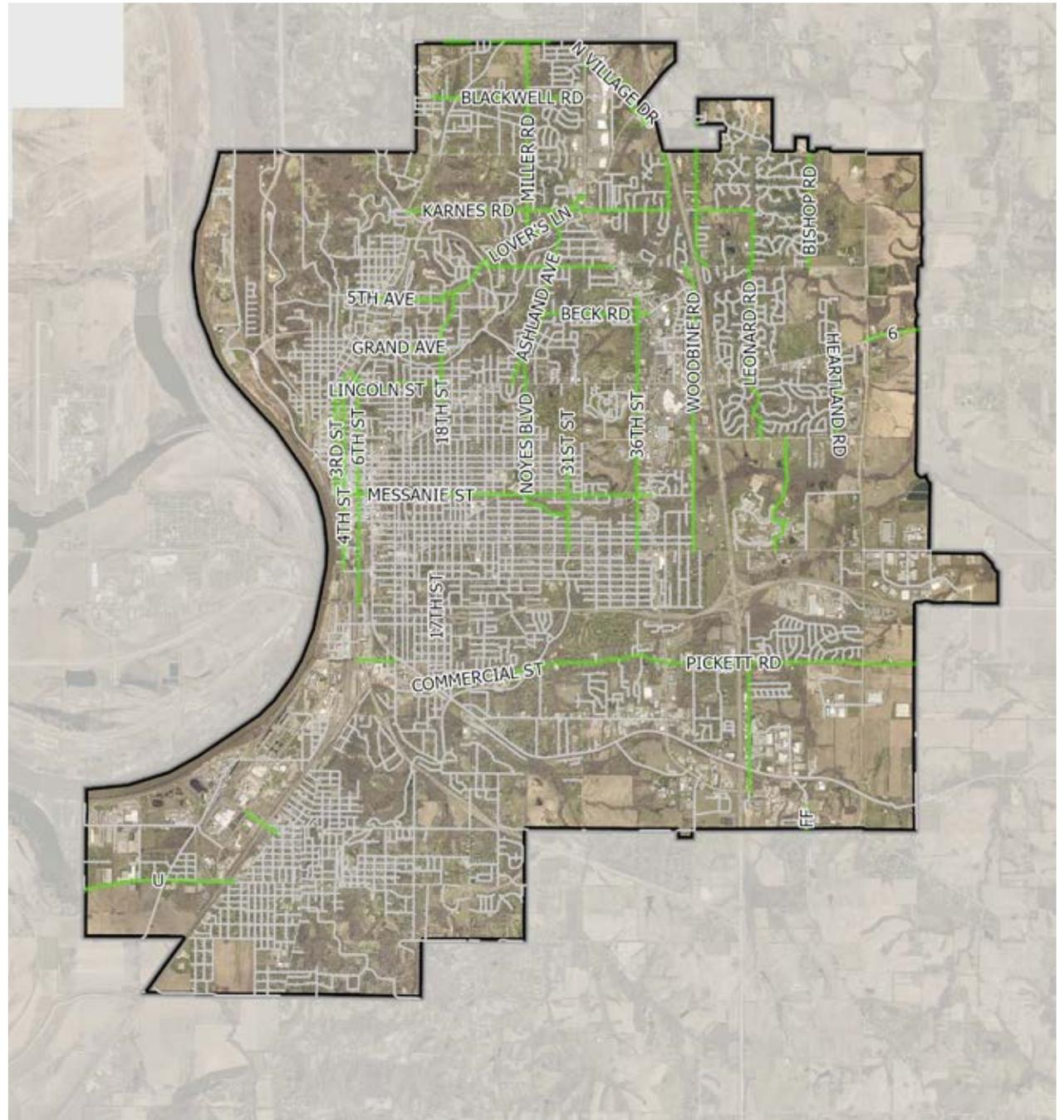


Annual Average Daily Traffic



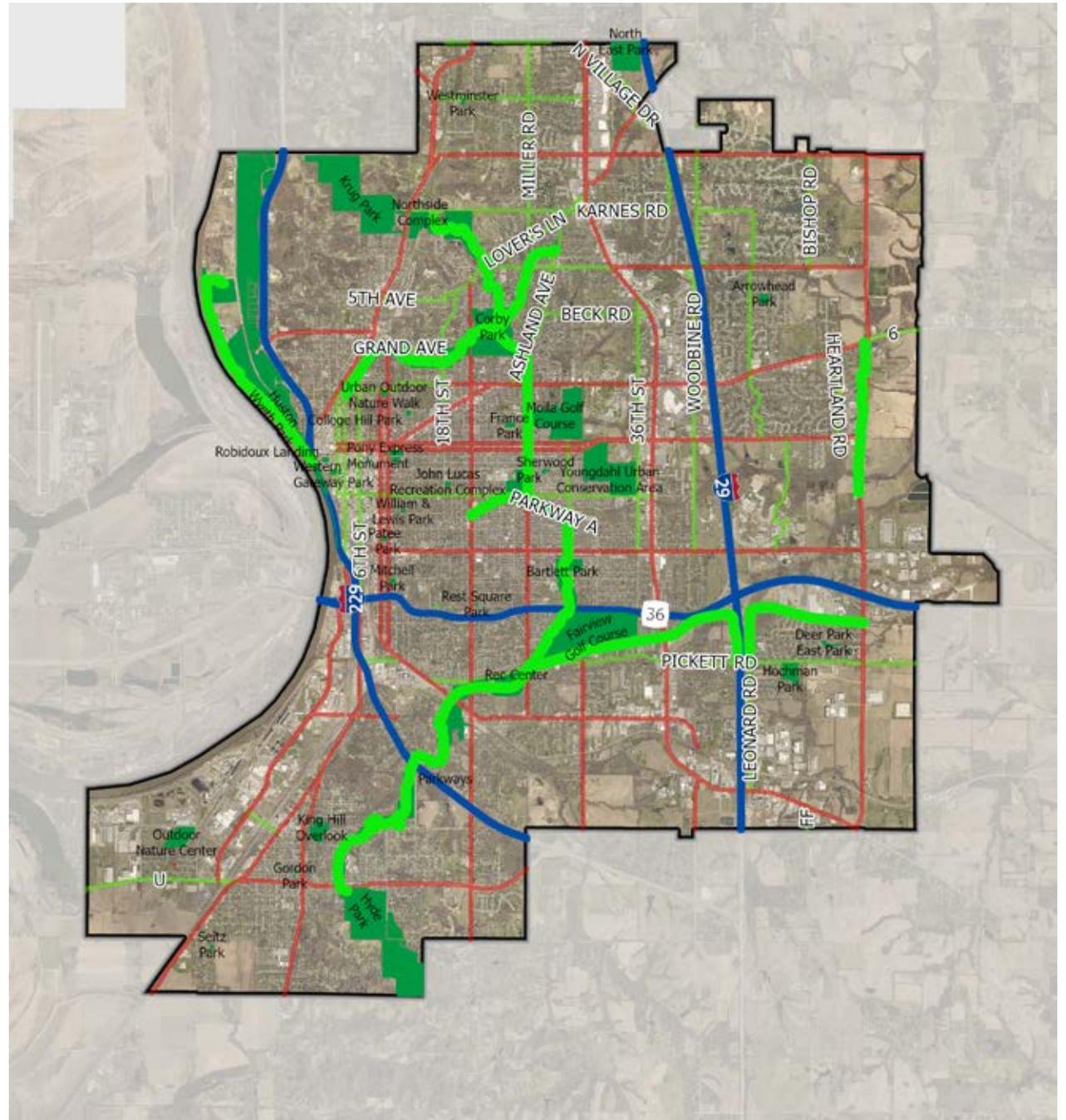
Collector Streets

- Collector
- Local



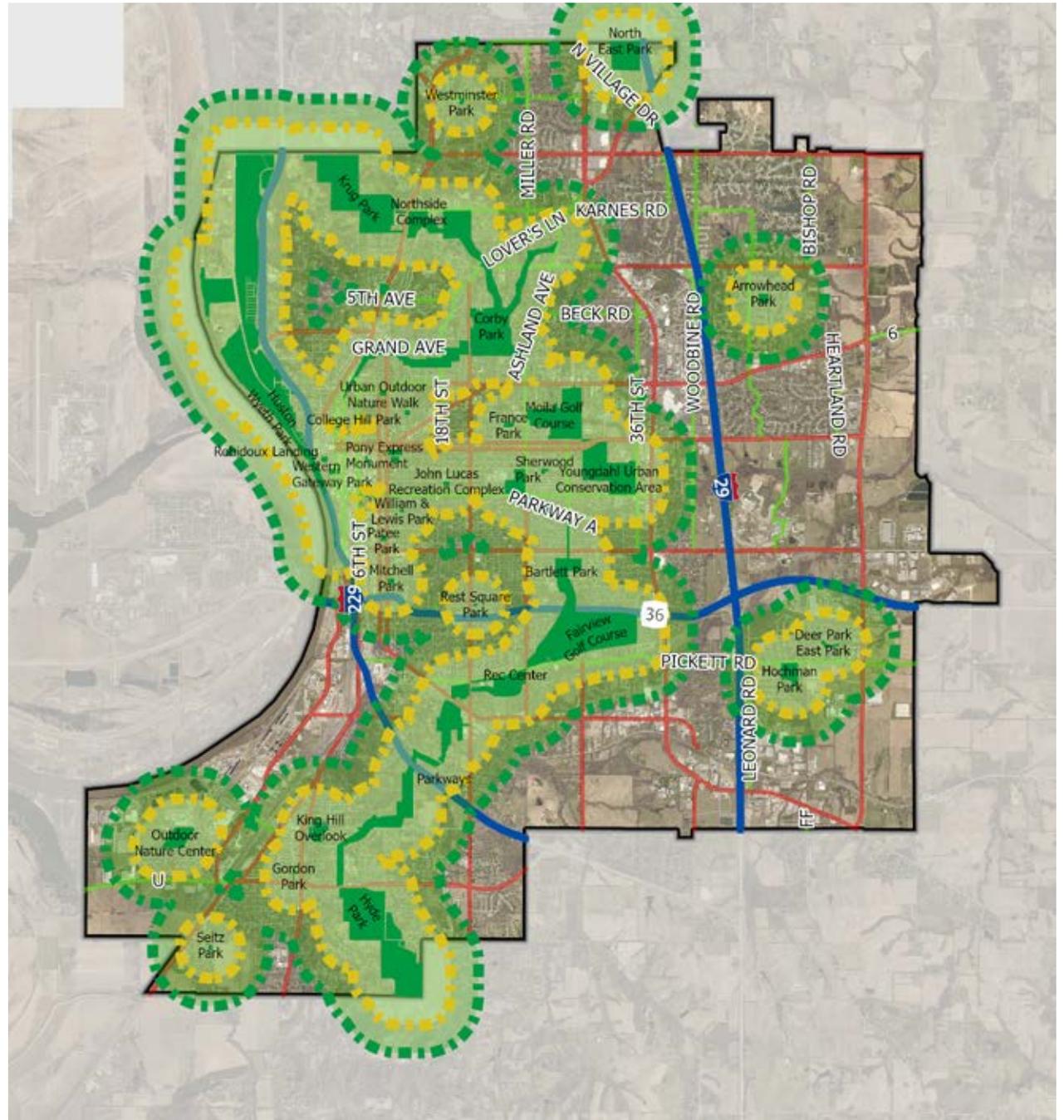
Parks and Trails

-  Bicycle/Pedestrian Trails
-  Parks/Parkway



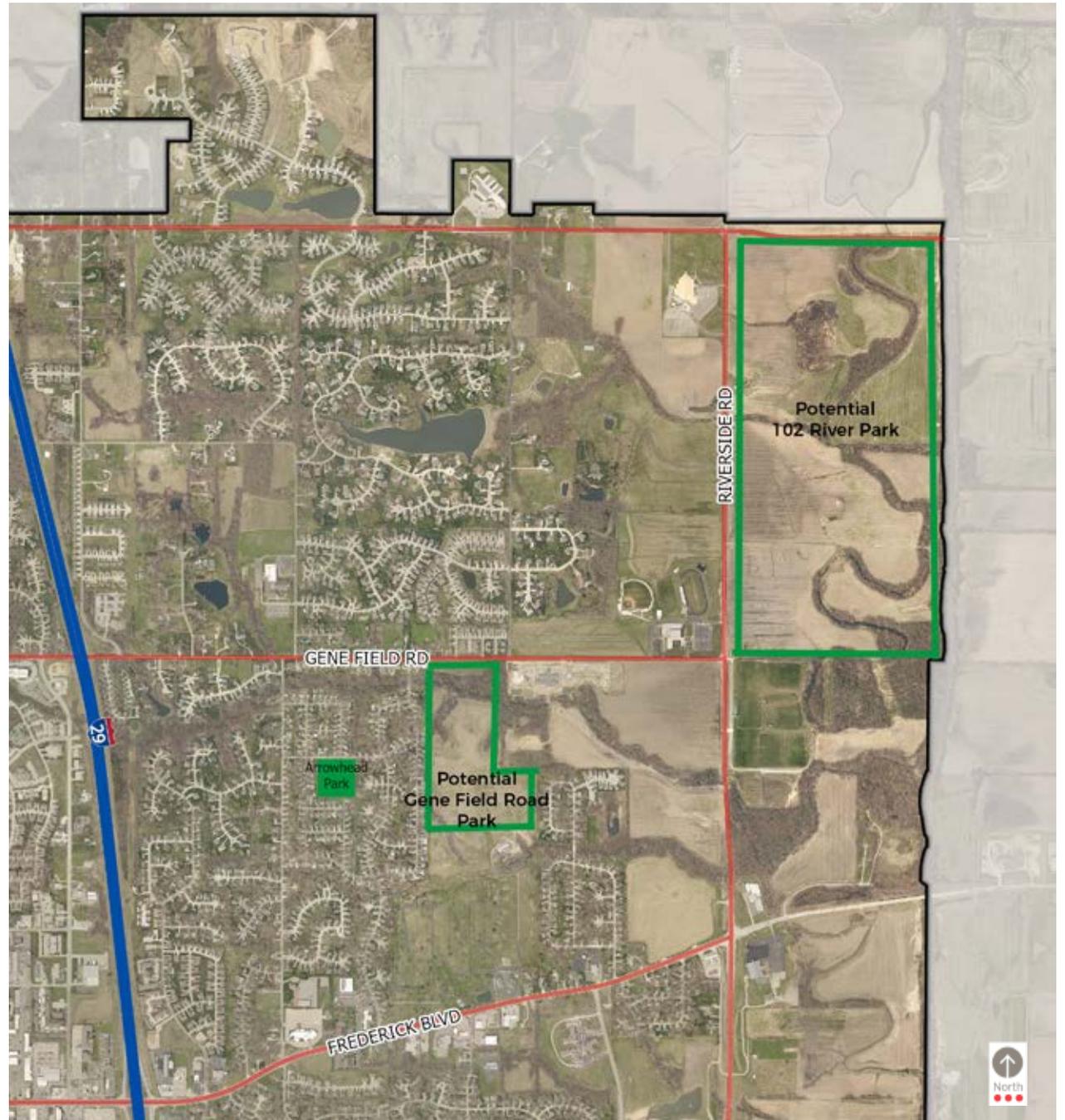
Park Service Area

-  Parks/Parkway
 -  Quarter Mile Buffer
 -  Half Mile Buffer
- 
North

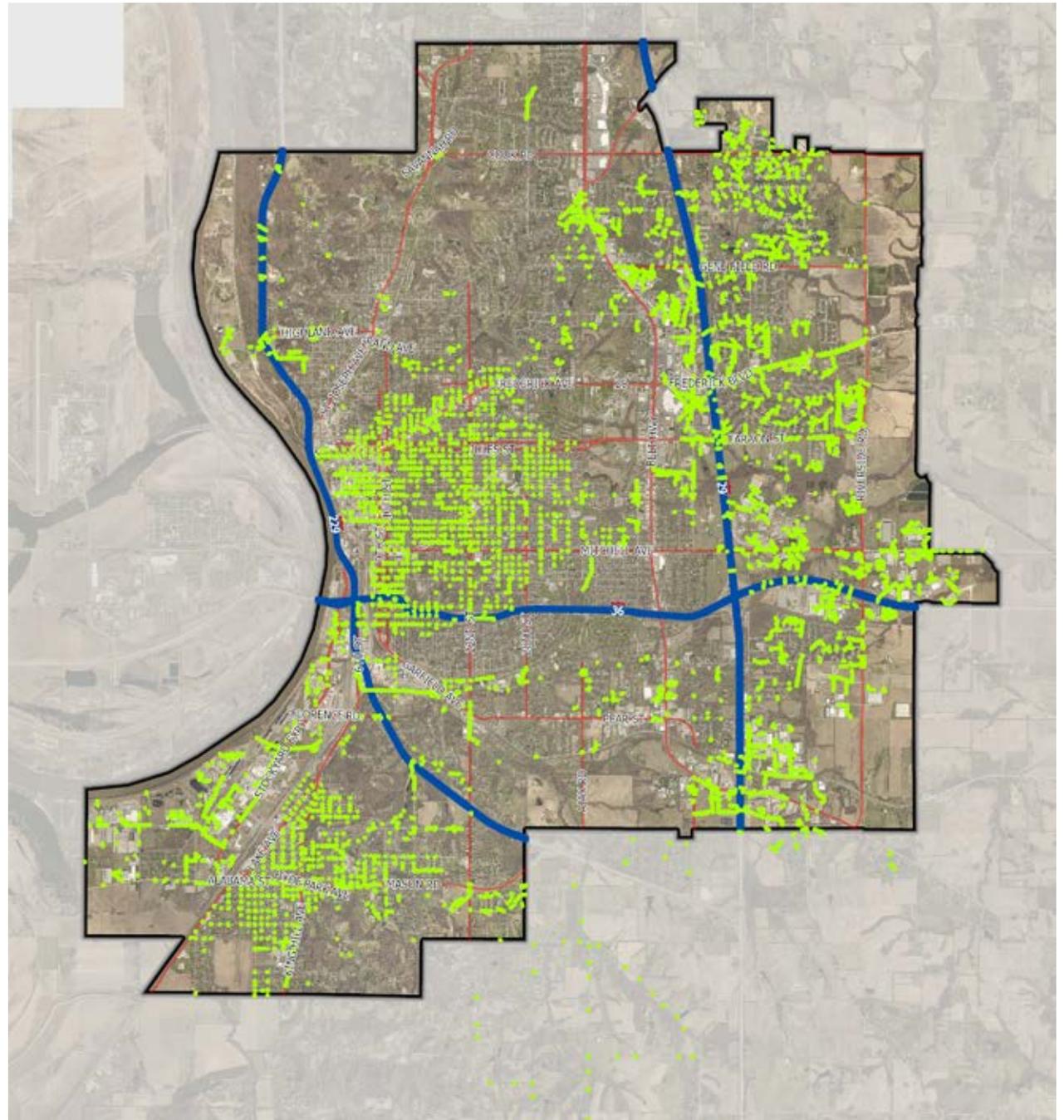


Potential Park Sites

-  Bicycle/Pedestrian Trails
 -  Parks/Parkway
-  North

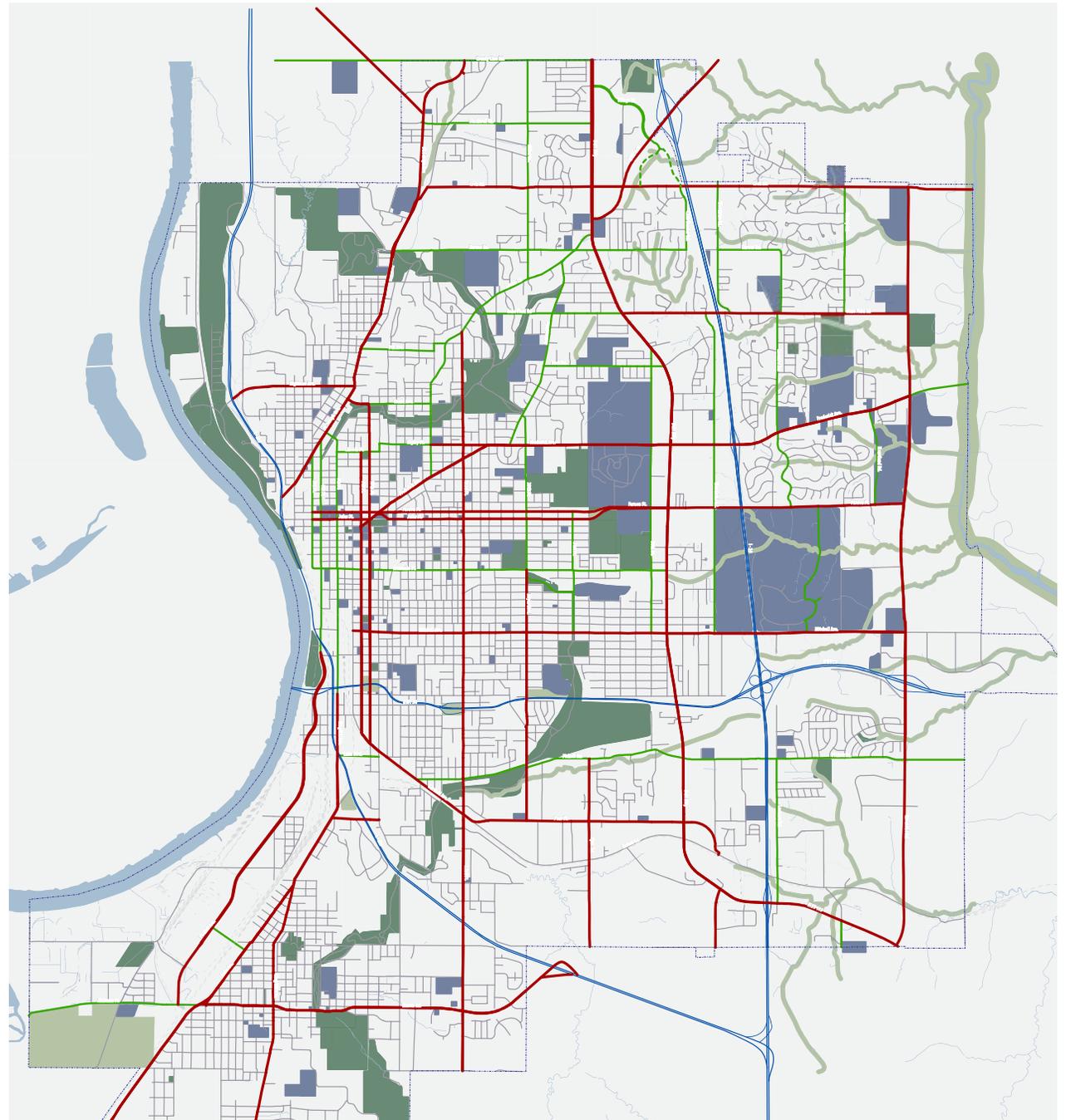



Stormwater



Civic Spaces

- Open
- Parks & Recreation
- Civic/Public



Survey Results

