

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN

Adopted on December 10, 2007 by the City of Cape Girardeau Council

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EXECUTIVE SUMMARY

The City of Cape Girardeau has a rich history as a river town, founded along the western shore of the Mississippi River in the 1700's. The City has continued to grow westward from its traditional downtown commercial area with City limits extending westward approximately five miles from the river. Today, the City's commerce and social standing is complimented by an interstate highway, railroads, trails, a municipal airport, and a river port. Planning for enhanced and expanded infrastructure for future growth and economic well being influences the recommendations made within this Comprehensive Plan.

This Comprehensive Plan document is intended to provide the City with a twenty year vision including recommendations for the enhancement of infrastructure to create market driven investment opportunities; preservation of older areas of the City; land use management to encourage the expansion of existing residential, commercial and institutional investment; and provide for the growth and long term sustainability of the community.

In order to determine creditable recommendations for the future, a multi-faceted public engagement process was undertaken that ranged from electronic solicitation of citizen opinions to structured public meetings. The electronic solicitation included questions pertaining to existing conditions and public perception of the City in general. In addition to internet contact with the public, phone calls to twenty three stakeholders and intense public meetings were held.

Based on public input and sound market driven planning concepts a series of recommendations were prepared, intended for phased development, including:

- The William Street Enhancement District
- The William Street Commercial Redevelopment District
- The Riverfront Development
- The Downtown Commercial Redevelopment District
- The Southern Community Redevelopment District
- The Kingshighway Corridor Enhancement District
- Establishment of a Trails and Greenway Conservation District
- The Kingshighway Commercial Redevelopment District
- The Cape Rock Redevelopment District
- The University Expansion Planning
- The Development of a Levee District
- Broadway Corridor Enhancement

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Recommendations for road improvements emphasizes those areas of the City that are vulnerable to market changes or may add to the long term sustainability of the community as a whole. It was determined that William Street is one of the most important corridors within the existing City limits. It is one of few corridors that extend from I-55 eastward to the downtown commercial area.

This comprehensive plan is defined by “Sections” that provide define areas in which future planning and growth trends may be studied related to the “Districts” defined above. These Sections include:

The Core Section: A “core area” of the City that includes the downtown commercial district; aging residential neighborhoods on both the north and south sides of the commercial district; older street alignments

The Northern Section: Primarily residential and considered a future growth area

The Western Section: Defined by dense commercial development occurring at the intersection of State Route K and I-55; open farm land; and the contiguous City limits of the City of Jackson to the north.

The Sothern Section: Located south of the Southern Expressway and including the existing municipal airport facility; railroad lines; the Little River Levee District; existing industrial development near the airport; approximately 2600 acres of open lands, now with floodplain, and the river port authority development.

Determining boundaries for the above described sections of the City allowed for closer analysis of opportunities and constraints within the four sectors. By determining market driven districts, it was possible to suggest certain areas for prioritized development and immediate implementation within the protracted twenty year vision plan.

Finally, based on market driven recommendations, available state and federal funding sources are suggested based on specific “district” needs. By example, it is recommended that a not-for-profit entity be set up to buy, sell, develop, trade, and manage real estate.

In summary, we feel the City has the interest, the will, the political support, and City staff to proceed with master planning of the specific districts and infrastructure recommendations. On a phased basis, assuming priorities agreed upon by the City and with the support of the citizens, the long term sustainability and economic growth potential of the City is outstanding.

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CHAPTER - 1 Introduction to Comprehensive Plan



INTRODUCTION TO COMPREHENSIVE PLAN

This Comprehensive Plan serves only as a guide for the City of Cape Girardeau to shape its future. The plan provides direction for improving the quality of life as well as making recommendations for the community's physical growth and development in the future. This plan looks at existing development as well as anticipating future development outside City boundaries. The comprehensive planning process is undertaken by the power vested by the state to the local governments in accordance to the Chapter 89.340 of Missouri Revised Statutes

Missouri Revised Statutes- Chapter 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 re-planning 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.

The Comprehensive Planning Process

A comprehensive plan should be a blueprint for a community's physical development. It is the only public document that describes a community as a whole in terms of its complex and mutually supporting physical systems. Therefore, the plan should achieve the following:

- Identify the City's key physical elements and infrastructure including suggestions for improvement
- Address the socio-economic and recreational needs of the community



- Provide long-term guidance and choices for market driven locations for development and redevelopment as part of the city's growth
- Provide for more defensible land use, zoning and neighborhood level design, and
- Provide for routine evaluation and updating, preferably every five years

A major function of a comprehensive plan is to provide for the location and strategy for implementation of development or redevelopment, outlining what infrastructure is needed, where it should be located and how the community can finance future infrastructure improvements.

In addition to guiding development, the plan may also be used as a tool for preventing the degradation of natural resources and historic buildings, maintaining the City's commercial and economic base, providing good public facilities, and improving the housing stock. The plan provides a basis for both long-term and short-term community decisions by providing a broad perspective of future needs and opportunities while clarifying priorities related to immediate needs. Ultimately, the plan will be implemented through zoning regulations and subdivision ordinances that focus on individual parcels of property.

This Comprehensive Plan describes and analyzes existing conditions and trends for each of the City's major physical elements (listed below). It presents goals, policies, and evaluation of areas for each of these elements. The plan also depicts land use, infrastructure and capital improvement policies through maps illustrating future conditions. This plan provides guidance through chapters that address these major "elements":

- Housing and neighborhood stability
- Citizen involvement and image
- Economic development and business stability
- Infrastructure improvements
- Future land use
- Future growth and Annexation

It is recommended that the plan be updated every five years (or more often as necessary) so that it remains a viable tool as Cape Girardeau grows and changes. It is the City's intent that the comprehensive plan be financially feasible, therefore, the plan should not commit Cape Girardeau to expenditures or programs for which there is no available revenue source.



This plan was developed with oversight and participation by the Cape Girardeau Comprehensive Plan Steering Committee. The Steering Committee provided guidance to City officials and Arcturis staff. Additional public involvement was sought through an online interactive survey, twenty three (23) stakeholder and staff interviews, five (5) focus group sessions and two (2) town-planning workshops.

Evaluating and Updating the Comprehensive Plan

It is recommended that this plan be evaluated and updated every five (5) years, or more frequently as conditions warrant. The purpose of evaluating the Cape Girardeau Comprehensive Plan is assuring future needs are always anticipated based on continued changes in land use, market conditions, investor interest, and available sources of funding for projects.

Over time, the community will change. Some changes will be consistent with the growth anticipated and planned for within the Comprehensive Plan. In addition, although unanticipated circumstances may bring other changes to Cape Girardeau the Comprehensive Plan remains a useful tool for guiding growth and development.

The process for preparing an evaluation and update provides an opportunity to look at the plan over time to determine how well recommendations have benefited Cape Girardeau's growth and what modifications need to be added to facilitate new development opportunities.

It is recommended that a diverse group of city volunteers come together during the evaluation process to assure representation of Cape Girardeau's population and business interests. The evaluation and update will be most useful if focused on matters of local importance:

- City population and rate of growth
- Evaluation of the effectiveness of business and city marketing of commercial venues and recreational resources attractive to transient markets
- Agricultural land and natural resource features such as wildlife habitat, areas subject to flooding and other environmentally sensitive areas
- The scale of public facilities and services provided presently and for the future as these improvements relate to the level of capital investment requirements



- Planning and implementation resources and associated local and regional public and private institutions and funding sources
- New or expanded market driven opportunities
- Evaluation of methods used to obtain funding from private and public resources

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 2 Existing Socio-Economic Conditions



HISTORIC BACKGROUND

Much has been documented and written about the history of Cape Girardeau and due to its long and interesting history, there are many resources for research of the subject. Recited here are highlights of that history based on what are determined to be pivotal events that generally influenced the future of the City at various times. In no way does this information intend to represent the full extent of the City's history.

Incorporation

Cape Girardeau was incorporated in 1808 along the western shore of the Mississippi River, south of the City of St. Louis, Missouri, and North of the City of Memphis, Tennessee. The City first settled along the river, naturally expanded westward from that settlement area and now extends west of Interstate 55 located approximately 3.50 miles west of the river. The Mississippi River and the natural topography of the area induced French fur traders to see the advantage of the initial settlement site at a location known as Cape Rock and in the 1700s Jean B. Girardot established a trading post in the area. The trading post attracted visitors from the east and became an important stop along the river and overland trails in use at the time.

Founding of Cape Girardeau

Later, in 1793, a French Canadian, Louis Lorimier, the recipient of a Spanish Land Grant, founded the town of Cape Girardeau. In 1795 Lorimier became Commandant of the Cape Girardeau District, one of five Spanish Districts, later to become one of Missouri's first five counties.

Early Economic Foundations

Very early in its history, Cape Girardeau established itself as a commercial hub, relying in part upon the river as the major infrastructure to trade and communicate with other communities. Fur traders, traveling the El Camino Real used this town as a point of overland trade as well.

Agriculture too played a role in the economic establishment of the town with cotton, flax, corn and wheat as a major commodity to be traded along with furs and other products. The town founder, Louis Lorimier developed three mills on the Hubble and LaCroix



Creeks and an early settler, Barthelemi Cousin built a mill mounted on two flatboats on the shore of the Mississippi River.

“Corps of Discovery” Visit to Town

When the “Corps of Discovery” landed in Cape Girardeau on its way to St. Louis, it was Lorimier who welcomed them to the town and Meriwether Lewis wrote four pages in his journal about his meetings with Lorimier, Lorimier’s daughter, and the events that took place in Cape Girardeau during his visit. At the time of this meeting Lorimier was around 60 years old and Lewis wrote: “...remarkable suit of hair; ... it touched the “grond” when he stood erect...when “cewed” it is kept close to his back be means of a leather girdle.” Louis Lorimier was married to a Shawnee princess, Charlotte Pemanpieh Bouganville. The Map 2.1 identifies the location of the November 23, 1803 visit by Lewis and Clark to Cape Girardeau near Cape Rock Park¹.

Map 2.1: Old Cape Girardeau Campsite of Lewis and Clark – Corps of Discovery November 23, 1803



Source: <http://lewisclark.geog.missouri.edu/campsites/1804/nov25camp.shtml>

¹ Available at <http://www.l3-lewisandclark.com/ShowOneObject.asp?SiteID=79&ObjectID=879>, Accessed August 13, 2007



Lorimier Cemetery



Source: Available at
<http://www.cityofcapegirardeau.org>
 Accessed on July 07, 2007

History of “Lorimier Cemetery” – Present Day Landmark

Today, in Cape Girardeau, there is a place called “Lorimier Cemetery,” which was part of the original Spanish Land Grant owned by Louis Lorimier. In 1808 Lorimier set aside some of this land for a burial ground for the citizens of the town. Lorimier’s wife is buried there. Her grave is the oldest in the cemetery and Lorimier, who died in 1812, is buried there as well. This historic six acre place contains the graves of veterans of both the Revolutionary and Civil Wars. The preservation of this cemetery and other landmark areas within the City of Cape Girardeau acknowledges the rich and diverse history of the area and adds to the appeal of the City. Sites such as this cemetery are important elements of any comprehensive plan.

The Civil War

Federal Forces under Col. Marsh, 20th Illinois Regiment, took control of Cape Girardeau in July, 1861. The City remained under Union control for the duration of the war. Cape Girardeau is located atop a bluff just north of the confluence of the Mississippi and Ohio Rivers and afforded the Union forces excellent advantage to observe and fire upon Confederate forces moving along the rivers. Col. Marsh constructed four (4) forts in the City named A, B, C, and D Forts. Fort D, located at Locust and Fort Streets, was most heavily fortified and remained in place after the war ended; today this location survives as a City park. The Fort B site, located on a hill, overlooks what is now the campus of Southeast Missouri State University. On April 26, 1863, the Battle of Cape Girardeau took place west of the City between Union Troops led by Gen. John McNeil and Confederates led by Gen. John S. Marmaduke.

On April 26, 1863, Confederate Maj. General John S. Marmaduke instigated the Battle of Cape Girardeau by crossing into the State of Missouri from the State of Arkansas with 5,000 men and ten pieces of artillery. This invasion led to the Battle of Cape Girardeau.

Today, a marker located near Broadway and Caruthers Street is a reminder of this battle and the Union victory that ensued after four hours of conflict.

Steamboats and Railroads

During the 1830s steamboat traffic enhanced the productivity and activity along the City’s waterfront. Most steamboats on the Upper Mississippi River made stops in Cape Girardeau and representatives of various trading companies had offices and agents located in the City. This vigorous trading and commerce helped the City grow and created an economic surge that resulted in the construction of large mills, downtown offices, and fine homes that all reflected the wealth and growth of the City.

After the Civil War the City continued to grow, relying substantially upon the steamboats for transfer of products, both imported and exported. It was at this time the growth of the City



The steamboat trade and commerce resulted in many important mills and factories being built in the City.

The area also had several limestone quarries that supplied material for the City as well as for commerce.

encouraged immigration of various nationalities to the area including an influx of German immigrants interested in agricultural production as well as the trade of goods and services.

At around the turn of the Century, steamboat trade began to give way to railroads and the overland versatility offered by rail transport. The new rail lines south of Cape Girardeau resulting in a shift of regional commerce from river to rail. Initial attempts to build a railroad in Cape Girardeau were met with failure until the 1880s when Louis Houck organized the Cape Girardeau Railway Company with lines ultimately connecting to the Frisco Lines. Finally, in 1894, Houck began work on the Missouri and Arkansas Railroad between Cape Girardeau and St. Louis. Houck's line was eventually sold to the St. Louis and San Francisco Railway Company (known as the Frisco Line). With connections to St. Louis and Memphis finally established in 1904, this railroad line contributed to the re-growth and security of the City's fortunes for many years.

Residential Development

Residential development and the amenities created by such development is an indicator of any community's health and well-being. The history of residential development in Cape Girardeau is no exception. Early housing reflected the traditional architecture that represents the local design of regional and ethnic character of influenced by German immigrants in development of townscape. The influence in architectural development can be seen in the large building stock of German vernacular buildings in Cape Girardeau.

During the late 19th and early 20th century Queen Anne style was popular among property owners in Cape Girardeau, along with early Classical Revival, Neo- Classical Revival and Italianate.

In 1910, Cape Girardeau saw the first craftsmen-style house built leading the way for large number of homes in this style to be constructed. The craftsmen-style was part of the national architectural movement, and other styles that were gaining popularity nationally and were becoming popular in Cape Girardeau as well. These styles were the American Four Square, Tudor Revival and the Colonial Revival.

The 1930s and 1940s brought with them architectural inspiration influenced by Art Deco and Modern influences, although these styles of design are less numerous than others mentioned here. As



the City expanded westward, ranch houses and two-story colonial styles became prevalent, typical of the 1960s to the present.

Turn of the Century Growth

The last steamboat left the riverfront in Cape Girardeau in 1932 and with the development and growth of rail, the City experienced significant investments in housing as well as commercial trade. Factories such as the American Gauze and Cotton Company and the International Shoe Company added to the wealth and population of the area.

After World War II, Cape Girardeau experienced more growth, this time in the areas of health providers, education, building supplies, and recreation. As the more suburban areas continued to expand, the downtown began to decline as larger retail development spread to the outskirts of the City. By the 1980s larger retail stores and a regional mall were constructed near Interstate 55, further negatively impacting the market viability and tenancy of the downtown core area. The continued decline in downtown commerce has led to the significant ongoing efforts to preserve the City's history and certain landmarks that add to the colorful past of Cape Girardeau.

Today, Cape Girardeau is a thriving and active area with continued expansion of its boundaries westward from the Mississippi River. The City enjoys exceptional healthcare services, educational institutions, and a variety of commercial activities that contribute to the City's "regional" power. Development such as a regional mall, large retail centers, and a re-created downtown area all add to the City's appeal. Additionally, the City has continued to identify places within its boundaries for parks, trails, and other important recreational activities that contribute to the community's quality of life.

With a respect for the past and the preservation of historic events as a priority, the City of Cape Girardeau moves forward into the future with attention given to positioning its citizens for rapidly changing economic events and the future growth of the City.



INTRODUCTION TO EXISTING CONDITIONS

Current and historic trends impacting the City of Cape Girardeau provide the foundation for future growth. The following information provides a better understanding of the City's resident population and helps dictate future planning and land use policies. This section also compares this data with peer cities to provide a more dynamic socio-economic analysis and help differentiate between local, isolated events and regional trends. For the purposes of this plan, the following cities are included as "peer" cities:

- Paducah, Kentucky
- Quincy, Illinois
- Bowling Green, Kentucky

The criteria for the selection of the peer cities include:

- Location (mid-western region for choosing climatically and culturally similar cities)
- Census 2000 population; population growth (1990-2000)
- Population density
- Located at a major river (except the City of Bowling Green)
- University presence within the municipality(ies)
- Significant historic background
- Distance from a large City (ies) (cities with a population of 100,000 and over)
- Interstate access and median income (Refer to Table-1)

Table 2.1: Comparative Chart for Peer Cities

Name of the City	State	2000 Population	percent Population growth from 1990-2000	Interstate access	River	University/ College	Significant historic component	Density (population/mile) 2000	1999 Median HH income (dollars)
Cape Girardeau	MO	35,349	2.6 percent	I-55	Yes	Southeast Missouri State University	Yes	1,456.5	\$32,452.00
Quincy	IL	40,108	1.7 percent	Yes	Yes-Mississippi	Quincy University & Woods College	Yes	1,234.2	\$30,956.00
Paducah	KY	26,307	3.5 percent	Yes	Yes-Ohio River	No	Yes	1,349.1	\$26,137.00
Bowling Green	KY	45,550	21.3 percent	I-65	No	Western Kentucky University	Yes	1,392.3	\$29,047.00

Source: US Census Bureau and http://en.wikipedia.org/wiki/Main_Page



The data for this analysis was assembled from the U.S. Census Bureau's decennial census and other reliable sources². An understanding of the regional socio-economic trends and local issues will help the City of Cape Girardeau plan for the future and meet the needs of its resident, institutional, and commercial population. This information also provides an important starting point for understanding future growth trends and existing market conditions that assist in determining recommendations for planning and implementation strategies.

DEMOGRAPHIC CHARACTERISTICS

Current Population

Table-2.2: Percentage Change in Population 1990-2000

Place	percent Change
Cape Girardeau, MO	2.6%
Quincy, IL	1.7%
Bowling Green, KY	21.3%
Paducah, KY	-3.5%
Cape Girardeau County, MO	11.5%
Missouri	9.3%

Source: U S Census Bureau

Pursuant to the Census 2000, thirty five thousand three hundred and forty nine (35,349) people call Cape Girardeau their home. The population steadily increased from 1900 to 1980. It has grown at a slower rate since 1980. The estimated population for 2006 was 36,621 individuals. Between 1990 and 2006³, Cape Girardeau documented an increase in population of 6.34 percent. The growth percentage was recorded at 2.64 percent between 1990 and 2000. In comparison to the City of Cape Girardeau, the population of Cape Girardeau County grew by 11.5 percent during 1990-2000, while the growth in the State of Missouri was 9.3 percent for the same time period.

There were 14,380 households in the year 2000 out of which 25.7 percent had children under the age of 18 living with them, 43.8 percent were married couples living together, 10.9 percent had a female head of household with no husband present, and 42.3 percent were non-families. 33.6 percent of all households were made up of individuals and 11.5 percent had someone living alone who was 65 years of age or older. The average household size was 2.24 and the average family size was 2.9.

The age distribution is 20.5 percent under the age of 18, 18.4 percent from 18 to 24, 25.6 percent from 25 to 44, 19.9 percent from 45 to 64, and 15.5 percent who were 65 years of age or older. The median age was 34 years. For every 100 females there were 89.5 males. For every 100 females age 18 and over, there were 86.9 males.

² Missouri Circular Area Profiles

³ Population for 2004 is an estimate by US Census Bureau

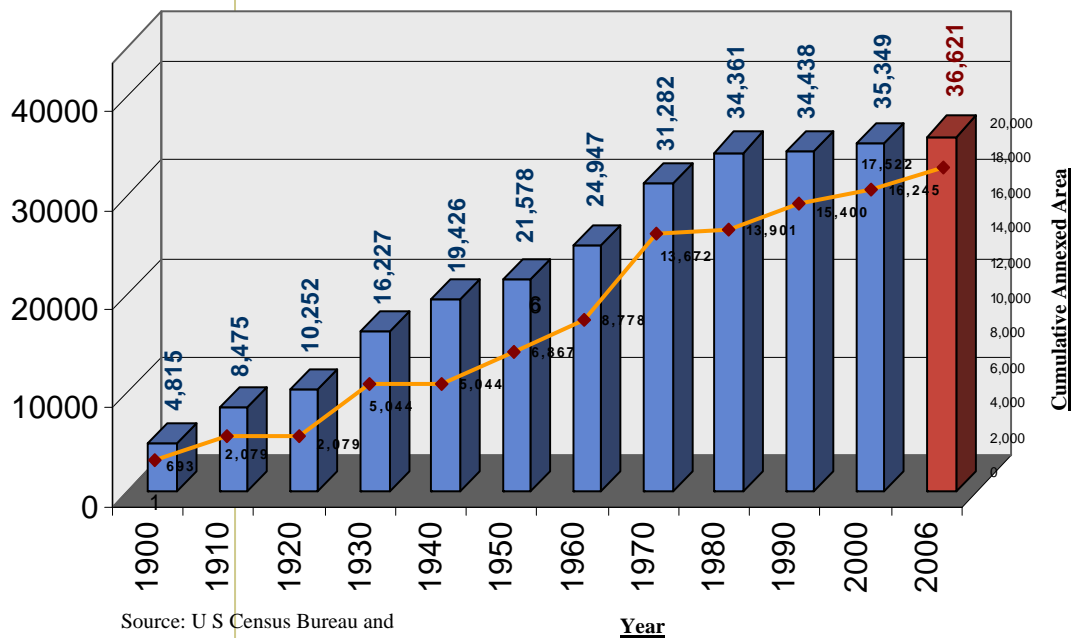


The median income for a household in the City was \$32,452, and the median income for a family was \$43,917. Males had a median income of \$31,575 versus \$21,392 for females. The per capita income for the City was \$18,918. About 8.5 percent of families and 15.2 percent of the population were below the poverty line, including 16.5 percent of those under age 18 and 8.6 percent of those age 65 or over.

Four of the largest employers in Cape Girardeau are Southeast Missouri Hospital, St. Francis Medical Center, Procter and Gamble, and Southeast Missouri State University. These statistics will be discussed in greater detail later in this document.

The peer cities of Quincy, Illinois; Bowling Green, Kentucky; and Paducah, Kentucky grew by 1.7 percent, 21.3 percent and -3.5 percent respectively in the last decade. One of the reasons for a slower growth rate in the City of Cape Girardeau compared to Cape Girardeau County and the State of Missouri is the availability of open, unimproved farm land around the community. The developers prefer to purchase and develop land outside the City boundaries due to lower land cost and fewer construction impositions- such as permitting and following design guidelines - that are requirements of development within the City. Among other conditions, the development of open land around the City's limits has impacted the growth rates within the City.

Graph-2.1: Demographic growth vs. Annexation (1900-2006)





As of 2000, the City of Cape Girardeau had a total area of approximately 25 square miles with a density of 1,240.3 people per square mile. Comparatively, the densities in Cape Girardeau County and the State of Missouri are approximately 119 people per square miles and 80.27 people per square mile respectively⁴.

Density per square mile in Quincy, Bowling Green, and Paducah are 1,234.2, 1,392.3 and 1349.1 people per square mile respectively. Graph-2.1 shows the physical growth of Cape Girardeau compared to the population. The demographic growth of the City has remained consistent over the same period of time with the physical growth.

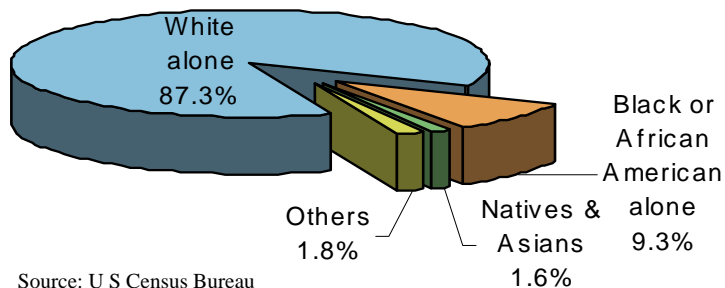
The highest growth periods for the City, both physically and demographically were the periods between 1901-1910, 1920-1930 and 1960-1970. During these periods the City physically grew by 200 percent, 143 percent and 56 percent respectively.

In the same period the population of the City grew by 76 percent, 58 percent and 25 percent respectively (Refer to Graph-2.1). The ratio of change in area to change in population has historically been 2 to 3. However, this growth drastically increased between 1981-1990 when this ratio escalated to 48.1 percent. This change was either due to the annexation of large tracts of vacant land or very low density residential areas being developed within the urban environment.

Racial Composition

The community's racial composition is shown in Graph-2.2. The City of Cape Girardeau is a predominantly Caucasian community (87.3 percent) including diversification within the remaining 12.7

Graph-2.2: Racial Composition (2000)



⁴Densities: http://en.wikipedia.org/wiki/Main_Page, Accessed June 25, 2006.

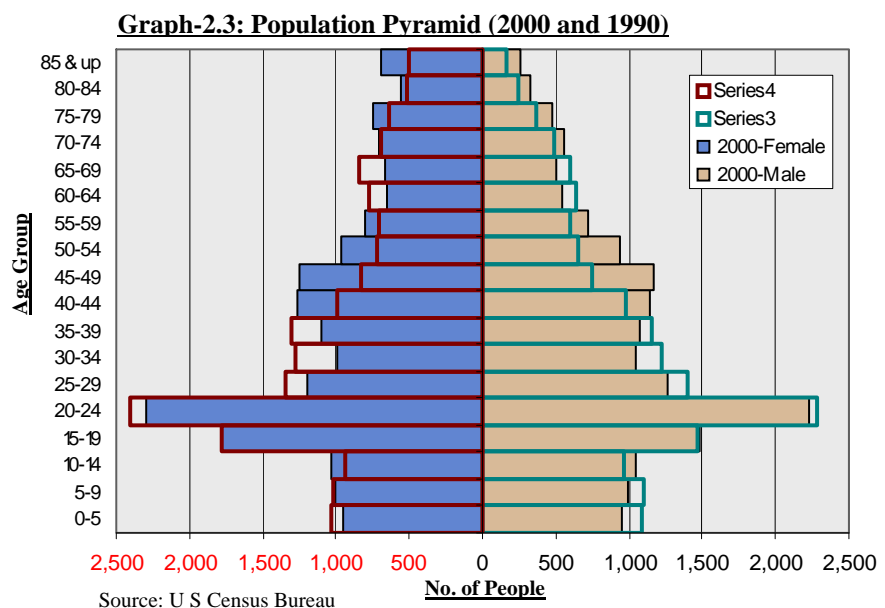


percent of total population, composed of a mix of African American (9.3 percent), Natives and Asians⁵ and others⁶ (1.8 percent). The racial composition of the population has remained relatively stable in past decade (1990-2000). The Cities of Quincy, Bowling Green and Paducah, as in Cape Girardeau, are all predominantly Caucasian communities.

Population Distribution

The Population Pyramid (Refer to Graph 2.3) shows the population spread by age and sex for the years 1990 to 2000 based on the U.S. Census data. The demographic structure seems to be slightly skewed but has remained consistent since 1990.

Population in the 25-39 age cohorts has shrunk slightly compared to 1990 demographics. On the other hand, a reverse trend is seen in the 40-54 age cohorts. There may be two reasons for these changes. Firstly, the population may have moved from one cohort to the next over the course of the subject decade. Secondly, the younger population might have migrated out of the City to explore new opportunities. The City lost 3.1 percent ⁷, or 1,066 individuals



⁵ **Natives and Asians** include American Indian, Alaska Natives, Native Hawaiian and Pacific Islander

⁶ **Others** include Hispanics, other single race & population of two or more races.

⁷ Population was 7,716 in 1990 and 6,650 in 2000 belonging to age group 25 to 39



belonging to this age group from 1990 to 2000. However, the age group 40 to 54 shows a gain of 5.3 percent⁸, or 1,817 individuals.

Cape Girardeau has a considerable share of population belonging to age cohorts 15-24 amounting to a total of 22 percent of the total population as of the year 2000. Of this, the population belonging to the 20-24 years age group constitutes 12.8 percent of the total population. Comparatively, Cape Girardeau County and the State of Missouri have 13.8 percent and 13.5 percent of the population respectively belonging to the 15-24 years age cohort. The Cities of Quincy, Bowling Green and Paducah have 14.1 percent, 27.0 percent and 12.0 percent of their population belonging to this age group respectively. One reason for a higher percentage of younger population both in Cape Girardeau and Bowling Green is the presence of large, State Universities in these Cities. While Cape Girardeau is home to Southeast Missouri State University, Bowling Green houses Western Kentucky University. Percentages of student populations can also be correlated to the median age of the population.

Table 2.3 below gives a comparison of population belonging to the 15-24 age groups and the above 65 age group and median ages. When compared to the Cape Girardeau County and the State of Missouri, the City of Cape Girardeau has a younger population overall. This information becomes necessary in formulating economic development policies to target development that can attract dominant age groups.

Table-2.3: Comparative Demographic Characteristics (2000)

Area	15-24 Age Group	65 and up	Ratio of female to male (65 & up)	Median Age
Cape Girardeau, MO	22.0%	15.5%	1.6	33.6
Quincy, IL	14.1%	19.9%	1.6	38.4
Bowling Green, KY	27.0%	12.0% ^t	1.8	28.6
Paducah, KY	12.0%	20.2%	2.1	39.9
Cape Girardeau County, MO	17.5%	13.8%	1.5	35.2
Missouri	14.0%	13.5%	1.5	36.1

Source: U S Census Bureau

The table also shows that the City has a higher percentage of elderly population compared to the County of Cape Girardeau and the State of Missouri. This accelerated count may be due to the presence of state-of-the-art medical facilities and recreational

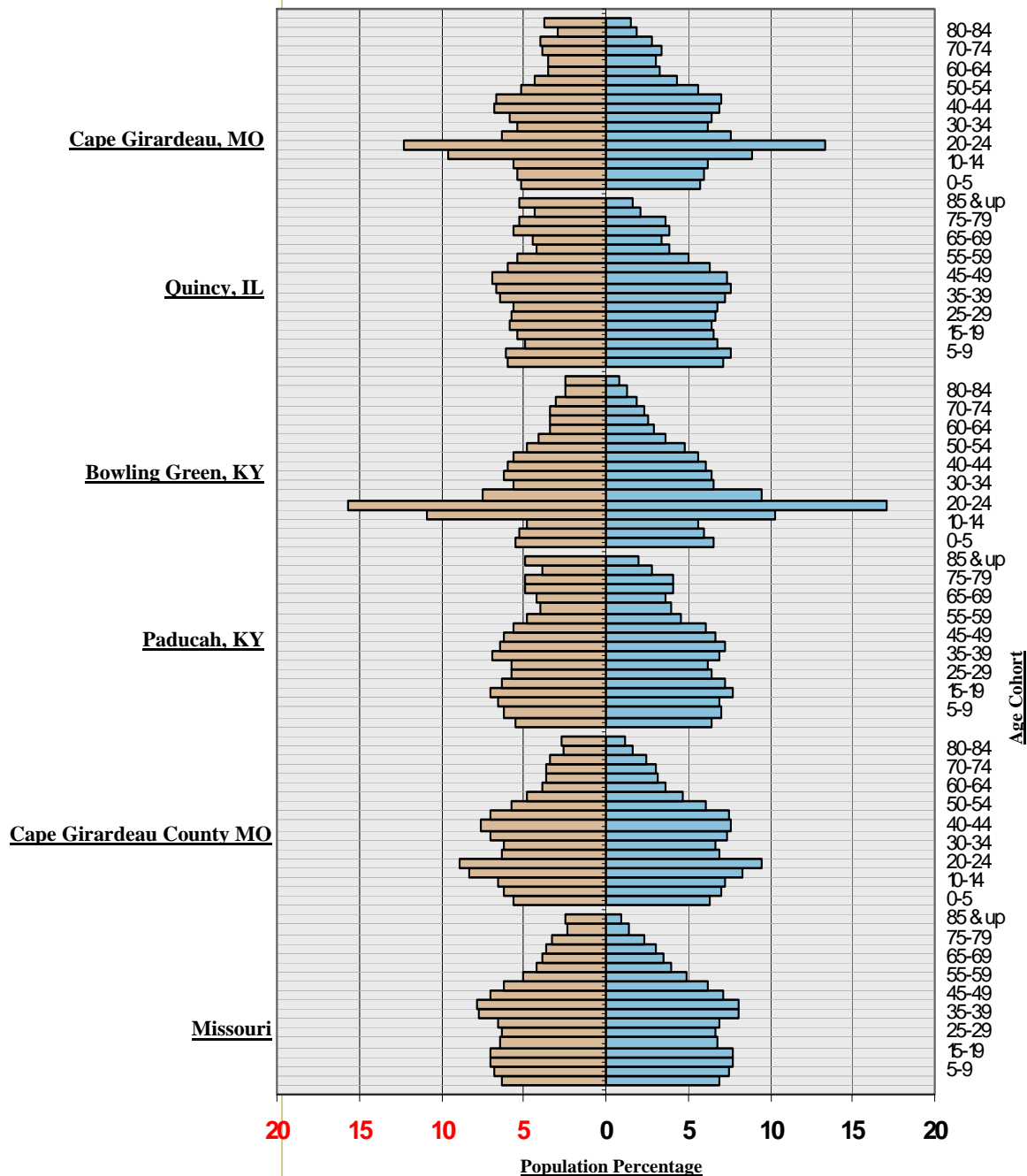
⁸ Population was 4,909 in 1990 and 6,726 in 2000 belonging to age group 40 to 54



opportunities. Cape Girardeau is a regional center for medical facilities including two (2) full-service hospitals, Southeast Missouri Hospital and Saint Francis Medical Center. The existing riverfront provides passive recreational opportunity and it is assumed this amenity attracts senior population as well. Of the four (4) cities listed below, Bowling Green does not have a riverfront and also contains the lowest percentage of senior population.

The Graph 2.4 shows a comparison of population pyramids of peer Cities, Cape Girardeau County and the State of Missouri. Most of these communities follow the national trend of an aging baby-

Graph-2.4: Comparative population percentage pyramids (2000)





boom population and higher percentages of females compared to males in this category. In Cape Girardeau, the ratio of women belonging to the senior age group (65 and above) to male population is 1.6 percent

EDUCATIONAL CHARACTERISTICS

Table-2.4: Percentage increase in population with Higher Education- 1990-2000

Place	percent Change
Cape Girardeau, MO	27.4%
Quincy, IL	35.3%
Bowling Green, KY	35.6%
Paducah, KY	21.5%
Cape Girardeau County, MO	45.1%
Missouri	33.9%

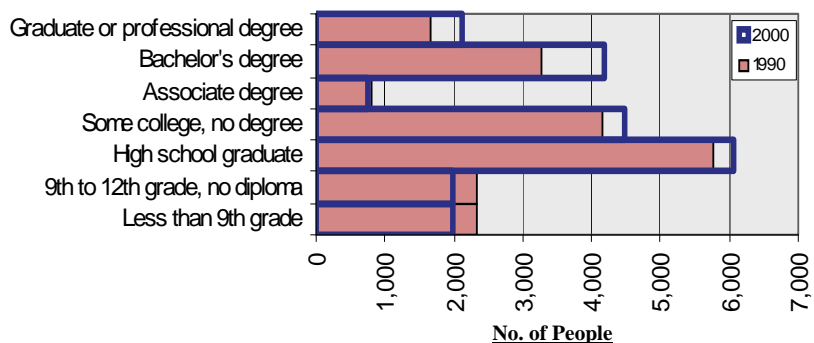
Source: U S Census Bureau

Graph 2.5 shows the educational attainment of population belonging to the 25 years and above age cohort. 29.3 percent of this population has completed higher education by the year 2000. Overall, the City of Cape Girardeau has witnessed a significant increase, (27.4 percent), in population that has completed higher education (undergraduate, graduate, doctorate or professional degree). However, this is 17.7 and 6.5 percentage points lower than Cape Girardeau County and the State of Missouri respectively. Table 2.4 shows a comparison of percentage increases in population in Peer Cities, Cape Girardeau County and the State of Missouri between 1990 and 2000 of those individuals having completed higher education.

Cape Girardeau has also experienced some increase in population that has completed high school graduation (5.2 percent) and population that has attended some college but has not earned a college degree (7.5 percent). However, the City has experienced a decline in population that has completed up to 12th grade standards (30.5 percent) but has not gained a college degree (an increase of 7.0 percentage points). One of the reasons may be the fact that this population has moved to the higher level of education in a decade or probably relocated out of the town.

The City is home of Southeast Missouri State University. It was founded as a teacher's college in 1873 and since that time the institution has grown into a comprehensive university with more than one hundred fifty (150) academic programs in five colleges.

Graph-2.5: Educational Attainment- population above 25 years age (1990 & 2000)



Source: U S Census Bureau



The university excels in academic areas of science, technology, education, the health professions, business and the liberal arts. Ten thousand two hundred ninety two (10,292) students were enrolled in the University in fall 2005⁹. The institution has experienced an increase of 25.7 percent in student enrollment from 1996 to 2005¹⁰ contributing to the increase in population in the age cohort 15-24 and also in the increase in the higher education statistics discussed above. Undergraduate and graduate enrollment increased by 6 percent and 14.3 percent respectively from fall 2004. The University has been recognized by U.S. News and World Report as a 2006 “America’s Best Colleges.”¹¹ The presence of such a university in any City is an important factor for attracting businesses and forming industrial clusters¹². Industries provide an opportunity for collaboration with universities to provide continuing education of their employees and product research to keep up with changing world market demands. However a detailed cluster study is necessary to understand the market demands and advantages of particular locations and to target the right cluster of industries. The University is also planning a supplemental campus location on the banks of the Mississippi River for the School of Visual and Performing Arts and is anticipated to open in 2007¹³.

Cape Girardeau is served by School District No. 63. There were four thousand forty eight (4,048) students enrolled in school year 2005. The enrollment has remained almost consistent since 2001. The attendance in school is a few percentage points above the State average. However, the graduation rate is lower than the State average. Graduation rates were 78 percent in the year 2005 compared to 85.7 percent State average. This may be due to the higher dropout rate compared to the State (7.8 percent in Cape Girardeau and 3.8 percent State average). The dropout rate has

⁹ Available at

http://www4.semo.edu/insresearch/Enrollment%20Statistics/University%20Reports/Fact%20Book/Part%204/enrollment_highlights.html, Accessed on December 10, 2006.

¹⁰ Available at

http://www4.semo.edu/insresearch/Enrollment%20Statistics/University%20Reports/Fact%20Book/Part%204/total_enrollment_by_gender.htm, Accessed on December 10, 2006.

¹¹ Available at <http://www.semo.edu/svpa/academics.htm>, Accessed on December 10, 2006.

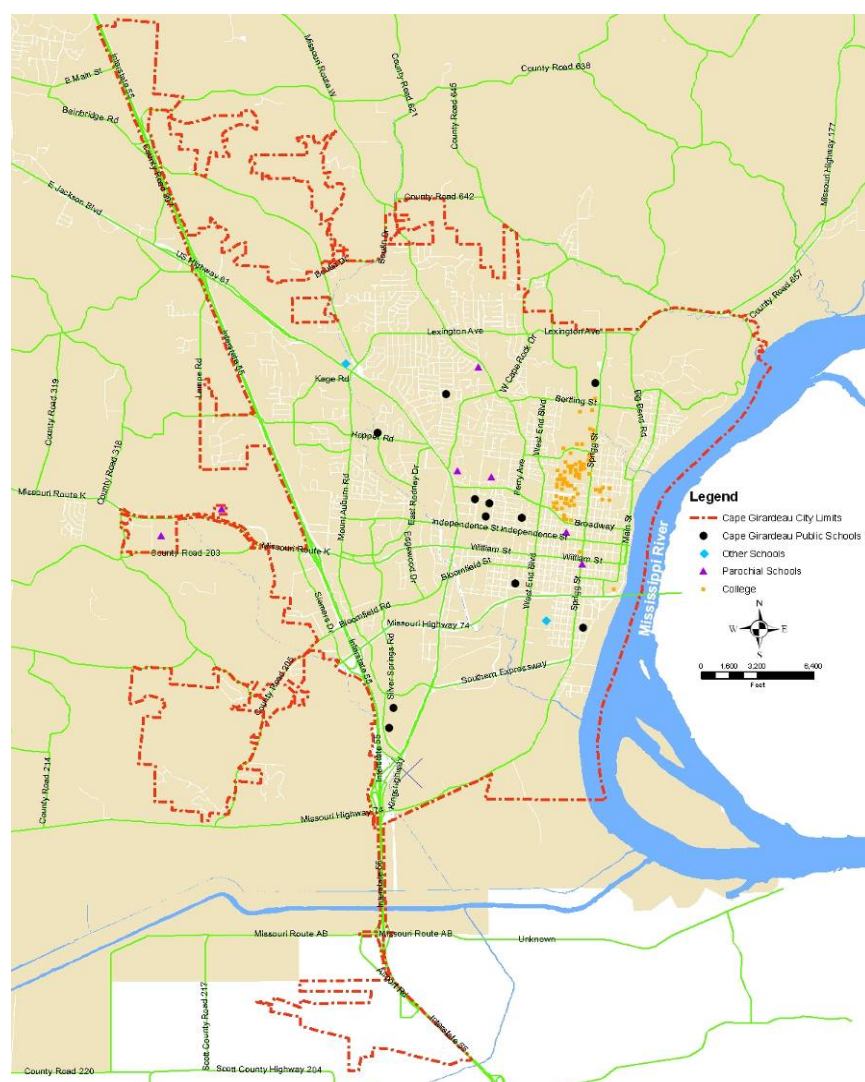
¹² **Industrial cluster:** Industrial cluster is a geographical concentration of firms and ancillary units engaged in the same sector. Such clustering can generate various advantages for firms, from agglomeration economies to joint action benefits. The cluster model emphasizes internal linkages, whereby cluster gains are furthered by local firm cooperation, local institutions and local social capital.

¹³ Available at <http://www.semo.edu/svpa/academics.htm>, Accessed on December 10, 2006



remained consistently higher than the State from 2001 to 2005 with 2002 being an exception. In addition to City Schools, Cape Girardeau is also served by three private schools- Notre Dame, Lutheran, Eagle Ridge. However, of the population that graduates from the school a high percentage chooses a 4 year College/University education. This percentage has nearly doubled compared to state averages from 2001 to 2005. This percentage was 69.1 percent in Cape Girardeau in the year 2005 compared to 38.0 percent in the State. The number of students entering two (2) year programs in college or postsecondary (Technical) institutions has remained lower compared to the State averages¹⁴.

Map 2.2: Location of Schools and Colleges in Cape Girardeau

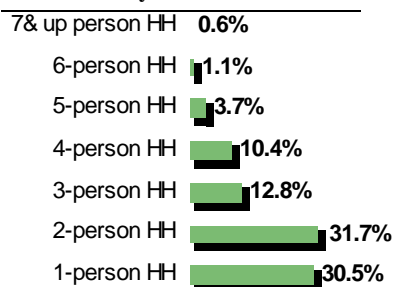


Source: City of Cape Girardeau GIS department

¹⁴ Available at http://www.cape.k12.mo.us/Documents/Report_Card_05.pdf, Accessed on December 10, 2006

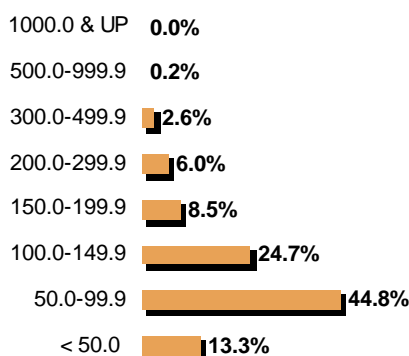


Graph-2.6: Percentage of Households by Household Size



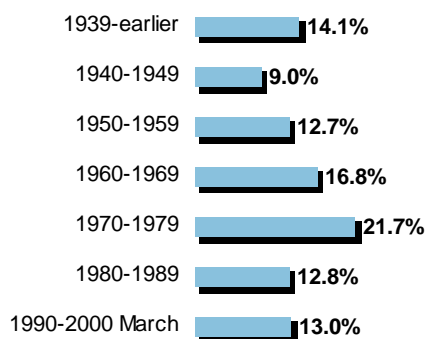
Source: U S Census Bureau

Graph-2.7: Percentage of Housing units by value in thousands of \$



Source: U S Census Bureau

Graph-2.8: Percentage of structures built by year



Source: U S Census Bureau

HOUSING CHARACTERISTICS

In addition to demographic information, housing data is also collected and maintained by the U.S. Census Bureau every 10 years. This information provides the basis for evaluation of the quality and type of housing needed to better serve the communities in the future.

According to Census 2000, the City of Cape Girardeau had 15,827 housing units compared to 14,627 in the year 1990- an increase of just 8.2 percent in a decade. Comparatively, the housing stock in Cape Girardeau County increased by 16.3 percent while that in the State of Missouri increased by 11.0 percent. The housing stock in the Cities of Quincy, Bowling Green and Paducah increased by 2.9 percent, 21.7 percent and 0.5 percent respectively.

Out of the total available housing in Cape Girardeau, 90.86 percent is occupied, compared to 91.66 percent and 89.87 percent in Cape Girardeau County and Missouri. Of the total occupied housing, 57.34 percent was owner occupied housing in Cape Girardeau as of 2000. In comparison, Cape Girardeau County had 68.43 percent and the State of Missouri had 70.27 percent owner occupied housing. The low percentage of owner occupied housing is due to the large student population. This is also bolstered by the fact that Cape Girardeau has 62.2 percent one and two (1 and 2) person households (Refer to Graph 2.6).

The occupancy rate of the City is comparable to the peer cities. However, percentage of owner occupied housing varies significantly compared to peer cities. While occupancy is 57.3 percent in Cape Girardeau, it is 66.4 percent, 47.0 percent and 52.9 percent in Quincy, Bowling Green and Paducah respectively.

When median values of owner occupied housing are compared, Cape Girardeau is on par with the County and the State but stands second to Bowling Green with median values of \$88,800.00 and \$97,000.00 respectively. Other peer cities have a significantly lower or median value compared to Cape Girardeau. The median value has increased by 53.1 percent between 1990 to 2000. This was 6.6 percentage points greater than the State but 9.6 percentage points lower than County. Graph 2.7 shows Percentage of Housing units by its value. Around 44.8 percent of the housing units fall in the range of \$50,000.00 to \$99,999.00, while 8.8 percent of housing has a value of more than \$200,000.00. The housing in Cape Girardeau is comparatively older than the County and the



State. The median year structure built¹⁵ in Cape Girardeau is 1968, compared to 1973 in Cape Girardeau County and 1970 in Missouri. The same is 1950, 1974 and 1958 in Quincy, Bowling Green and Paducah. This suggests that housing in Cape Girardeau and two of its peer cities (Quincy and Paducah) is comparatively aged. Statistically, 14.1 percent of the structures were built before 1939. The Cities of Bowling Green and Paducah also have 10.8 percent and 19.9 percent of their housing built prior to 1939. However, Quincy has 38.7 percent of structures built before 1939. Most of the structures belonging to this period in Cape Girardeau are preserved and are included in the historic downtown area. However any housing in a dilapidated condition provides the City with the chance to improve the quality of housing in Cape Girardeau and increase the overall median values.

Between January 1990 and March 2005, Cape Girardeau issued around 7,353 building permits. Of these, 27.8 percent were for new Residential structures and 7.7 percent were for new Commercial buildings totaling \$214.5 million and \$271.3 million respectively in overall investment. Of the total new residential construction between 1990 to 2005, an additional 36.3 percent permits were issued between 2000 and 2005 (Refer to Table-2.6) with an

Table-2.5: Comparative Housing Characteristics 1990 and 2000

MUNICIPALITY	Total Housing Units			Median Household Value (\$\$)			Median year structure built
	1990	2000	percent Change	1990	2000	percent Change	
Cape Girardeau, MO	14,627	15,827	8.2 %	\$58,000	\$88,800	53.10%	1968
Quincy, IL	17,530	18,043	2.9%	\$41,600	\$68,900	65.63%	1950
Bowling Green, KY	17,501	21,290	21.7%	\$57,500	\$97,000	68.70%	1974
Paducah, KY	13,150	13,221	0.5%	\$37,000	\$61,400	65.95%	1958
Cape Girardeau County, MO	25,315	29,434	16.3%	\$56,400	\$91,800	62.77%	1973
Missouri	2,199,129	2,442,017	11.0%	\$59,300	\$86,900	46.54%	1970
MUNICIPALITY	Occupied			Vacant			HH size
	1990	2000	percent Change	1990	2000	percent Change	
Cape Girardeau, MO	13,442	14,380	7.0%	1,185	1,447	22.1%	2.24
Quincy, IL	16,086	16,546	2.9%	1,444	1,497	3.7%	2.30
Bowling Green, KY	15,973	19,277	20.7%	1,528	2,013	31.7%	2.27
Paducah, KY	11,955	11,825	-1.1%	1,195	1,396	16.8%	2.12
Cape Girardeau County, MO	23,390	26,980	15.3%	1,925	2,454	27.5%	2.42
Missouri	1,961,206	2,194,594	11.9%	237,923	247,423	4.0%	2.48

Source: U S Census Bureau

¹⁵ Year structure built is a measure of all structures including housing. However, since housing constitutes a large portion of total number of structures the median year structure built can be approximated to the median year for housing.

**Table 2.6: Permits and Investment (1990-2005)**

	Permits		Investment	
	2000-2005	1990-2005	2000-2005	1990-2005
Total	2690	7353	365818306	747109382
New Residential	749	2044	\$88,581,463.00	\$214,424,452.00
	27.8%	27.8%	24.2%	28.7%
New commercial	181	569	\$128,834,043.00	\$271,335,095.00
	6.7%	7.7%	35.2%	36.3%
Residential alterations/Additions*	734	2,100	11,346,215	24,267,127
	27.3%	28.6%	3.1%	3.2%
Commercial Alterations/Additions	530	1,258	132,867,433	188,328,369
	19.7%	17.1%	36.3%	25.2%

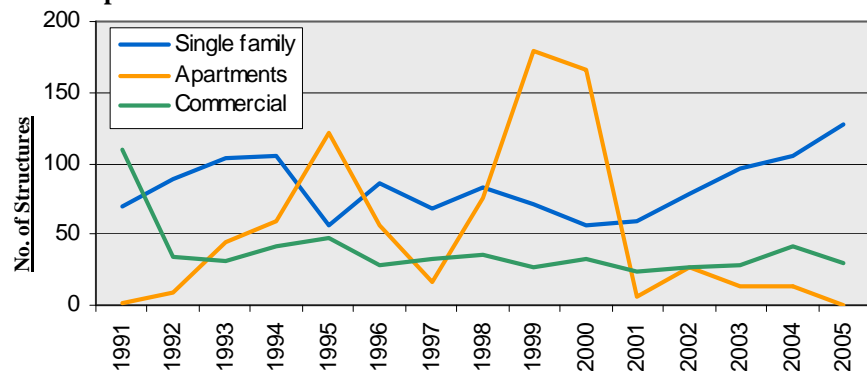
Source: City of Cape Girardeau

* Additions/Carport/Garages/Outbuildings/ Pools

\$

88.6 million. The number of permits for single family construction alone amounted to 61.4 percent of new residential construction between 1990 to 2005, with an investment of \$179.9 million (82.0 percent).

The Graph 2.9 below shows the new construction activity from 1991 to March 2005. Permits issued for apartments peaked in the years 1999 and 2000 with a total of 345 new units. In December 1999, a total of 96 units were permitted. This was the largest number of permits issued in one month for the entire 1999 period. In July 2000, 48 units were permitted. The remaining units were other single buildings and smaller complexes.

Graph: 2.9: New construction from 1991 to 2005

Source: City of Cape Girardeau

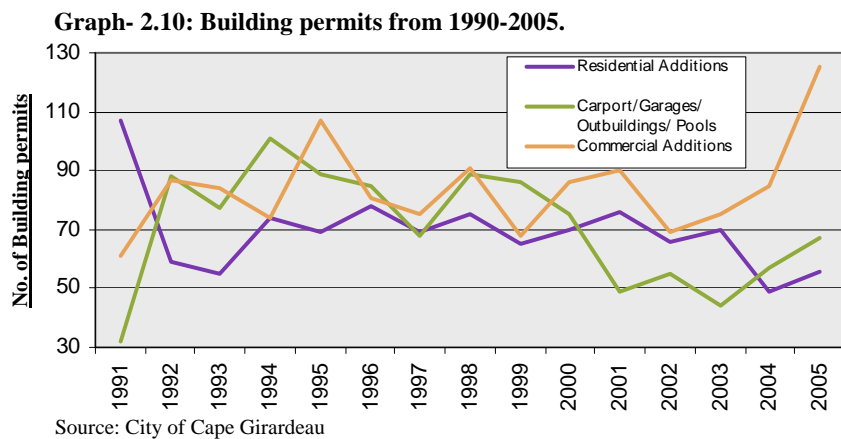
In the same time period, single family construction seemed to slow down. This may be due to the increased interest of developers in apartment buildings. However, after 2000 the apartment construction seemed to slow down, with single family residential gaining momentum. Between January to December 2006, 97 permits were issued for new residential construction including 88



new single family structures and 9 buildings containing 54 apartment units each. The total investment for these residential units is anticipated to be around \$23.1 million with \$18.8 million attributed to Single Family units alone.

A high to moderate income housing development, Dalhousie Residential Development, is anticipated to be completed in next five years and will house 3,500 people. This project will be developed as a Golf Course community. Various other new subdivisions are planned along Route W, and new subdivisions are being completed and developed in the northwestern part of the City and outlying areas in Cape Girardeau County. This trend toward expansion to the outer limits of the incorporated boundaries of the City of Cape Girardeau has resulted in several subdivisions being annexed by the City of Cape Girardeau.

Renovation, additions and improvements to existing structures is a measure of the confidence to invest in a community. Cape Girardeau has issued around 3,358 permits for such alterations in past 15 years (1990-2005) with a total investment of \$212.6 million. Of these, 62.5 percent permits were related to residential developments - a totaling increase of 11.4 percent in investment. Fewer commercial redevelopment projects have occurred; however, these projects have been larger investments amounting to \$188.3 million (89.6 percent). The Table 2.6 above and Graph 2.10 show the building permits for improvements and additions by residential and commercial structures from 1990-2005.



Median household income of \$32,452 and median monthly owner costs of \$795 for housing units makes the housing stock in the City ideal for first-time buyers and seniors looking to downsize in retirement.



Statistically, mortgage payments and median rents of \$348 per month in Cape Girardeau, provides an ideal opportunity for the housing stock to provide affordable housing definition¹⁶. Recently, there have been considerable efforts to provide affordable housing in the community. In 2003 the Missouri Housing Development Commission approved funding for a 41 unit, affordable housing project called Napa Ridge¹⁷. In November 2006, four developers proposed seven low-income housing projects in the area, competing for three funding slots that will make millions available to them in state and federal tax credits and low-interest loans. Of these, four were proposed in City of Cape Girardeau. Rents for these housing units are expected to range from about \$310 for one bedroom units to \$350 for two bedroom units. Developers feel that there is a tremendous need for more affordable housing in this area¹⁸. However, construction of the above mentioned projects will depend on availability of tax credits.

HISTORIC SITES

National Register of Historic Places

The City of Cape Girardeau currently has eighteen (18) buildings that are registered with the National Register for Historic Places. “The National Register of Historic Places” is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a program to coordinate and support public and private efforts to identify, evaluate and protect our historic and archeological resources.”¹⁹

While there are various criteria listed on the website, among the requirements, is the need for the property to be at least 50 years old to be eligible for consideration. Also properties are allowed up to 20 percent federal tax credits and 25 percent Missouri State tax credits available for properties listed under National Register.

¹⁶ Affordable housing- The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing (mortgage or rent). Available at

<http://www.hud.gov/offices/cpd/affordablehousing/index.cfm>, Accessed December 15, 2006

¹⁷ Available at http://www.mhdc.com/media_releases/2003/2003-01-17rppNewsRelease.htm, Accessed December 15, 2006

¹⁸ Available at <http://www.semissourian.com/story/1176137.html>, Accessed December 15, 2006

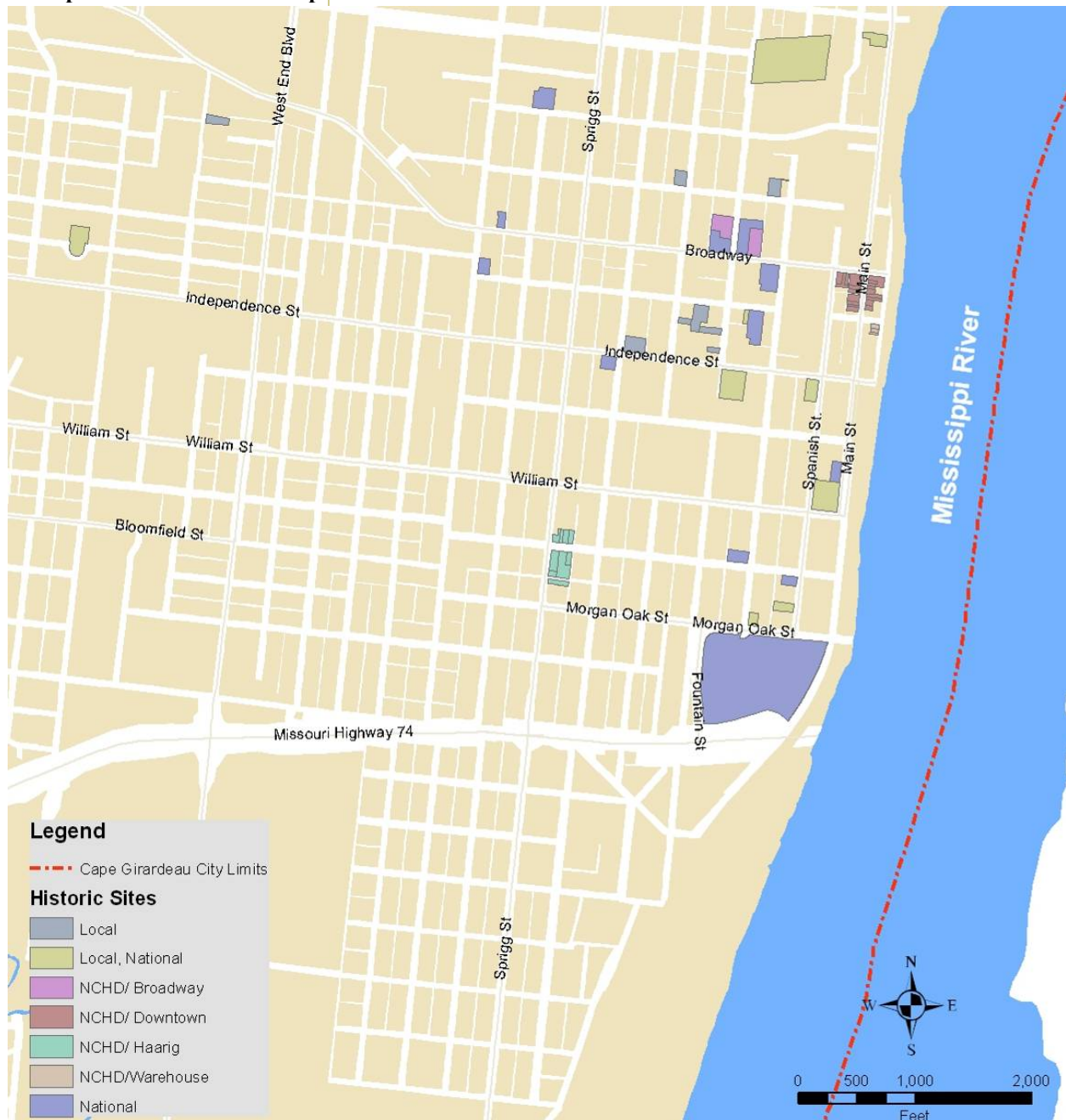
¹⁹ <http://www.nationalregisterofhistoricplaces.com/welcome.html>, Accessed December 15, 2006.



Currently, there are eighteen (18) buildings in the City of Cape Girardeau that are on the National Register (See Appendix-2.1 at the end of the document for the list of buildings and their historic background and current use). Refer to Map 2.3 for various historic sites in Cape Girardeau.

Graph-2.8 illustrates that more than 14 percent of structures in Cape Girardeau were built before 1939. Most of these structures currently form the downtown housing and commercial areas. Some

Map 2.3: Historic sites in Cape Girardeau



Source: City of Cape Girardeau GIS department



of these provide affordable living for students and artists.

In addition to individual buildings the Historic District designation may also be attained by communities that preserve historic buildings within their community. Cape Girardeau has four (4) such Historic Districts. They are:

- Broadway and North Fountain Street Historic District in the 320-400 blocks of Broadway and at 221 North Fountain Street
- Cape Girardeau Commercial Historic District in the 100 Block of North Main Street and the 100 Block of Broadway
- Haarig Commercial Historic District along sections of the 600 Block of Good Hope Street and the 300 Block of South Sprigg Street
- Warehouse Row Historic District at 19 North Water Street

Funding and Incentives Presently in Place

Missouri Certified Local Government: “The Missouri Certified Local Government (CLG) Program is administered in this state by the Department of Natural Resources, State Historic Preservation Office (SHPO). This program came into existence as a result of a 1980 Congressional amendment to the National Historic Preservation Act of 1966. The CLG program is designed to expand the historic preservation network of the federal and state governments by creating a mechanism for participation of local governments. Certified Local Governments are also eligible for matching grant funds to assist in the implementation of their local preservation programs”²⁰. “Federal law requires that a minimum of 10 percent of the Historic Preservation Fund (HPF) grants administered by the SHPO must be awarded to CLGs. A special set of funding priorities are determined each year and may include preparation of nominations for local districts and landmarks; design guidelines; professional staff assistance; long-range comprehensive preservation planning projects; and outreach and education projects”²¹. “A share of the HPF allocation to Missouri is available to certified local governments on a 60-40 basis for historic preservation activities and projects”²². Currently, Cape

²⁰ Available at <http://www.dnr.mo.gov/shpo/certifie.htm>, Accessed December 15, 2006

²¹ Ibid

²² Available at <http://www.dnr.mo.gov/shpo/CLGguide.htm>, Accessed December 15, 2006



Girardeau is one of the 43 Certified Local Governments in Missouri²³.

National Main Street Program: Old Town Cape, Inc. is an official Main Street Program certified by the Main Street Program of the National Trust. It is a volunteer-driven, preservation-based, downtown revitalization program. While it is not a funded program, architectural services are provided by the IHPA at no cost to designated Main Street communities. This program is based on the Four-Point Approach²⁴.

- **Design:** enhancing the design and appearance of a downtown through historic preservation
- **Organization:** building an effective, volunteer-driven and managed, downtown organization guided by professional staff
- **Promotion:** establishing advertising strategies that will bring people downtown
- **Economic Restructuring:** revitalizing downtown businesses through the restructuring of local economies

The program has eight guiding principles: Comprehensive, Incremental, Self help, Partnerships, Identifying and capitalizing on existing assets, Quality, Change, Implementation²⁵. Old Town Cape is affiliated with Missouri Main Street Initiative. It is a volunteer organization comprised of four committees: Design, Organization, Promotion, and Economic Restructuring. The design committee is currently involved with streetscape planning for the district²⁶.

²³ Available at <http://www.dnr.mo.gov/shpo/clg-list.htm>, Accessed December 15, 2006

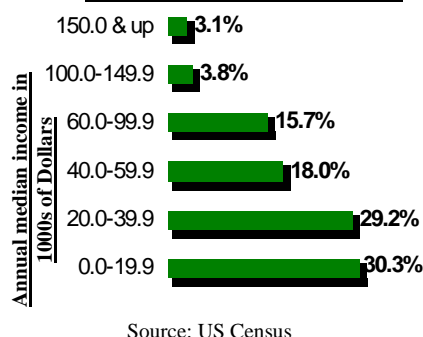
²⁴ Available at <http://www.mainstreet.org/content.aspx?page=47§ion=2>, Accessed December 15, 2006

²⁵ Available at <http://www.mainstreet.org/content.aspx?page=2358§ion=2>, Accessed December 15, 2006

²⁶ Available at <http://www4.semo.edu/shoffman/Design/index.htm>, Accessed December 15, 2006



Graph 2.11: Household incomes- 2000



ECONOMIC CONDITIONS

The median household income for Cape Girardeau as per Census 2000 is \$32,452 compared to \$36,458 for Cape Girardeau County and \$37,934 of the State of Missouri. The City's median household income grew by 43.4 percent compared to 1990 statistics. This was 5.4 and 0.5 percent points below Cape Girardeau County and Missouri respectively. The comparison of median incomes for Cape Girardeau and its peer cities is shown in the Table 2.7.

Of the total number of households in Cape Girardeau, 59.5 percent earn less than \$40,000 per year. The percentage of people who live below poverty level²⁷ in Cape Girardeau was 15.2 percent in 2000, compared to 16.5 percent since 1990. However, the poverty status is higher compared to the County and the State. When compared to its peer cities the poverty rate is lower than Bowling Green and Paducah but higher than Quincy (Refer to Table 2.7).

Table-2.7: Economic conditions and commuting patterns

MUNICIPALITY	Median Income (Dollars)			Poverty Status	Population in Labor force	Unemployment	No. of Firms	Mean travel time to work (Minutes)
	2000	1990	percent change	2000	2000	2000	1997	2000
Cape Girardeau, MO	22,634	32,452	43.4%	15.2%	65.3%	6.3%	3,168	15.7
Quincy, IL	21,325	30,956	45.2%	12.2%	63.7%	6.2%	3,401	13.5
Bowling Green, KY	20,043	29,047	44.9%	21.8%	65.1%	7.8%	4,513	16.3
Paducah, KY	17,196	26,137	52.0%	22.4%	53.4%	7.7%	3,464	15.8
Cape Girardeau County, MO	24,510	36,458	48.7%	11.2%	67.4%	4.2%	N/A	18.6
Missouri	26,362	37,934	43.9%	11.7%	65.2%	5.3%	N/A	23.8

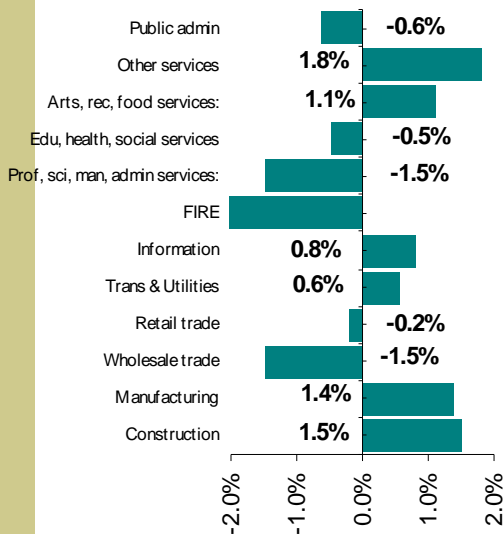
Source: U S Census Bureau

Of the total population 16 years of age and above (28,973), as of census 2000, around 82.0 percent are in the labor force. The total employed population in Cape Girardeau as of 2000 was 17,674 individuals. This was 50.8 percent of the employed population in the County. The estimated employed population in the County as of 2005 was 37,393 individuals. If the same percentage of employment is considered as of 2000 and assuming Cape Girardeau remains one of the main centers of employment in the

²⁷ The Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." US Census Bureau- Glossary. More information on set thresholds for 1999 is available at <http://www.census.gov/hhes/poverty/threshld/thresh99.html>, Accessed December 13, 2006



Graph-2.12: Percentage change in employment by industry- 1990-2000



Source: US Census

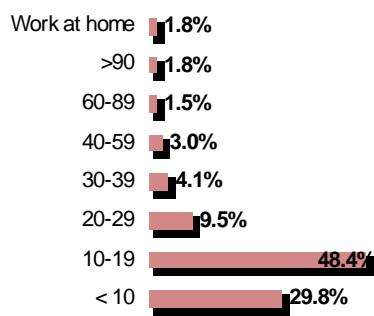
County, the total employment for 2005 can be estimated to be 18,995- 7.5 percent higher compared to 2000.

Of the total labor force in the year 2000 around 6.3 percent were unemployed²⁸. This was 1.0 and 1.3 percentage points higher than the County and State. The unemployed population in Quincy, Bowling Green and Paducah was 6.2 percent, 7.8 percent and 7.7 percent respectively (Refer to Table 2.7). However, when the total number of firms is compared, Cape Girardeau percentages are less compared to its peer cities (Refer to Table 2.7).

Graph-2.12 shows the percentage of population working in various sectors as per Census 2000 data. The most popular sectors of the labor force are education, health & social services (29.3 percent). In the past five years (2000-2005) almost all sectors have shown a steady employment in the Cape Girardeau County with a plus/minus of a maximum 2 percent change in employment per industry²⁹. However, agriculture and mining has shown a significant decline of 28.4 percent. The 2005 numbers are estimates based on the 2000 Census³⁰.

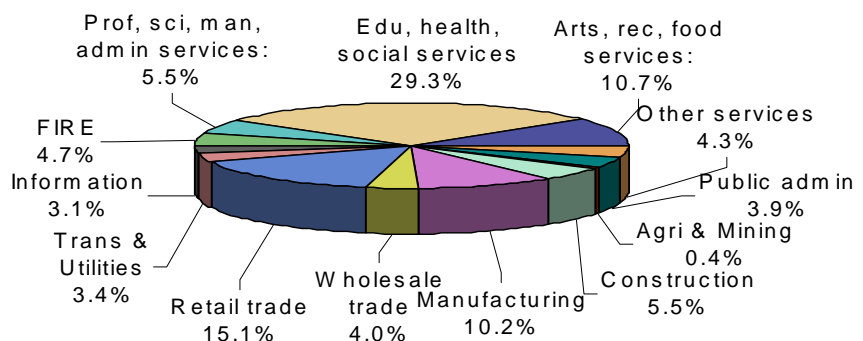
Overall, this data shows the number of individuals working in a particular industry, and not necessarily in industries located within City limits. However, it should be noted here that, of the whole working population of 17,337 - or 78.5 percent - work within the City limits. The rest of the workforce travels outside of the City for employment.

Graph- 2.14: Travel time



Source: U S Census

Graph- 2.13: Employment by sector



Source: U S Census

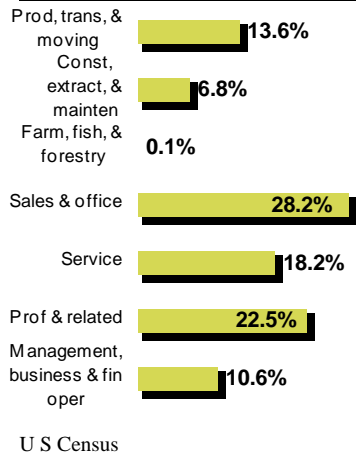
²⁸ Unemployed percentage is the ratio of Unemployed population : Labor force

²⁹ The 2005 numbers are for Cape Girardeau County from Estimation software called *Demographics Now* owned by Cape Girardeau Chamber of Commerce

³⁰ Ibid



Graph 2.15: Employment by occupations



Graph 2.14 shows the number of people and their travel time to work. On average, people travel approximately 15.7 minutes to reach their work location, compared to 18.6 and 23.8 minutes in the County and State. Travel time to work is also a quality of life issue. Less time spent commuting relates to a better quality of life for the community. Some of the comparative economic conditions and commuting patterns are documented in Table 2.7.

The most prevalent occupations among the working population of Cape Girardeau are professionals working in the field of sales and office-type occupations. Around 28.2 percent of the working population makes up this group. Of these, 65.75 percent belong to sales and related occupations while the balance of occupations belongs to office and administrative support occupations. Professional services are the second most prevalent occupation in Cape Girardeau with 22.5 percent of the civilian population employed belonging to this group (Refer to Graph 2.15). Of these, 61 percent are professionals belonging to health, education, arts and the entertainment industry.

Recent Economic Developments

Old Town Cape: Old Town Cape, Inc. is an official Main Street Program certified by the Main Street Program of the National Trust. It includes 130 blocks of Cape Girardeau's historic commercial and residential districts. Five (5) distinct districts (Haarig/Good Hope, Riverfront, Broadway Upper Broadway and Old West End) give Old Town Cape a unique flare. Each of the commercial districts has a residential neighborhood surrounding it. In a survey done by the Economic Restructuring Committee that performed a market study for the Old Town Cape area, the participants agreed that one of the strengths of Old Town Cape businesses was quality merchandise and great customer service. However, a need for more variety of businesses with extended hours was recommended³¹.

Marquette Hotel



Source:

http://www.missouribusiness.net/success/gatherings_cafe.asp, Accessed Jan 15, 2007

Cape Girardeau established a Downtown Special Business District in 1983. Since then, the downtown has changed its focus from traditional retail stores and offices to specialty stores and restaurants. In 2000, an historic preservation plan recommended the use of history and heritage to enhance economic growth, quality of life, and revitalization of the business district. Cape

³¹ Available at <http://www.oldtowncape.org/ER/Complete%20Market%20Analysis.pdf>, Accessed December 13, 2006



Federal Courthouse



Source:

<http://www.fentressbradburn.com/capeg.htm>, Accessed December 13, 2006

Girardeau was approved for participation in the Missouri Main Street Community program in 2000³².

Some of the recent developments in the central business district include renovation of the historic Marquette Hotel. The building was originally constructed in the 1920s. It was restored and converted it into an office building with commercial space on the ground floor³³ after three decades of vacancy and neglect. The building opened in 2004.

New construction of a 150,000-square-foot, \$43 million, federal courthouse for the Eastern Judicial District of Missouri is under way and is anticipated to be completed in 2007. This will be located in the Central Business District of the City. Many tenants from the current courthouse located on Broadway will move to the new courthouse. With tenants vacating the former Federal Courthouse, discussions are underway for the County to take possession of the property and retrofit the building for their use. When the Courthouse, known as the Common Pleas Courthouse, is vacated, opportunities exist for the building to be used as a tourist attraction for the downtown area as well.

DREAM Initiative: Cape Girardeau is one of ten (10) Missouri communities that will benefit from the DREAM Initiative. DREAM, which stands for “Downtown Revitalization and Economic Assistance for Missouri”, was first announced in June, 2006 by Governor Blunt and is designed to give small towns an advantage in gaining state dollars for planning toward urban renewal³⁴. The first round of DREAM funding identified underused properties on Broadway, empty land near the Mississippi River and the areas along Good Hope Street and Morgan Oak Streets near the River Campus as locations for comprehensive work. There are numerous small businesses and some vacant properties, as well as housing, in the area just northwest of the campus along Good Hope and Morgan Oak Streets. All three areas included in the proposal to the State of Missouri within the DREAM initiative are within the Old Town Cape Business District. The Good Hope Street area is historically known as the Haarig District³⁵. The Broadway corridor and the neighborhoods around Southeast Missouri State University's River

³² Available at <http://stlouisfed.org/publications/br/2002/a/pages/spanning.html> Accessed December 13, 2006

³³ Available at http://www.missouribusiness.net/success/gatherings_cafe.asp, Accessed December 13, 2006

³⁴ Available at <http://www.semissourian.com/story/1175184.html>, Accessed December 13, 2006

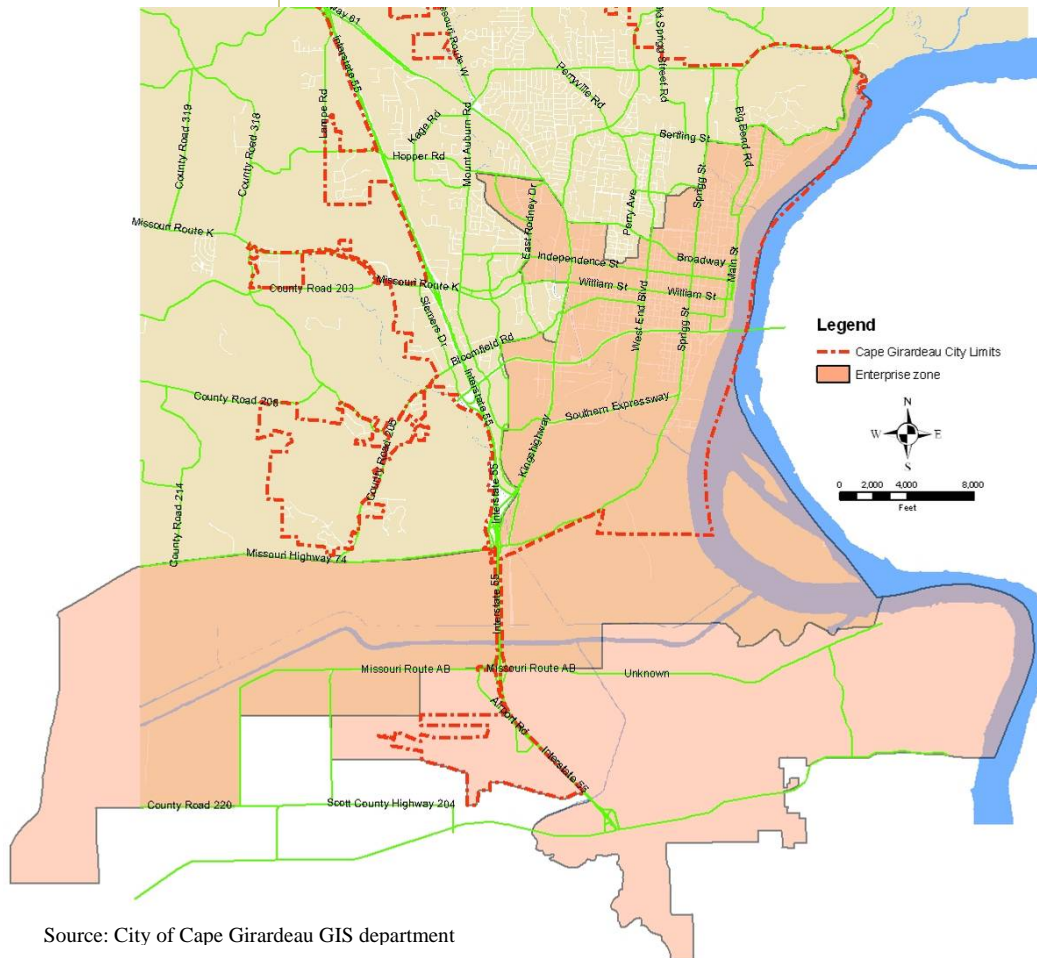
³⁵ Available at <http://www.semissourian.com/story/1170052.html>, Accessed December 13, 2006



Campus are the City's top priorities for redevelopment through the DREAM Initiative³⁶.

Enterprise Zone and Industrial Parks: The Cape Girardeau Enterprise Zone (Refer Map 2.4) was created by the State Government in 1986. At that time 68 percent of the households within the Enterprise Zone had incomes below poverty level³⁷. The purpose of Missouri's Enterprise Zone Tax Credit Program is to facilitate the expansion of new or existing businesses in the State's sixty-six (66) designated zones. The program works to provide State Income Tax Credits to businesses based on the number of new jobs and amount of new investment created at the qualifying facility. Businesses may earn tax credits based on the facility's new jobs and investment, the number of zone residents and the number of "special" employees hired and trained for the facility³⁸.

Map 2.4: Cape Girardeau Enterprise Zone



Source: City of Cape Girardeau GIS department

³⁶ Ibid

³⁷ Available at <http://www.semissourian.com/story/1124032.html>, Accessed December 13, 2006



Eligible projects include facilities primarily engaged in manufacturing, warehousing, wholesale distribution, mining, insurance, research and development, recycling operations, computer-related services and certain office activities. Businesses must create at least two (2) new jobs and \$100,000 in new investment (\$1,000,000 for replacement facilities) at the project site³⁹. At first, Missouri's Enterprise Zone law provided tax breaks to a range of businesses, everything from restaurants and Wal-Mart stores to warehouses, furniture stores and factories. But by 1993, the state had tightened the law. Now benefits are restricted largely to manufacturing, warehouse and distribution centers. Eligible businesses in the Cape Girardeau Zone receive 50 percent property tax abatements for 10 years⁴⁰.

Table-2.8: Industrial Parks and Sites in Magnet Area

Name	Location	Approximate Acreage	City/ County	Enterprise Zone
Six-Thirty Industrial Park	Located on south side of Cape Girardeau on Southern Expressway (old Highway 74).	70 approx...	City of Cape Girardeau.	Yes
Rust Avenue Industrial Park*	Located at the intersection of Rust Avenue and Minnesota Avenue	12 approx...	City of Cape Girardeau.	Yes
Sprigg Street Industrial Site*	Southern Expressway	70 approx...	City of Cape Girardeau.	Unknown
Nash Road Industrial Park	Just south of the City of Cape Girardeau outside City limits on State Route AB (Nash Road) within 1 mile of Interstate 55	300	Cape Girardeau county	Yes
Cohen Trust Industrial Site	Located adjacent to the Cape Girardeau Regional Airport in Scott County, Missouri, 5 miles south of Cape Girardeau	114	Cape Girardeau county	Yes
Scott City Industrial Park	Located on State Route AB (East Nash Road) just northwest of Scott City, Missouri, in Scott County approximately 1 mile east of Interstate 55	300	Scott County	Yes
Jackson Industrial Park	Located on US Highway 61 North just north of the City of Jackson, Missouri	60	Jackson City	Unknown
Meier Industrial Site	Located in the southern portion of Jackson, Missouri, on State Route PP	40	Jackson City	Unknown

Source: http://www.capeareamagnet.com/industrial_percent20sites.htm, Accessed December 14, 2006

* <http://www.semorpc.org>, Accessed December 14, 2006

Currently around 17,414 acres of land is dedicated as Enterprise Zone in the Cape Girardeau County and 8,894 acres in Scott County⁴¹. Of this approximately 7,214 acres are in the City of Cape Girardeau (Refer to Map 2.3).

³⁸ Available at http://www.missouribusiness.net/cq/2003/enterprise_zone_tax_benefit.asp, Accessed December 13, 2006

³⁹ Ibid

⁴⁰ Available at <http://www.semissourian.com/story/1124032.html>, Accessed December 13, 2006.

⁴¹ Data from City of Cape Girardeau GIS Department



Cape Girardeau has an active Chamber of Commerce which houses MAGNET, a regional industrial recruitment association. There are two (2) industrial parks and one unimproved industrial site in the City of Cape Girardeau and all three fall within the Enterprise Zone. There are a total of five (5) industrial parks and three (3) industrial sites in the Cape Girardeau Magnet Area that includes Cape Girardeau, Jackson, and Scott City, as well as rural areas of Cape Girardeau County ⁴² (Refer to Table 2.8). These industrial development sites listed above total approximately 1,000 acres of industrial space in the City - all within the Enterprise Zone. Table 2.8 provides the list of these Industrial sites.

Tax Increment Financing (TIF) District: The City of Cape Girardeau has a TIF Commission, and it is the policy of this Commission to consider the judicious use of Tax Increment Financing (TIF) for those projects which demonstrate a substantial and significant public benefit by constructing public improvements in support of developments that will, by creating new jobs and retaining existing employment, eliminate blight, strengthen the employment and economic base of the City, increase property values and tax revenues, reduce poverty, create economic stability, stabilize and upgrade existing neighborhoods and areas, and implement the economic development strategy of the City. Within the State law establishing TIF, priority is given to projects which include downtown development, Brownfield development, rehabilitation of historic structures, development within an Enterprise Zone and projects with high employment potential, especially employment of welfare-to-work applicants.

Large Commercial Developments: National Asset Recovery System, or NARS, is a call center that has opened in Cape Girardeau and employs more than 350 Cape Girardeau area residents. A retail strip center is being developed near the RV Park on North Kingshighway. This development will provide new retail and dining outlets on a major thoroughfare between Cape Girardeau and Jackson.

Preliminary interest is also seen in a redevelopment area using economic development tools to create a Midtown/Plaza Galleria. This area is a classic redevelopment site containing fields of surface parking to support retail and recreational type buildings within a strip mall design format.

⁴² Cape Girardeau Magnet Area includes Cape Girardeau, Jackson, and Scott City, as well as rural areas of Cape Girardeau County. Available at <http://www.capeareamagnet.com/index.htm>. Accessed December 14, 2006.



River Campus



Source:

<http://www.semo.edu/rivercampus.htm>,

Accessed December 13, 2006

Cape Girardeau Conservation Campus Nature Center



Source:

<http://www.capegirardeaucvb.org/photos.html>, Accessed December 13, 2006

Other important large commercial projects over the past five (5) years include the development of a Holiday Inn Express, that will also house several retail restaurants and Kohl's- an 88,248 square foot retail department store opened in the year 2005. The West Park Shopping Mall houses Macy's, Barnes & Noble, and other nationally known major outlets. In the same year, Sears Grand - a 150,000 square foot retail store opened on Siemers Drive.

University/ Educational Centers: A \$50 million River Campus project for Southeast Missouri State University is under construction and will house performing arts and other programs. This new university facility is expected to bring a considerable number of jobs to the City and is anticipated to be completed by the end of 2007. This opportunity site is located along Morgan Oak Street near the entrance to the old Mississippi River Bridge⁴³.

Extensive renovations are being completed on a 160-year-old historic brick seminary building. The structure is being converted into faculty offices, classrooms and a recital hall. New construction will include an 80,000 square foot theater building, a 14,000 square foot regional history and art museum all under one roof with a shared lobby⁴⁴.

A new Interstate 55 Interchange is anticipated to be completed in mid to late 2008. The cities of Jackson and Cape Girardeau are constructing new roads to connect into the interchange. There has been a cooperative effort among federal, state, county, university, City of Jackson and City of Cape Girardeau entities to develop farm acreage adjacent to the planned interchange. Southeast Missouri State University plans to transform about 400 acres of farmland into retail, commercial businesses, science & technology research operations and residential development in few years⁴⁵.

The Southeast Missouri Conservation nature center that opened in 2005 is one of five nature centers around the state operated by the Missouri Department of Conservation. The \$4.7 million campus features a 20,000 square foot building with a 160-seat auditorium, three classrooms, an exhibit gallery, freshwater aquarium and a scientific research center⁴⁶.

Hospitals and Medical Facilities: Cape Girardeau is a regional center for medical facilities and is served by Southeast Missouri

⁴³ Available at <http://www.semissourian.com/story/1170276.html>, Accessed December 13, 2006

⁴⁴ Available at <http://www.tomkelsey.com/semorivercampus.htm>, Accessed December 13, 2006

⁴⁵ Available at <http://www.semissourian.com/story/1180777.html>, Accessed June 25, 2006.

⁴⁶ Available at <http://www.senate.state.mo.us/05info/members/newsrel/d27/nature.pdf>, Accessed December 13, 2006



Hospital which began construction of a new Medical Office Building in December 2003. The \$15 Million project was completed in 2006. The four-story building houses physicians' offices, hospital support services including Radiology, a Laboratory, a retail pharmacy and other ambulatory services⁴⁷.

St. Francis Medical Center is currently involved in a 5-year construction program which includes an estimated investment of \$48 Million. The construction program includes a new \$4.5 Million Health and Wellness Facility which was recently completed in Cape Girardeau.

Both of these medical facilities are regional centers. Their expansion in future will lead to the growth of medical employment in the City of Cape Girardeau.

Airport Facility: The City of Cape Girardeau owns the airport south of town. The facility has two runways: one 6,500 and one 4,000 feet long; and is home to about fifty general aviation aircraft housed on the property. The airport is ideal for flight testing and flight training⁴⁸. Commander Premier Aircraft Corp. relocated its airplane manufacturing firm from Bethany, Okla., to Cape Girardeau in 2005. The company expects to employ 45 people the first year and expand to about 100 jobs within three years⁴⁹. The Cape Girardeau Airport is equipped to land commercial aircraft.

Tourism: The "Cape Girardeau Convention and Visitors Bureau" is the sales and marketing branch of the City. Located downtown, the bureau's goal is to attract conventions, meetings, trade shows, group tours, sports and hobby groups, leisure travelers and travel-related media representatives to the City. It also provides tourist information to visitors and residents alike⁵⁰.

"Old Town Cape" is an organization that promotes the downtown area of Cape Girardeau, coordinates and promotes events that bring visitors to enjoy the downtown area, involving locally owned businesses and restaurants and generally seeks market access for the downtown area.

⁴⁷ Available at http://www.capeareamagnet.com/recent_successes_may_05.htm, Accessed June 25, 2006.

⁴⁸ Available at http://www.commanderpremier.com/Press_releases/Press%20Release%20-%20CPAC%20to%20Cape%20Girardeau%20October%206,%202005%5B1%5D.pdf, Accessed June 25, 2006

⁴⁹ Available at <http://semissourian.com/story/1121149.html>, Accessed June 25, 2006

⁵⁰ Available at <http://www.semissourian.com/story/1114310.html>, Accessed June 25, 2006



CIRCULAR AREA PROFILES

The Missouri Census Data Center (MCDC) ⁵¹ provides circular area profiles for selected area as per the user specified site (point location using latitude/longitude coordinates or by entering a ZIP code⁵²) anywhere in the United States along with one or more radius values in miles. The application retrieves small-area data (census block group or MCD/county subdivision level) that is located within the specified circular areas and aggregates them to create (approximate) circular area summaries. An area (block group or MCD) is selected as being "in" the circle if the coordinates of an internal point for the area (as reported on the Census Bureau's SF3 files) is within the circle.

Following table gives a snap shot of the circular profiles for 1, 3, 5 and 10 mile radii considering the City Hall as the center of the circle.

Table 2.9: Circular Area Profiles

	City of Cape Girardeau***	1 Mile Radius	3 Mile Radius	5 Mile Radius	10 Mile Radius
Total population (2000)	14,136	8,405	18,483	23,206	33,971
Population > 18 years of age (%)*	75.1 %	75.1 %	75.1 %	76.9 %	75.6 %
Population > 65 years of age (%)*	19.6 %	19.7 %	18.1 %	16.3 %	15.3 %
Density (Persons per square mile)	1,884.4	3,066.1	980.9	337.8	113.3
Estimated population (2004)	13,744	7,588	17,178	21,800	32,430
No. of households	6,357	3,536	7,586	8,823	12,809
Housing values (Dollars \$)	\$48,300.00	\$44,844.00	\$52,386.00	\$54,899.00	\$56,278.00
Average age of units (Years)		52.6	44.7	43.2	41.2
Civilian labor force (%)**	56.9 %	58.0 %	58.7 %	55.2 %	59.2 %
Unemployed population (%)**	4.4 %	8.0 %	7.8 %	7.6 %	6.8 %
Median household income (\$)	\$31,905.00	\$29,678.00	\$31,413.00	\$33,232.00	\$35,464.00
Mean travel time to work (Minutes)	16.1	15.9	16.8	17.7	19.0

Source: <http://mcdc2.missouri.edu/websas/caps.html>, Accessed June 25, 2006.

*As a %age of total population, **As a %age of total population- 16years and above, ***US Census Bureau data

⁵¹ Available at <http://mcdc2.missouri.edu/websas/caps.html>, Accessed June 25, 2006.

⁵² CAPS aggregates block groups or MCDs using a method that totally includes or excludes an area from the circle based on a single internal point. If a block group with 1500 people living in it is near the edge of the circle it will be entirely ignored (i.e. its numbers will not be included in the aggregation for the circular area) if the internal point falls just outside the circle, even though in reality many of those 1500 persons do live within the circle. This is a limitation of the available census data.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 3 Existing Physical Conditions



PHYSICAL CHARACTERISTICS

The purpose of identifying the existing land use and zoning districts for the City of Cape Girardeau is to examine and evaluate general types and locations of services, the supply of adequate infrastructure, and potential sites for new development, infill, and redevelopment. The identification of land use throughout the city will provide an indicator that will help gauge the current supply of land availability and predict the amount of land that is needed to support the community in the future.

The intent of this section is to identify the existing availability of each land use within the community through the evaluation of the city's current Zoning District Map and the Existing Land Use Map. This information, along with the analysis of existing conditions, will be used to develop the "Future Land Use Map". The Future Land Use Map will be used as a guide by the City to determine growth potential and in making land use decisions.

"The Comprehensive Plan" provides the vision for land usage over time. This document will directly affect the Zoning Districts and provide guidance which will dictate long term development strategies for development trends and community investment. In evaluating rezoning and Special Use Permit requests the Comprehensive Plan will be consulted regarding critical issues and concerns each proposed development must address to be approved. For example, applications will be evaluated for density levels appropriate to the surrounding area"¹.

Zoning is the regulatory tool used by cities to achieve its land use goals. While zoning dictates the density, intensity and physical improvements that are needed before a building or parcel of land can be developed, the Future Land Use Plan provides the vision for that development. Therefore, this document provides a general guide for acceptable land improvements on a per parcel basis of land².

NATURAL FEATURES AND TOPOGRAPHY

The physical environment of the planning area offers both opportunities and constraints for future development. A good understanding of the physical environment helps the community seize opportunities and alleviate constraints through focused

¹ Available at http://www.blacksburg.va.us/comp_plan/faqs/real_estate.html, Accessed on December 16, 2006

² Ibid.



planning. The comprehensive planning process requires the community to fully analyze physical environments in areas identified for planning.

The physical environment refers to both the natural environment and the existing man-made environment. The natural environment includes land area, elevations, natural drainage basins, flood plains and slopes, water features, soil, vegetation, environmentally sensitive areas, fault lines and any other natural elements related to the land. Man-made environments include physical structures, public infrastructure, and parks. This section examines some of the key features of the physical environments within the city as a whole, focusing on the planning areas where necessary.

Soils Series

Soil series normally consists of one or more major soils and at least one minor soil. The name of the series is derived from the names of the major soils present within a given location. The most predominant soil type in Cape Girardeau belongs to the Menfro series ranging from 2 to 30 percent slopes. Most of the soils are deep, well drained to moderately permeable. The soil series within the city are shown in the Soil Association Map-CP-3 located at the end of the document. The predominant soil series within the City of Cape Girardeau include the following:

Menfro Series: The Menfro series consists of very deep well drained; moderately permeable soils formed in thick loess deposits on upland ridge-tops, back-slopes and benches adjacent to the Mississippi River and its major tributaries. Slopes range from 2 to 60 percent. However, they range from 2 to 30 percent in the City of Cape Girardeau.

The Menfro silt loam is predominate soil type in Cape Girardeau. This soil type is suitable for most recreation uses and low to moderate density developments where slope permits. Proper design of structures and extra reinforcement in footings and foundations help prevent damage caused by shrinking and swelling. Providing adequate base material for local roads and streets and proper drainage with side ditches and culverts help prevent damage caused by low strength and frost action.

Falaya Series: The Falaya series consists of very deep, somewhat poorly drained, moderately permeable soils that formed in silty alluvium from loess. These level to nearly level soils are wide flood plains in the Southern Mississippi Valley Silty Uplands.



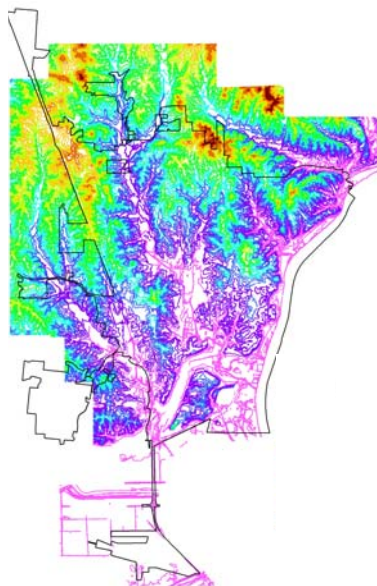
They are subject to flooding and are saturated with water at 1 to 2 feet during periods of high rainfall. Slopes range from 0 to 2 percent.

Wakeland Series: The Wakeland series consists of very deep, somewhat poorly drained soils that are formed in silty alluvium. These soils are on flood plains and flood-plain steps. Slopes are from 0 to 2 percent. The mean annual temperature is about 54 degrees F, and the mean annual precipitation is about 42 inches.

Slopes and Elevations

The elevations in Cape Girardeau range from 220 feet above sea level to 700 feet on the upland plains in the northern portion refer Map 3.1. Map 3.2 shows the slopes in the City of Cape Girardeau. Much of the land in the north and north-east of the city is hilly and has a slope of 15 percent or more. Slopes over 10 percent are

Map 3.1: Elevation

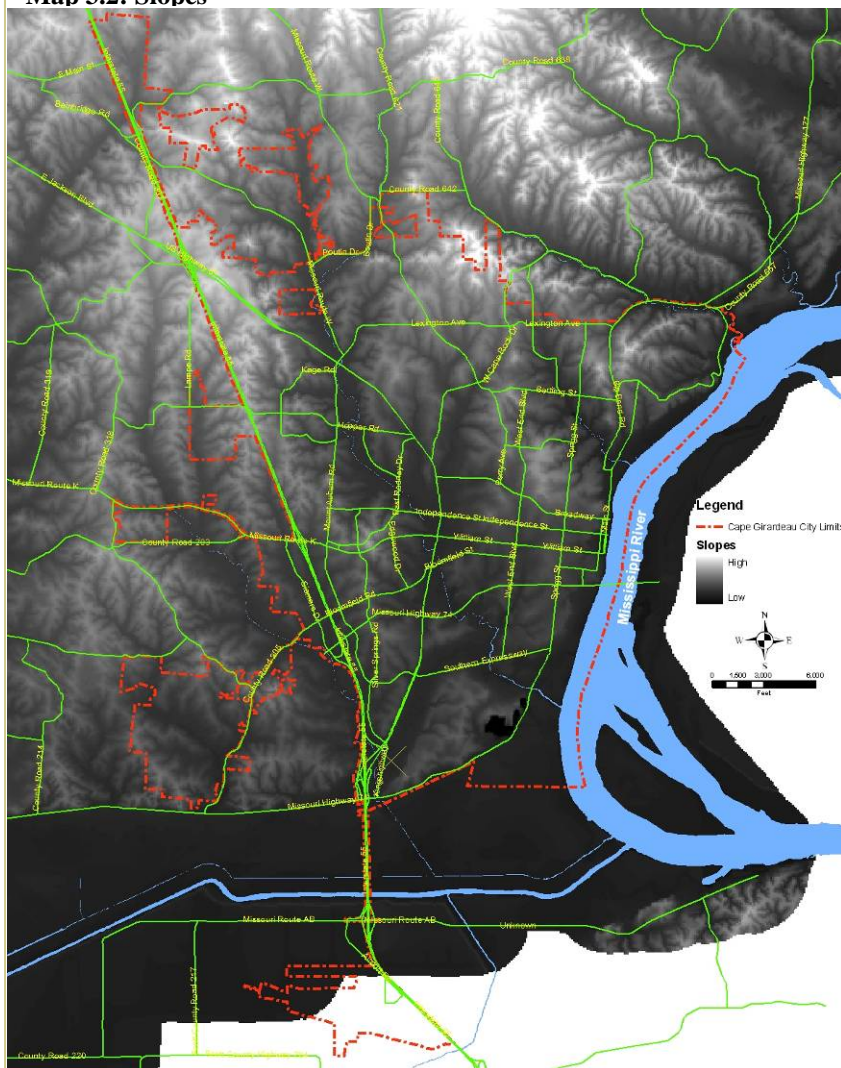


Legend **ELEVATION**

200 - 370	502 - 530
371 - 402	531 - 560
403 - 430	561 - 610
431 - 462	611 - 700
463 - 501	

Source: City of Cape Girardeau GIS Dept

Map 3.2: Slopes



Source: City of Cape Girardeau GIS Dept



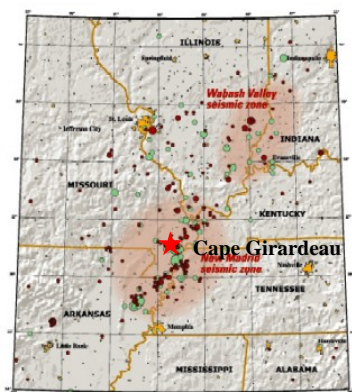
generally considered unsuitable for development. However, depending on soil type, low to medium density developments are suitable on grades between 10 percent -15 percent slopes, provided appropriate planning, engineering and construction techniques for steep slopes are employed. It is recommended that detailed onsite soil and geologic investigations be performed in areas being considered for building sites containing steep slopes or unstable soils. However, it is generally recommended that slopes above 15 percent not be developed.

Reshaping of the landscape by cutting and filling is a common construction practice used to flatten steep ridges. Piers or wider than normal footings are needed to give additional support for buildings and help compensate for the low bearing strength of fill areas. Cut and fill alters the natural drainage patterns and destroys sensitive environmental areas while increasing the cost of construction. For these reasons, utilizing compact development in steep slope areas to consolidate the development footprint and preserve natural slopes and drainage patterns is recommended.

A clear understanding of soils and slopes, especially in the areas west and northwest of Cape Girardeau that are targeted for future annexation, will help the city decide on and formulate policies with respect to annexation. It will also help the City understand if a particular parcel of annexed land is appropriate for development or conservation. The Soil Association Map CP-3 shows the various soil types within the City and the Map 3.1 shows slopes.

Fault Lines

Map 3.3: Areas affected by New Madrid Fault Line



Source: <http://earthquake.usgs.gov/>. Accessed on Dec 18, 2006

There are eight major seismic zones in United States. Two of these are located in the State of Missouri. The most active zone is the New Madrid Seismic Zone that runs from northern Arkansas to Southeast Missouri and through Tennessee, Kentucky, Illinois and Ohio. The New Madrid Fault line runs through the City of Cape Girardeau along the Mississippi River (Refer Map 3.3). The most severe earth quakes recorded along this fault line were in early 1800s. According to a probability study done by the Center of Earthquake Research and Information at the University of Memphis, there is a 20 to 50 percent probability that a 6.0-7.0 point earthquake along this fault line will occur within 25 to 40 years³. However, it is believed that when such an earthquake occurs the damage in Cape Girardeau County will be far less

³ Available at <http://sema.dps.mo.gov/sh%20annex%20of.pdf>, Accessed on December 18, 2006

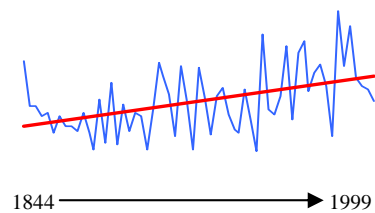


serious than the scenario envisioned for other areas farther south⁴. The City, County and the State have emergency disaster management plans in place to respond to such an occurrence.

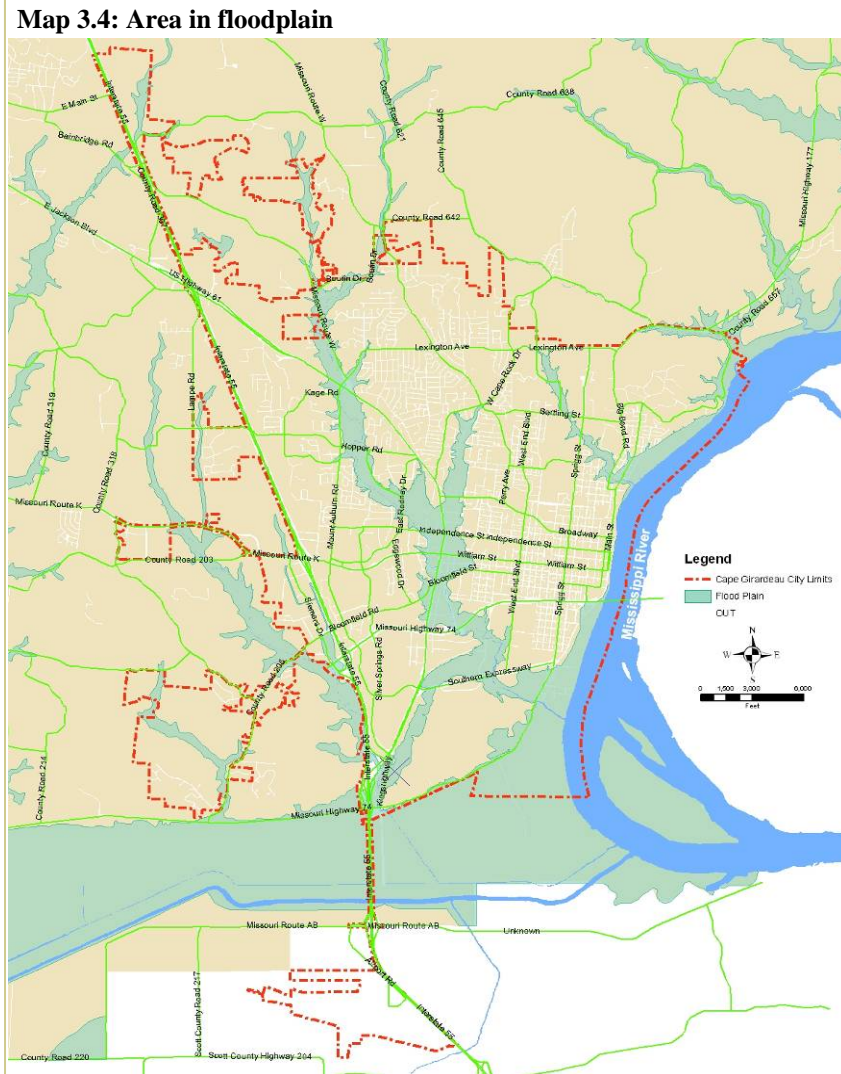
Floods and Floodplains

The Mississippi River, being one of the major rivers in North America, can be a danger to those who live or work near its shore and floodplain areas⁵. Flooding, especially in recent years, has

Graph 3.1: Water levels of Mississippi River in Cape Girardeau



Source:
<http://www.rosecity.net/river/floods.html>,
 Accessed on Dec 18, 2006



Source: City of Cape Girardeau GIS Dept

⁴ Available at <http://www.semissourian.com/story/1180308.html>, Accessed on December 18, 2006

⁵ A floodplain, or flood plain, is flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. It includes the floodway, which consists of the stream channel and adjacent areas that carry flood flows, and the flood fringe, which are areas covered by the flood, but which do not



become a major problem for many people living and working in and near the floodplains.⁶ Major floodplain areas are primarily along the Cape LaCroix Creek, Ramsey Branch, Juden Creek, Sloan Creek, Scism Creek and the Mississippi River (Refer to Map 3.4). The Graph 3.1 here shows the trend of increasing water levels along the Mississippi River. The water level reached a record high of 48.5 inches in 1993 and remained above 40 inches for the following three years.

Cape Girardeau Levee Wall



Source: Arcturis

The floodplains are underlain by water-deposited sand, silt, and clays. Map 3.4 shows the Floodplains mainly concentrated in the east and south of the city. These deposits are relatively shallow. It is assumed that the most common way to protect floodplains is the construction of earthen levees and levee walls. Cape Girardeau is protected by a 500 feet length levee wall. At the south end of the floodwall is the newly renovated “Wall of Fame” featuring forty-five famous Missourians. The city has used this barrier between the municipality and the river in a creative way and has attracted tourists from around the country to the downtown area to view the graphics and experience the river. The inner edge of the levee wall, facing Water Street, has colorful depictions of the history of the area in murals. The murals are called “Mississippi River Tales”, and the murals cover nearly 18,000 square foot. of wall surface spanning 1,800 feet in length along the levee wall.

EXISTING ZONING DISTRICTS

The Zoning Map- CP-1 depicts the Zoning District boundaries into which the city has been divided. The City of Cape Girardeau currently has twelve (12) zoning districts ranging from residential to commercial and industrial uses (Refer Graph-3.2 and Table-3.1).

These uses are seen in the Map CP-1 at the end of this document. Legally, the zoning map is adopted as part of the local Zoning Code. This map is a tool to be used by the city to determine how a particular piece of property or parcel is zoned.

The city is divided into zoning districts for the purpose of enforcing Cape Girardeau’s Municipal Zoning Code. Each zoning district has specific guidelines and regulations that development must follow in order to be in compliance with the City’s Zoning

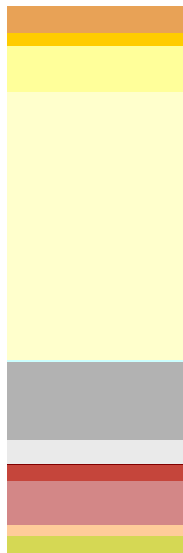
experience a strong current. Available at <http://en.wikipedia.org/wiki/Floodplain>. Accessed on December 18, 2006

⁶ Available at <http://www.rosecity.net/river/floods.html>, Accessed on December 18, 2006



Code. Only the land within the city's limits is depicted on the city's Zoning District Map. The total area of land contained within the city is approximately 28.5 square miles or 18,267 acres. Of this, parcels constitute 14,343 acres equaling 22.4 square miles. The remaining area is improved as infrastructure (roads). The following is a list of the City's current Zoning Districts, and the approximate amount of land currently zoned for each district.

Graph 3.2: Existing Zoning



Source: City of Cape Girardeau

Table-3.1: Zoning Districts by Acreage

Zoning District	Acreage	% of total land Mass
A1-Airport/Industrial	632	3.5%
C1- Local Commercial	323	1.8%
C2- General Commercial	1,449	7.9%
C3- Central Commercial	507	2.8%
C4- Planned Commercial	72	0.4%
M1- Light Industrial	816	4.5%
M2- Heavy Industrial	2,593	14.2%
MH1- Mobile Home Park	91	0.5%
R1- Single Family	8,902	48.7%
R2- Single Family	1,536	8.4%
R3- Two Family	460	2.5%
R4- Multi Family	886	4.8%
Total	18,267	100.0%

Residential Districts: The city has five (5) Residential Districts representing a variety of housing types and densities. They range from the “R1” low density Single-Family Residential District to the “R4”, Multiple Family District, which permits apartment and condominium developments at higher density and MH1 permitting mobile homes.

“R1” Single-Family Residential Zoning District is the largest single zoning district within the city. The city’s “R1” Zoning District contains approximately 8,902 acres which is approximately 48.7 percent of the city's total land mass. “R2” (1,536 acres-8.4 percent) and “R4” (886 acres-4.8 percent) are the second and third largest residential zoning districts by gross land area in the city. R-3 contains 460 acres constituting 2.6 percent of the total land mass. Approximately 64.5 percent of the city’s land area falls within one of the city’s residential zoning districts. Residential uses are shaded in various shades of yellow/orange/brown on the “Zoning District by Acreage” diagram above. The total acreage and percentage of residential land area is as depicted by Map- CP-1, Graph-3.2, and Table-3.1



Commercial Districts: The city has four (4) zoning districts for commercial uses ranging From “C1” to “C4”. Commercial land uses includes retail, wholesale, office, and service oriented businesses. Approximately 12.9 percent or 2,251 acres of the city’s land area is zoned commercial. Commercial areas are colored in various shades of red on the Existing Zoning Map-CP-1. Most of the land in the commercial districts falls within the Enterprise Zone of the city’s “C2” General Commercial Zoning District and is the largest commercial zoning district within the City with 7.9 percent of the total land mass. “C3” is applied to the Old Town Cape District or Central Business District in the City and has a land mass of 507 acres or 2.8 percent.

Industrial Districts: The City has three (3) zoning districts for commercial uses “A1”, “M1” and “M2”. “A1” is classified as airport industrial and has 632 acres or 3.5 percent of the total land mass. “M1” and “M2” are heavy and light industrial with 4.5 percent and 14.2 percent of City’s area respectively. Most of the land in these industrial districts falls within the Enterprise Zone and Industrial Park areas and are concentrated in the southern sector of the City.

EXISTING LAND USE

The Existing Land Use Map-CP-2 illustrates the general location of various land use categories. It is used to evaluate current patterns of land use and assess needs for future growth. By dividing the City into existing land uses one can determine the location, amount and type of development throughout the planning area. This information may then be used to determine the most suitable future land use categories.

Each land use category is designated by standard colors on the Existing Land Use Map. The map is intended to categorize all development within the City into specific land use types. The existing land uses identified for the City of Cape Girardeau include:

- agricultural
- residential
- commercial
- industrial
- parks
- public and semi public areas
- railroad right-of-way
- vacant land



The land uses depicted on the Existing Land Use Map are not to be confused with the City's Zoning Districts. While similarities may exist, the Zoning Map and the Existing Land Use Map do not illustrate the same information. Whereas the Zoning Map is a legal instrument that depicts how parcels are zoned, the Existing Land Use Map documents how the land is currently being used. The Existing Land Use Map identifies land uses through observations of the physical characteristics of the actual landscape. Ideally, the Zoning Map and the Existing Land Use Map are very similar. Unlike the Zoning District Map, local roadways, state highways, and other rights-of-way are not included as land uses on the Existing Land Use Map. A brief description of the land use categories used on the Existing Land Use Map follows⁷:

Residential Land Use: Residential development includes single-family, duplex and multi-family residential developments. Most of the residential structures in the City of Cape Girardeau are single-family, detached houses. The residential land uses are shown in the color range of yellow to brown on the Existing Land Use Map.

To date, there are approximately 7,840 acres of residential usage in the City. However, nearly 11,875 acres⁸ fall within one of the city's five residential zoning districts. The large difference in the total existing residential property versus zoned residential is a result of parks, institutions and non-conforming uses not included in the existing residential land uses. Overall, there are very few areas within the City that are zoned residential that are not already developed or planned for development. Residential design, age and use of exterior building materials differ greatly across the city. There is also a range of housing options available to first time home buyer, senior citizens and large estate style homes. However, in public meetings, affordable living remains a topic of concern in the City.

The newer, large-scale subdivisions in the City, west of Kingshighway and north of Lexington Avenue, cover many acres of land and are generally similar in size and layout. These subdivisions contribute significantly to the City's supply of single family housing. However, the large lot sizes, irregular shapes and layout of these neighborhoods when restricted by complicated and irregular street patterns make them difficult to enter, traverse, and exit. These housing tract layouts and road configurations also contribute to increased infrastructure congestion and excessive demand on city's utilities. On the other hand, many of Cape

⁷ Acreage for the land use is without the Road area.

⁸ "R1" + "R2" + "R3" + "R4" + "MH1" (Zoning Categories)



Girardeau's older residential neighborhoods have traditional grid patterns and are compact in design. These patterns have narrow, deep lots that reduce the length of infrastructure per structure. Such patterns maximize the infrastructure and reduce demand on the utilities, saving citizen's tax dollars.

Zoning and subdivision ordinances have a significant effect on neighborhoods. To ensure consistent urban design throughout a given neighborhood or district, the city must rely on zoning to create desirable neighborhoods. Zoning also is used to increase the diversity in the City's housing stock by increasing the number of housing types that satisfy all households and encourage the use of pedestrian and vehicular connectivity.

Parks & Recreation Areas: Parks and recreation areas are either owned by the City of Cape Girardeau, County, the State of Missouri, the Federal Government, or private interests. Regardless of ownership, these areas are open for use by the public at large. The total park and recreation areas in the city amount to approximately 2,020 acres. The largest and most popular parks and golf courses include the Arena Park, Capaha Park, Cape Jaycee Municipal Golf Course, Cape Girardeau Country Park, North and South Parks, Osage Park and Twin Trees Park. Parks and recreation areas are shaded in green on the Existing Land Use Map-CP-2. The City's Zoning Ordinance permits parks and recreational uses in zoning districts R1, R2, R3, R4 etc.

Commercial Land Use: Commercial and office land use includes retail, office, and service oriented businesses. Commercial land uses are shown in red. Most commercial areas are located in the Old Town Cape District, along the Kingshighway and William Street development area, and around the Interstate 55 interchanges. There are an estimated 3,698 acres⁹ of commercial land uses currently within the city. Cape Girardeau currently has over 2,351 acres¹⁰ zoned for commercial use.

Commercial areas in Old Town Cape are small scale retail stores, offices, and restaurants. These buildings have historic character and charm with zero set backs, street parking and a pedestrian friendly environment. Kingshighway and William Street and areas around the interchanges on the other hand, have heavy traffic volumes. These areas are characterized by commercial structures designed with large front building setbacks, minimal landscaping and buildings of similar height, orientation and more modern,

⁹ Commercial + industrial (Land Use Categories)

¹⁰ "C1" + "C2" + "C3" + "C4" (Zoning Categories)



institutional architectural treatments. These high traffic corridors are dominated by strip centers, franchise establishments using their private architectural designs, large-scale retail and commercial power centers with large parking areas with “big box” buildings, and a regional mall. While these commercial areas are functional, they do not have a common theme or design features that are unique to Cape Girardeau.

Public or Semi-Public: Public or semi-public land uses are areas used for the provision of government services, government administration buildings, hospitals, schools, colleges, universities and churches. These area uses are shaded in blue on the existing Land Use Map-CP-2. There are approximately 1,359 acres of institutional development within the City. The City’s zoning ordinance permits institutional uses in several zoning districts such as R1, R2, R3, R4 etc.

Industrial Land Use: Industrial land use constitutes areas that are used by manufacturing plants, warehouses or other types of industrial purposes. Most of these areas are located in the southern portion of the City and are part of Industrial Park/ Enterprise Zone. Currently there are 3,260 acres of land actively used for industrial purposes. Currently, 4,041 acres are zoned as industrial¹¹.

Table- 3.2 provides a comparison of the Existing Land Uses and the City’s Zoning Districts. The zoning district and existing land use information was provided by data compiled by the City of Cape Girardeau GIS department.

Table 3.2: Existing Land Use Versus Zoning

Land Use Categories		Zoning Categories	
Existing Land Uses	Area (acres)*	Zoning Districts	Area (acres)*
Residential, Park/Recreation & Open Space			
Residential	7,840.3	R1	8,902.4
Parks/ Recreation	2,018.6	R2	1,535.8
Public or Semi-Public	1,359.3	R3	459.6
Rail Road Right of Way	91.4	R4	885.9
		MH1	91.4
Total	11,309.6		11,875.1
Commercial			
Commercial	3,698.2	C1	323.2
		C2	1,449.1

¹¹ “M1”+ “M2”+ “A1” (Zoning Categories)



		C3	506.9
		C4	72.2
Total	3,698.2		2,351.4
Industrial			
Industrial	3,259.6	A1	632.0
		M1	816.3
		M2	2,592.5
Total	3,259.6		4,040.8
Grand Total	18,267.4		18,267.4

Source: City of Cape Girardeau, GIS Department

* The Acreage includes road area. A total 21.5% (distributed proportionally) addition for the road area has been done to make the land use parcel based data comparable to the zoning data.

SUMMARY

Cape Girardeau's central location, high quality of life and aggressive stance on annexation have resulted in steady residential growth rates dating back to the 1900s. Since that time, most of the gently sloping areas close to major roads have been developed. The major thrust of construction both commercial and residential took place between the 1960s and 1970s when the city annexed around 7,000 acres of land and grew by 10,000 in population. Nearly 38.5% of the structures we see today in Cape Girardeau were built between 1960-1980. This twenty-year period of growth is responsible for most of the residential and commercial construction we see today between Kingshighway and Lexington Ave as well.

A second wave of significant increases in development of residential and commercial growth occurred between 1995 and 2000 as communities nationwide witnessed a boom in new housing construction. Most of Cape Girardeau's construction activity during this period occurred to the western and northern fringes of the city limits.

Since that time multifamily residential home construction has declined while single family and commercial construction has experienced steady growth. There has also been renewed interest in infill type construction activity and revitalization of the older areas of town. Currently, the areas shown as "residential" on the Existing Land Use Map and Zoning Map CP-1 are built-out, with the exception of a few lots shown in light green (Agricultural/vacant) on the Existing Land Use Map CP-2.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 4 Existing Infrastructure Facilities



The infrastructure facilities available within the City of Cape Girardeau are those public services provided to all the residents within the municipality, visitors, and tourists. These services include transportation, water, sewer facilities and the airport. (Refer to Map CP-4). The quality and availability of these services are consistent with the quality of life within the City and influence the future growth potential of the City.

ROAD INFRASTRUCTURE

The location and importance of infrastructure to the City will be discussed in this section, including highways and streets as well as the airport and other forms of transportation serving the City. Cape Girardeau is composed of a series of primary and secondary corridors that serve as lines of communication between the City and neighboring communities.

- Interstate Highway I-55 serves as an important connection to major urban hubs such as St. Louis and Memphis
- Tertiary corridors (major collector roads) serve the more immediate area connecting “places” within the City to close neighboring communities
- Minor collectors are those roads that connect and disperse to “places” internal to the City and within neighborhoods

The City of Cape Girardeau is located in the southeast quadrant of the State of Missouri at the intersection of Interstate 55 and State Route K, also known as William Street. There are other highway access points along Interstate 55 serving the community, however Route K/William Street is the most developed interchange and the true portal to the Old Town Cape (OTC) District and the riverfront, both located to the east of the interstate system.

- Interstate 55 is on a north/south axis connecting St. Louis and Memphis to the Cape Girardeau market. St. Louis is north of the City with approximately 117 miles between the two municipalities.
- Memphis is south of Cape Girardeau with approximately 149 miles between the two municipalities.
- William Street is on an east/west axis as it intersects with Instate 55 providing direct access to the traditional development areas within the City including the newly developed interstate commercial market, the 1960’s commercial development area at the intersection of Kingshighway and William Street, and the Old Town Cape (OTC) District and riverfront.



Table 4.1: Distance to Larger Economic Centers near Cape Girardeau

	+/- 117 Miles
City of Memphis, TN	+/- 149 Miles
City of Nashville, TN	+/- 166 Miles
City of Springfield, MO	+/- 289 Miles
Kansas City, MO	+/- 349 Miles
Evansville, IN	+/- 139 Miles

Source: Google Maps

Map 4.1– State of Missouri (with Cape Girardeau shown as Red Dot)

Source: <http://stlouis.about.com/cs/maps/1/blmissouri.htm>, accessed on Feb 25, 2007

**Table 4.2: Street Hierarchy**

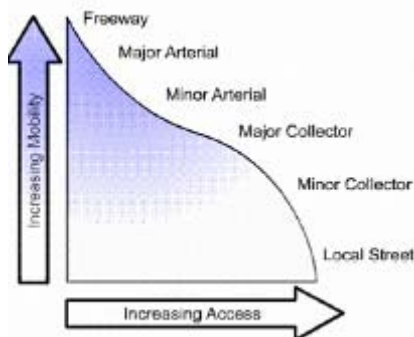
Roadway Functional Classes	
Primary	Interstate
	Freeway/ Expressway
Secondary	Other Principal
	State Routes
Collector	
Local	

Source: www.ewgateway.org, Accessed April 15, 2007

Street Functional Classification

In order to review and evaluate Cape Girardeau's roadway system, the streets have been classified into "functional categories". The "Functional Classification System" is a category designation system used to identify the design and operational standards of roadways according to their purpose and the movement of vehicles. The classification system adheres to a hierarchical structure to describe the operation of roadways within the transportation system (See Table 4.2) and is used in the identification of infrastructure classifications related to various state and federal funding sources. A higher functional classification implies higher traffic capacity and speeds and typically longer traveling distances. The hierarchy of street types in descending order includes:

- Arterial: Primary and Secondary
- Collector: Major and Minor
- Local Roads

Graph 4.1: Mobility versus Access

Source: Department of Transportation

Individual streets do not serve trips independently. Rather, most trips involve movement throughout a network or system of roadways. Roadway networks serve the dual purpose of travel mobility and access to individual properties. Different roadways serve different functions within the overall network. The role that any one individual roadway plays within the network is indicated by its "functional classification" as an arterial, a collector, or a local road. An individual roadway may provide good mobility or good access; however, these are conflicting functions, as indicated in Graph 4.1: Mobility versus Access on this page.

In general, an arterial road provides the highest level of mobility, while a collector road combines functions of mobility and access, and local roads serve primarily to provide access. It is recommended that the functional hierarchy among arterials, collectors, and local streets be maintained in order to insure a proper balance between the movement of traffic and access to adjacent land. The Existing Functional Classification Map CP-5, located at the end of this document, shows the classification of roads in Cape Girardeau. A description of the basis for each classification is provided below:

Arterial Roads (primary corridors): Arterial roads provide the highest level of mobility and direct access to property is limited. This category includes:

- interstate highways
- freeways



- multilane highways
- toll roads
- other important roadways and parkways that connect urbanized areas, cities, and industrial centers

Arterials have the highest speeds over the longest uninterrupted distances. This category can be further subdivided into Primary Arterials and Secondary Arterials.

Interstate-55 is a primary arterial while William Street (State Route K) and Kingshighway and 74 within the City limits are considered secondary arterials within the overall road network. Typically, dense, more urban type development occurs along arterial roads due to the value of the land created by the infrastructure, limited access, and greater numbers of traffic counts.

Secondary Arterials (Secondary Corridors): William Street, Kingshighway, and State Route 74 are significant corridors within the Cape Girardeau market providing market penetration from the Interstate 55 (I-55) to the interior markets within the City. Route K (known as William Street) is one of the only streets in the City that connects directly from I-55 to the riverfront. Kingshighway provides an “inner ring” connection with highway access at two points. State Route 74, on the southern most boundary of the existing City limits, provides direct access to the Old Town Cape District and the new bridge over the Mississippi River to Illinois markets.

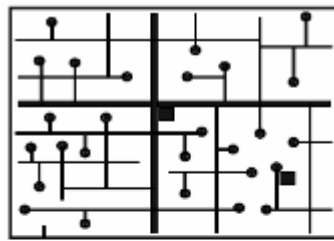
Collector Roads (Major & Minor): Collector roads, which represent an intermediate functional category, serve to provide both mobility and access. Collectors include major and minor roads that connect local roads and streets with arterial routes. These corridors provide less mobility than arterials and require lower speeds for shorter distances. This category can be further subdivided into Major Collectors and Minor Collectors. The roads falling within this category are identified in the Functional Classification Map CP-5 at the end on the document.

Collector roads tend to attract developments such as grocery stores and other major commercial activities that serve the entire City. Examples of such roads within Cape Girardeau include Sprigg Street, defining the western edge of the Downtown Business District and providing connectivity from Lexington Avenue on the north to State Route 74 on the south.

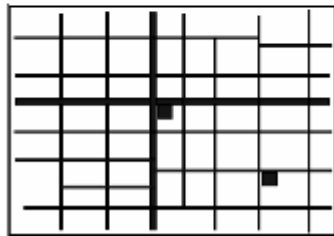
Independence Street is another example of a collector road. Although its importance is weakened by not being connected to



Figure 4.1- Typical Cul-de-sac Development vs. Traditional Grid



Typical Cul-de-sac



Traditional Grid

Source:

http://www.cnu.org/cnu_reports/daisa.pdf

Accessed Apr 11, 2007.

Interstate 55, its perpendicular intersection with Mount Auburn makes it an important east-west corridor. This street therefore provides limited connectivity to the OTC and the riverfront.

Local Roads: Local roads, the lowest functional category, provide limited mobility while providing primary access to residential areas. All roads in Cape Girardeau except those identified as arterials or collectors are within this category of roads. Local roads attract lower density development which can include multi-family as well as single-family residences. While these roads primarily serve residential activities, they can also attract corner stores and neighborhood level retail developments such as coffee shops, gyms, hobby stores, and saloons depending upon the population within given areas. When located in areas that attract high tourist traffic or transient traffic moving through the City from one major location to another, local roads can also attract smaller commercial development.

The Functional Classification System defines the hierarchy of road networks, but it is the pattern of roads, their design and inter-connectivity that ensures smooth traffic flow and safe driving conditions within the system. Better connectivity reduces traffic congestion and smoother movement along major roads.

The City of Cape Girardeau currently has a traditional rectilinear grid pattern in the OTC District providing high connectivity and multiple routes within a central commercial business district. This allows the major traffic flow to disperse into arterial and collector routes and to distribute traffic evenly throughout the local streets, reducing impact and delays on major roads (See adjacent figure). It is recommended that Cape Girardeau continue to follow this pattern of growth in the future. Some benefits of grid pattern roadway networks are listed below¹.

- Reduced arterial traffic volumes with more internal neighborhood trips
- Less need for wider arterial streets
- Reduced traffic with optional modes of transportation such as walking and bicycling
- Reduced accident severity by lowering speeds
- Lower vehicular travel miles
- Provide easy access and branding to the OTC District for tourists and businesses accessing this sector of town

¹ Fehr & Peers Associates Inc. *Traditional Neighborhoods Street Design and Connectivity*. http://www.cnu.org/cnu_reports/daisa.pdf. Accessed April 11, 2007.



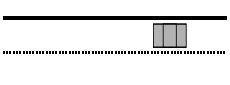
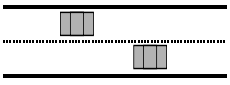
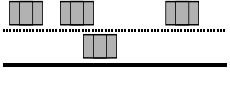
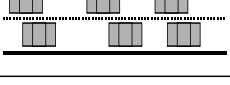
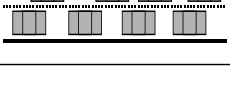

Level of Service

Level of Service (LOS), as described in Table 4.3, is a means by which traffic operations may be rated. Traffic conditions are divided into various categories ranging from LOS-A (very good travel condition) to LOS-F (very poor, congested travel). A roadway that is generally operating at an acceptable level will fall in the range of LOS-A to LOS-C.

As the traffic capacity of a roadway becomes unacceptable, it will generally fall into LOS-E and LOS-F, which reflects congested travel conditions. LOS-D is frequently found to be acceptable in major metropolitan areas, but is generally not acceptable in communities the size of Cape Girardeau. Communities can follow traditional neighborhood designs to maintain high levels of service. Some of these design principles are listed below²:

- Street grid or modified grid patterns
- Vehicular connections every 300 to 1,000 feet
- Pedestrian connections every 200 to 500 feet

Table 4.3: Level of Service

Level of Service		Description
A		FREE FLOW. Low volumes and no delays.
B		STABLE FLOW. Speeds restricted by travel conditions, minor delays.
C		STABLE FLOW. Speeds and maneuverability closely controlled due to higher volumes.
D		STABLE FLOW. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.
E		UNSTABLE FLOW. Low speeds, considerable delay, volume at over slightly over capacity.
F		FORCED FLOW. Very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.

Source: Department of Transportation

² Fehr & Peers Associates Inc. *Traditional Neighborhoods Street Design and Connectivity*. http://www.cnu.org/cnu_reports/daisa.pdf. Accessed April 11, 2007.



- Small block sizes (200 to 400 feet on each side)
- Reduced hierarchy of internal streets
- Alleys
- Pedestrian amenities
- Lower design speeds
- Appropriate number of connections to arterial streets as allowing for proper traffic flow and eliminating hindrance to traffic flow on arterial streets
- Transportation System Management and access management
- Careful alignment planning to provide for easy and safe access to existing and future commercial development areas along traditional traffic corridors

City of Cape Girardeau Functional Classification

Major Interstate (Primary Arterial/Corridor) Connections: The City of Cape Girardeau enjoys direct highway access from Interstate 55, providing the City with significant regional market dominance. Important connector access, such as State Route K (William Street) also provides the City with market access to other more state-state markets.

The interstate is primarily defined by the connectivity between major urban hub areas, in this case the connection of St. Louis to Memphis. Traffic flow within the City is somewhat affected by the City's position between these two urban hubs to the extent that certain amounts of traffic along the interstate make stops at Cape Girardeau, using City services and accessing various commercial amenities. The relationship between the connector roads in the City and the interstate cannot be overstated. The importance of the flow and function of City streets can make or impede existing and future market access and render success or defeat in the long term sustainability of markets.

Secondary Arterials/Corridors in the City: Corridors that provide secondary access to the City include Mt. Auburn Road and its transition into Lexington Avenue on the north side of the City and again transitioning into Southern Expressway on the south side of the City; Perryville Road and its transition into Perry Avenue as it intersects with Broadway; Broadway to its perpendicular intersection with Kingshighway; and Bloomfield Road at its perpendicular intersection with West End Boulevard on the east side of town and County Road 205 west of Interstate 55.



Cape Girardeau's internal circulation system is dominated by streets that defy conventional circulation patterns and meander through the City creating perpendicular intersections, confusing traffic flow patterns, and isolation of certain neighborhoods dominated by cul-de-sac road configurations. These road configurations limit the possibility of smaller retail and commercial development and add confusion to visitors and transient travelers wishing to visit the City and its outstanding public and private amenities.

Collectors: These corridors also referred to as tertiary roads or supplemental secondary corridors, link regional and local venues to major corridors and the interstate system. These roads are typically designed to connect neighboring communities and larger service areas such as industrial developments or large institutions.

Cape Girardeau currently does not have a large hierarchal distinction between major and minor collectors based on traffic conditions, connectivity and use of roads. Due to the lack of grid type street alignment as mentioned above, the streets discussed below tend to terminate perpendicular to other alignment that in turn, also connect and terminate in perpendicular patterns to other streets. The resulting configurations are confusing and result in 90 degree turns such as the configuration that occurs at Old Sprigg Street Road and Deer Run; and "X" configured crossings such as the intersection of North Cape Rock Drive and Perryville Road. The Collector roads in the City are shown in Map CP-5 and are not divided into major and minor collectors. Some of the most important collectors include the following:

- Missouri Route 177 substantially on a north/south axis provides market access from those communities located along the Mississippi River to the northern part of town. This route intersects with Big Bend Road which subsequently leads to the north side of the OTC. This route also provides northern access to Cape Rock Park and residential streets such as Timon, Green Acres, and Roberts that serve neighborhoods around the park. This route is considered a major collector due to its extended alignment from the river to the west side of I-55.
- Broadway, an east/west axis street is a traditional downtown grid alignment. Broadway terminates at the river east of the City and terminates perpendicular to Kingshighway on the west side of the City. The significant aspects of this corridor include: a) its relationship to the



OTC, which includes office buildings, storefronts, and multi-story buildings in need of redevelopment; and, b) its connective importance to the university, parks, and residential neighborhoods in the central sector of the City. Commercial streets intersecting with Broadway include Sprigg Street, West End Boulevard, and Perry Avenue. Residential streets intersecting with this corridor include Louisiana, Sunset, Penny, and Caruthers. Broadway is considered a collector road due to its relationship to downtown development, the university campus, and commercial retail developments located along its right-of-way.

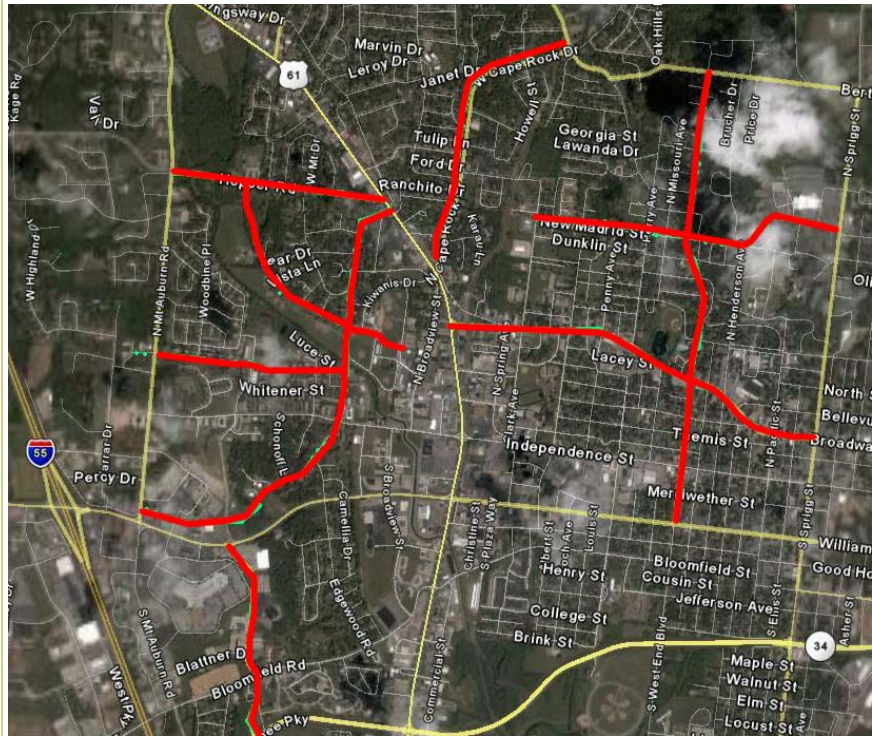
- Gordonville Road, an arching connector road that runs between Mt. Auburn and intersects with Independence Street. From here it turns to Rodney Drive which connects to Kingshighway. Gordonville Road is considered a collector road that is needed to offset traffic flow deficiencies created by the lack of a grid system network in this part of the City. Gordonville Road alleviates traffic congestion created by the I-55 and State Route K (William Street) intersection and provides neighborhood access relief to streets such as Themis and West Rodney.
- New Madrid extends from Clark Ave to Sprigg Street in the north central sector of the City. It intersects with West End Boulevard that runs through the university campus and diverts traffic from Broadway to some extent. New Madrid also provides direct connectivity to major corridors and to neighborhood streets such as Missouri Avenue and Brucher.

The Map 4.2 shows examples of City streets that are not complete or which have no connectivity to major corridors is shown on the following page. The incomplete street patterns throughout the City seem to be concentrated within the central and northern sectors of the City. As these sectors are impacted with annexation and development expansion along Interstate I-55, they will continue to exert congestion throughout the City if not corrected. There has been a trend toward approving residential neighborhood development within these street patterns rather than incorporating a more traditional grid pattern within development plans for new housing. This has resulted in the layout of confusing residential neighborhoods, the extensive use of cul-de-sacs, limited access to major collectors, and the loss of opportunity for small or nodal commercial development within more dense residential areas.



The Interstate I-55 corridor development patterns have resulted in a great deal of investment occurring on the east side of the highway, which includes both commercial development, and the establishment of residential neighborhoods adjacent to the highway. The west side of the highway has remained substantially under-developed except at the I-55 and William Street interchange. This lack of development is related to the City's regional dominance and the desire for existing markets to expand and evolve. It is also due to the lack of secondary and collector roads on the west side of the highway.

Map 4.2 – Examples of incomplete streets within the City corridors



Source: Google Maps

In summary, tertiary corridors or connector roads in Cape Girardeau tend to serve the east side of I-55 primarily along the William Street, along with ancillary streets such as Independence and Kingshighway. Although relatively new development has occurred at the highway, commercial development within the internal City corridors has become dated and prime for redevelopment, especially in the City's central core area. The following areas within the City are prime candidates for commercial and residential redevelopment:

- Area bounded by Bloomfield on the south to Independence on the north
- Sprigg Street on the east and Kingshighway on west



Redevelopment of these areas can support and enhance efforts to improve the OTC securing investments made by the university and the hospitals within the central core area. It is recommended that planning and implementation strategies related to this area include a concept for the realignment of streets and a long term plan to return to the more traditional grid system. This type of planning and implementation will add value to any redevelopment by providing enhanced access and reducing costs related to redevelopment generally.

Local Corridors: Those streets within an urban environment that serve the neighborhood and commercial areas needed for circulation and access off larger transportation corridors are part of the local corridor network. These streets typically have more landscaped areas, street lighting, bike trails, signage, and sidewalks

Map 4.3 – Examples of off set grid patterns in the City



Source: Google Maps

to accommodate various options of mobility. Local streets may also vary in terms of improvements: ranging from oil and pea rock surfaces, with swale drainage - to concrete pavement with curbs and gutters. Typically though, in the City of Cape Girardeau, all streets are well paved and substantially designed with curb and gutters.



Definition of local roads is somewhat difficult due to the truncation of streets as described elsewhere. A street such as Bloomfield, for instance, that is designed as a secondary collector road, which extends from the west side of Interstate I-55 to West End Boulevard, and serves as a collector road in the area described. This street, however, terminates as a perpendicular intersection at West End Boulevard, terminating at a point where more urban grid patterns occur within neighborhoods, near the OTC. Not only does Bloomfield terminate here, but also, the grid patterns become offset from the existing grid patterns on the west side of Bloomfield, creating confusing street layouts (Refer to Map 4.3).

AIR TRANSPORTATION

The Cape Girardeau Regional Airport is located south of the City at the intersection of Interstate I-55 and Missouri Route AB. The facility is a City-owned general aviation airport. In addition to commercial flights, the facility offers flight training, aircraft storage, aircraft fueling, aircraft sales, repairs and maintenance. The airport facility also includes some retail sales and a restaurant.

The airport is visible from I-55 and has a direct access point on the west side of the highway at Airport Road, making access to and from the facility convenient and uncomplicated. There is parking near the door of the terminal and overall the facility is well designed to take advantage of immediate ingress and egress at the highway and other infrastructure in the area serving industrial facilities.

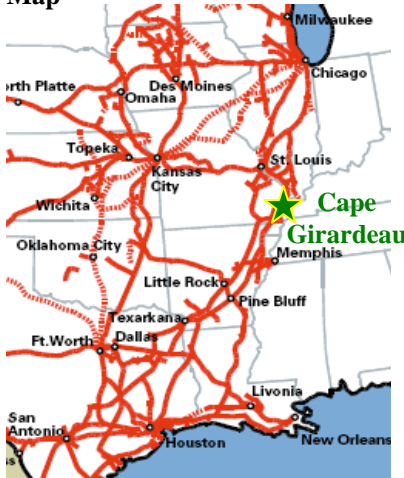
Overall, the airport is ideally located away from the City's commercial and residential growth corridors while at the same time near industrial and office warehouse facilities that rely on the airport for shipping and travel. It is recommended that land be reserved for future airport expansion to facilitate expansion of industrial areas around the existing facility.

RAIL ROADS

Railways are an important part of Cape Girardeau's infrastructural facilities and help in industrial growth in the southern part of the City. Currently there is no commuter service available in Cape Girardeau. However, two major freight services support industrial growth and connect Cape Girardeau to the rest of the region.



Map 4.4: Union Pacific Systems Map



Source:

<http://www.uprr.com/aboutup/maps/sysmap/sysmap.pdf>, Accessed July 11, 2007

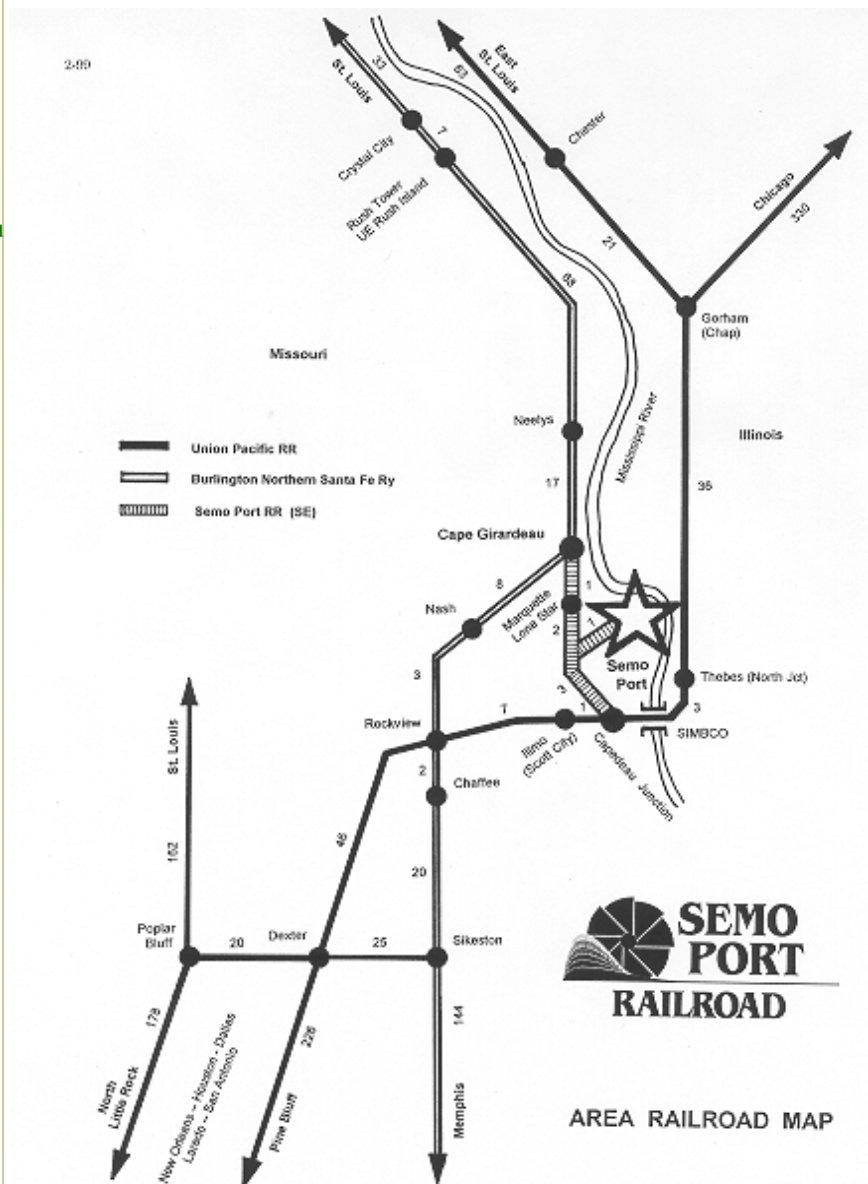
Map 4.5 Burlington Northern-Santa Fe Railway (BNSF) Systems Map



Source:

http://www.bnsf.com/tools/reference/division_maps/?menu=5&submenu=0, Accessed July 11, 2007

Map 4.6 Area Rail road Map



Source: http://www.semoport.com/1024?04_Railroad/04_Area_Map, Accessed July 11, 2007

- Union Pacific Railroad (UP) (Refer to Map 4.4). To the north, the line splits into two routes to serve St. Louis and Chicago; service beyond is offered to Kansas City, Denver, and Seattle. To the south, UP's lines from North Little Rock serve Memphis, New Orleans, Houston, Dallas, Mexico, and California.

- Burlington Northern-Santa Fe Railway (BNSF) (Refer to Map 4.5). At Cape Girardeau, MO, SEMO Port Railroad (SE) connects with BNSF's main line between St. Louis and Memphis. Through St. Louis, the BNSF has routes to



Chicago, St. Paul, Kansas City, Denver, and Seattle. Through Memphis, BNSF routes serve Birmingham, New Orleans, Houston, Dallas, California, and Mexico.

SEMO Port Railroad (SE) provides local switch service in addition to interchange with UP and BNSF (Refer Map 4.6). This gives customers the best in rail service: Competitive access to two major railroads combined with a local service. At Cape Girardeau, the SEMO Port Railroad (SE) connects with BNSF's main line between St. Louis, MO, and Memphis, TN. Just east of Scott City, MO, the SEMO Port Railroad (SE) connects with UP's main line just west of the Mississippi River.

SEMO Port purchased a six-mile Union Pacific branch line in 1994 and established the SEMO Port Railroad (SE), a common carrier switching railroad, to serve the Port and surrounding industrial areas. A one-mile extension to SEMO Port's harbor industrial area was completed in 1995.

PUBLIC WORKS

With an area of approximately 25 square miles, the current population density in the City is around 2.3 persons per acre and the housing density is around 1.02 units per acre³. The low density in the City especially in the north and northwestern part of the City is creating enormous pressure on the public works facilities such as water and sewer lines in the City. The larger the spread of the City, greater will be the length of sewer, stormwater and water pipelines. This results in not only extra cost for building pipelines but also regular maintenance resulting in the expenditure of tax dollars. Currently, there is a sewer treatment plant in the southeast portion of the City. This plant is nearing its capacity. The City is planning to build an additional plant to deal with the increasing pressure of development. Simultaneously, the City will need to encourage denser development and infill developments within the current service area. The City will also need to enforce Low Impact Development (LID) techniques to overcome the pressure on the stormwater facilities in the City. These techniques are further explained in the "Green Infrastructure" section of Chapter-7 Future Infrastructure Facilities.

³ This includes all the land uses in the City.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 5 Existing Community Facilities



PARKS AND RECREATIONAL FACILITIES

The City of Cape Girardeau owns and operates twenty four (24) City parks covering a total of 617.3 acres of land. The park system includes a range of parks as well as recreational facilities containing a variety of amenities and recreational venues including:

- tennis courts
- basketball courts
- horseshoe pits
- softball/baseball fields
- soccer fields
- pavilions and grills
- playground equipment
- programs for people of all ages
- passive recreational options such as trails, natural resources, state parks, preserved land, and river views
- swimming pool (indoor and outdoor)
- community centers
- historic sites

Park Classification System

This section of the document analyzes the existing park system in detail based on the classification system developed by the National Recreation and Parks Association (NRPA). This classification system will serve as a guide for future recommendations and planning of parks and recreation in the City of Cape Girardeau. The system defines and describes several categories of parks, recreation areas, and open spaces, which in combination make up a unified municipal park network (Park, Recreation, Open Space and Greenway Guidelines, NRPA, 1995).

Mini-Park: This park definition addresses limited, isolated or unique recreational facilities, including but not limited to:

- Dog parks
- Children's parks
- Green spaces with benches and pavilion
- Size: up to 2 acres
- Service Area: ¼-mile radius

Neighborhood Park: This park definition serves as recreational and social focus for neighborhoods and is typically developed as informal, active and passive recreational facilities:



- Defined pathways
- Sculpture or other decorative features
- Benches and pavilions
- Trails with linkage to other parks and recreational venues*
- Playground equipment
- Water fountains
- Size: 5 to 10 acres
- Service area: ¼ to ½-mile radius

Community Park: This park definition serves broader purposes than Neighborhood Parks and focuses on meeting community-based recreation needs and preserving unique landscapes/open spaces:

- Defined pathways and trails incorporated into greenways or preserved or set aside property
- Toilet facilities
- Water fountains
- Areas set aside for community activities such as band concerts, 4th of July celebrations, art shows
- Picnic facilities and fire pits
- Defined parking areas and public areas enhanced with landscaping
- Small buildings such as greenhouses, gazebos, etc.
- Playground equipment
- Size: 30 to 50 acres
- Service area: ½ to 3-mile radius

Sports Complex: This parkland definition consolidates heavily programmed athletic fields to larger and fewer sites to include:

- Soccer fields
- Baseball diamonds
- Football fields
- Model airplane fields
- Bridle paths
- Defined greenways and trails integrated into and connecting sporting venue areas
- Size: 40 acres or more
- Service area: entire community

Natural Resource Area: Lands set aside to preserve unique natural resources including:

- Environmentally sensitive areas
- Remnant landscaped areas



- Open space
- Visually interesting places such as: naturally aesthetic buffered areas, or vistas and overlook areas
- Trails planned to utilize natural draws and creeks that can provide critical linkage to other parks and recreational area
- Bird watching tours and other organized activities that share the natural and historic elements within the park
- Parking and pedestrian movement
- Size: based on resources

Service area: entire community

Greenways/trails: These elements connect park system components together to form a continuous park environment:

- Size: 25 foot width minimum, 200 feet or more optimal (for right-of-way; actual path will vary, with 8 foot width minimum)
- Construction Materials: asphalt, concrete, wooden slat walkways over wetlands, to vary depending upon existing conditions and planned to complement the natural wonders of the area
- Service area: based on resource availability and opportunities

Special Use: This park definition covers a broad range of parks and recreation facilities oriented toward single-purpose uses, including but not limited to:

- Children's park
- Sporting venues
- Dog park
- Zoos
- Art center
- Historic buildings
- Preservation areas complemented by trails
- Boating and water sports
- Botanical gardens
- Butterfly houses or other single purpose facility
- Size: variable
- Service area: variable

* In all cases, "trails" refers to hiking, biking, and walking trails appropriately planned and constructed to link with other parks and developed to complement the size and uses of each park within the community.



Parks Area Guidelines

The NRPA establishes recommended acreage guidelines for the three basic types of parks. Mini-Parks and Neighborhood Parks are smaller in scale and expected to serve specific neighborhoods. Community Parks and Sports Complexes are larger and typically serve two or more neighborhoods. Table 5.2 lists the recommended acreage of the various park types per 1,000 population of the community based on NRPA guidelines for smaller communities.

Inventory of Existing Park Facilities

Table-5.1: Inventory of existing park facilities

Mini-Parks		Acreage	Sports Complexes		Acreage
1	Choctaw Park	1.4	1	Arena Park Sports Complex	83.5
2	City Hall Park	1.8	2	Capaha Park	39.3
3	Indian Park	1.9	3	Shawnee Park Sports complex	131.2
4	May Greene Garden	0.25	4	Cape Jaycee Muni. Golf Course	110.4
5	Murtaugh Park	0.25	Private Recreational Facilities		Acreage
6	Ranney Park	1.2	1	Dalhousie Golf Course	68.0
7	Riverfront Park	1.5	2	Country Club	-
Neighborhood Parks		Acreage	3*	Bent Creek Golf Club	-
1	Casquin Park	7.3	4*	Kimberland Country Club	-
2	Court House Park	4.5	Natural Resource Areas		Acreage
3	Delaware Park	18.2	1	Diversion Channel Access	11.6
4	Dennis Scivally Park	6.1	2	Juden Creek Conservation Area	8.4
5	Groves Park	2.1	3	Kelso Farm Park	97.1
6	Missouri Park	6.3	4	Kelso Wildlife Sanctuary	39.2
7	Washington Park	3.3	5	Rockwood Park	1.9
			6	Red Star Access	8.6
Community Parks		Acreage	Special Use		Acreage
1	Cape Rock Park	21.3	1	A.C Brase Arena	***
2	Kiwanis Park	55.8	2	Capaha Municipal pool	***
3	North Park Farm**	189.0	3	Central Municipal Pool	1.0
4	Osage park	36.5	4	Osage Community Centre+	***
5	South Park Farm**	86.0	5	4-H Exhibit Hall	***
6	Twin Trees Park	61.8	6	Fort D Park	3.0
7	Klaus Park**	35.0	Trails		Mileage
			1	Cape La Croix Trail	4.4
			2	Riverfront trail	1.0

Source: City of Cape Girardeau GIS Department and Parks Department

* Represents areas outside City limits, ** Represents County owned parks

*** These facilities are a part of larger facility

+Osage Community Center includes some active recreational activities



Within the context of the classification system outlined above, the City's park system was inventoried. Table 5.1 lists these park facilities, following the NRPA classifications and existing acreage. Though some parks may serve more than one function, they are listed under the primary classification. Short notes on each park or park type can be found in the Appendix-2 at the end of document.

Table-5.2: Park area guidelines

Park Type	Acreage	Acreage/1000- people**	Service Area
Mini-Park	0-3 Acres*	0.5 to 1.0 Acres	1/4 Mile radius (5 Min Walk)
Neighborhood Park	3-10 Acres	0.75 to 1.25 Acres	1/2 Mile radius (10 Min Walk)
Community Park	10-50 Acres	2.0 to 3.0 Acres	3 Mile radius
Sports Complex	25-80 Acres	2.0 to 4.0 Acres	Whole Community

Source: Based on National Recreation and Park Association Guidelines

*While NRPA guidelines consider less than one (1) acre park to be Mini-Park, The City classifies parks less than two (2) acres as Mini-Parks.

This ratio is based on the calculations done for small community called Greenville in the "Parks, Recreation, Open Space and Greenways Guidelines" by NRPA, pg 77.

The Current Supply of City Parks

Based on the above guidelines and on the population of the City, an analysis was conducted to compare the current supply of parkland to any projected needs. While the supply of natural resource areas depends on the location, climate and topography of the location and cannot be controlled by human forces except through preservation, we can control the supply of certain types of parks that are man-made.

Table 5.3 shows the circumstances of four (4) such types of parks in the City of Cape Girardeau, including mini-parks, neighborhood parks, and community parks and sport complexes. This table not only lists the existing acreages of parks but also gives us an idea of the minimum and maximum acreages needed to develop each park type.

While community parks and sport complexes serve larger areas in the community, mini-parks and neighborhood parks are suggested to be within 5 to 10 minutes walking distance from the nearby neighborhoods. Therefore, these two park types are further analyzed by wards. It should be noted that ward boundaries are in no way a hindrance or barrier to the service areas provided by these facilities. Wards are used only as an analysis unit.

Although major thoroughfares may be considered obstructive to access within the service areas, especially mini-parks and neighborhood parks, these corridors are also seen as establishing and defining boundaries within the wards. The table also gives an



idea of whether there is an adequacy, a surplus or a deficiency within the park system by acreage.

Table-5.3: Carrying capacity of parks by acreage and type

Park Type	Population 2005*	Mini-Parks			Neighborhood Parks		
		Existing Acreage	Acreage Needed per 1000 people		Existing Acreage	Acreage Needed per 1000 people	
			Minimum (0.5/1,000)	Maximum (0.75/1,000)		Minimum (0.75/1,000)	Maximum (1.25/1,000)
Overall City	36,000	8.3	18.0	27.0	47.8	27.0	45.0
		S/D	(9.7)	(18.7)	S/D	20.8	2.8

Park Type	Population 2005*	Community Parks			Sports Complex		
		Existing Acreage	Acreage Needed per 1,000 people		Existing Acreage	Acreage Needed per 1,000 people	
			Minimum (2.0/1,000)	Maximum (3.0/1,000)		Minimum (2.0/1,000)	Maximum (4.0/1,000)
Overall City	36,000	485.4	72.0	108.0	364.4	72.0	144.0
		S/D	413.4	377.4	S/D	292.4	220.4

Note- * This is estimated ball park population figure for 2005 based on 2000 Census. The figures have been rounded to nearest 500 or 1000 for easier calculations. Hence summation of population by wards is not equal to total population.

S= Surplus; D= Deficiency

Source: City of Cape Girardeau GIS and Parks Department
NRPC Guidelines

Mini and Neighborhood Parks

In addition to other park types the NRPA establishes recommended service areas for mini-parks and neighborhood parks. These parks should be accessible on foot to people in their neighborhoods. Therefore recommendations suggest the parks not be separated from their service areas by heavily traveled streets. Also, sidewalks and trails are suggested to be available in order to reach these neighborhood parks.

Map CP-6 summarizes the number of Mini-Parks and Neighborhood in the City. Additionally, Table 5.1 shows the existing acreage of Mini-Parks and Neighborhood Park types relation to what is needed to serve the population by showing the surplus or deficiency in of particular park type in the City.

Density versus service area of parks is a factor that determines the efficiency of the parks. While 0.5 to 0.75 acres of Mini-Park and 0.75 to 1.25 acres of Neighborhood Park are needed to serve 1000 people, they should also be located within a 5 to 10 minute walking distances from neighborhoods, respectively. Hence there needs to be a density of five (5) people per acre for such parks to be most efficiently used.



The overall density in the City of Cape Girardeau is around 2.25 people per acre and is far below what is required to determine the parks locations (Refer Appendix-2 for calculations). More park acreage is needed compared to the ideal acreage to serve the population of Cape Girardeau.

As a comparison, the City of Ballwin has a major deficiency of smaller parks and has no mini-parks within its jurisdiction. It has four (4) neighborhood parks within the City's boundaries and five (5) outside the City's boundaries. Ballwin's Neighborhood Parks are located throughout the central and southern portions of the City, while the northern portion is under-served by these park types. While the service area of a Neighborhood Park is a 0.5 mile radius, the lack of connectivity, and separation due to the existence of arterial streets, reduces this distance and makes the service area smaller. Conversely, Cape Girardeau has a grid street pattern on the eastern side of Kingshighway making the parks in this part of town easily accessible to the neighborhoods.

As discussed in previous paragraphs, density is a major factor that can affect the supply and effectiveness of smaller parks. The required density for smaller parks to function is around five (5) people per acre as stated above. The City of Cape Girardeau has a density of 2.25 compared to Ballwin that has a density of 5.5 people per acre. However, while Ballwin has a similar density throughout the City and is primarily a residential suburb, the City of Cape Girardeau has varying densities and a downtown business district¹.

The densities in Cape Girardeau vary drastically. Within the eastern, central and southern portions of the City the community tends to be denser compared to northern and western areas of the City. Also, a large portion of the City, especially in the southern sector, is developed with industrial uses that do not necessarily warrant smaller park development.

The distribution and size of parks also play an important role in determining the availability and accessibility of parks to the public. While the calculations may show surplus by total acreage in neighborhood parks they large in size and could be concentrated in few locations of the City. Thus they satisfy the demand by acreage but in reality they do not serve the entire population. Map CP-6 shows 0.25 mile radius (in pink color) and 0.5 mile radius (in blue

¹ **Central City:** A central City is the largest City within a "metropolitan" area, as defined by the Census Bureau. Additional cities within the metropolitan area can also be classified as "central cities" if they meet certain employment, population, and employment/residence ratio requirements. Available at www.ntia.doc.gov/ntiahome/ftn99/glossary.html, Accessed on January 14, 2007.



color) around the Mini and Neighborhood Parks respectively. These are mainly concentrated and are overlapping in the northern and central portion of the City. The southern and western portions (west of Kingshighway) of the City are underserved by these park types.

In some cases availability of larger Community parks can offset the demand of smaller parks only if they are easily accessible by foot. While there are a few parks in north-west of the City- the North and South Farm Parks (though County owned), there are no such parks in the south of the City. It can be argued that availability of Shawnee Sports Complex can off set some demand of smaller parks in this part of the town. However, accessibility remains and issue.

Community Parks

Community parks serve multiple neighborhoods or larger portions of the community, and are serviced by arterial collector streets. These facilities are usually located to satisfy the three (3) mile radius area and to provide access to the whole City. There are seven (7) community parks in the City of Cape Girardeau:

	Park Name	Acres
1	Cape Rock Park	21.3
2	Kiwanis Park	55.8
3	North Park Farm	189.0
4	Osage Park	36.5
5	South Park Farm	86.0
6	Twin Trees Park	61.8
7	Klaus Park	35.0

Cape Rock Park and Twin Trees Park are located in the northeastern quadrant of the City while Kiwanis Park is located centrally. The North and South Farm Parks are located more north-westerly of the City and are home to the new conservation center.

These parks are well used and when combined, their service areas cover around 75 percent of the City's geographic area. However, the southern portion of the City is underserved by community parks. Further, lack of resources and the need for mass transit facilities makes park access more difficult in this area of the City. While there are no community parks to the western sector of the City, in the Dalhousie area the presence of Dalhousie Golf Course (private) satisfies recreational demand to some extent.



Compared to Cape Girardeau the facilities in Ballwin are more centrally located. The total area of Ballwin is around nine (9) square miles and Ballwin has only one community park known as Vlasis Park. This facility was recently renovated and landscaped. Apart from Vlasis Park, there are two other community parks that are not located within the City's limits. and, Cape Girardeau has a total area of around 25 square miles which includes five (5) community parks. However, only one of these parks is centrally located.

Sports Complexes and Special Use

Sports complexes in the City of Cape Girardeau are strategically located and easily accessible to the entire City. There are Four (4) sports complexes in Cape Girardeau including a golf course and a special use park with swimming pool amenity (See List Below). In addition, Osage Community Centre has some active recreational activities. All five facilities cover a wide range of indoor and outdoor sports.

Sports Complexes		Acreage
1	Arena Park and A.C Brase Arena	83.5
2	Capaha Park and Muniucipal pool	39.3
3	Shawnee Park Sports complex	131.2
4	Cape Jaycee Muni. Golf Course	110.4

The Osage Community Centre is the newest of all facilities. It is a well maintained 10-year-old structure and designed not only to offer various active recreation and extra-curricular activities but also provides classroom and conference facilities. To encourage use and participation in City sponsored programs an events calendar is published three (3) times a year covering all Parks and Recreation facilities, activities and programs for all age groups. This information is also readily available on the City's website.

The City has two pool facilities- Central Municipal Pool and Capaha Municipal Pool. Central Municipal Pool is a year-round facility covered with an air inflated structure for winter use that is removed for summer use. This pool is 26 years old.

The Capaha Municipal Pool was constructed in 1957 and is well past its useful life span, showing signs of deterioration. The City is presently discussing, and has in the "Parks and Recreation Master Plan", an aquatic facility to replace the Capaha Municipal Pool. There are also plans for improvement to Central Municipal Pool.



The Jaycee Municipal Golf Course is a City owned and maintained golf course contained within approximately 110 acres. The course began as a nine (9) hole facility in the late 70's. It now features eighteen (18) holes of Bermuda-grassed fairways and greens. The greens feature hilly, tree-lined fairways, water at 6 holes and small flat elevated greens. It provides a challenge for all golfers.²

Park Accessibility

While most of the park facilities are served by major arterials, young people unable to drive are frequent visitors to the parks. Therefore, a system of connected trails and linkage to various park and recreational venues is essential to the long term viability of the park facilities.

The City of Ballwin has three (3) parks that fall in the sports complex category. Of these, The Point is a newly renovated state-of-the-art facility containing various baseball, volleyball, soccer, basketball facilities as well as an indoor pool, double sized gym, game room, and fitness area. The facility is one of the best in the region. The City also has an outdoor aquatic center and an athletic association.

Parks Master Plan

The Parks and recreation department of City of Cape Girardeau has developed a detailed master plan for park facilities and operational needs. The plan was developed through the efforts of City staff, Park and Recreation, and Golf Course advisory boards. Input was received from community sports leagues, facility and program users and the general public. The plan specifically identifies facilities, parks and park amenities that need improvements, repairs replacement or expansion

Private Recreation

There are two private golf courses within Cape Girardeau's City limits, the Country Club Golf Course and the Dalhousie Golf Course. Country Club Golf Course is part of Twin Trees Community Park and Dalhousie Golf Course is part of a planned community west of I- 55. Both courses are privately owned, 18-hole courses. Additionally, there are two golf courses outside the City limits in Jackson, including Bent Creek Golf Club and

² Available at <http://www.Cityofcapegirardeau.org/ourdepartments/parksandrecreation/golf/default.aspx>, Accessed on January 15, 2007



Kimberland Country Club. These golf courses are within 5 to 7 miles of the City of Cape Girardeau.

Natural Resource Areas

Preserving the community's natural resource areas, such as open grass lands, wooded areas, wetlands, floodplains, forests and streams for the purposes of environmental protection and open space preservation, is a necessary component for a successful community. Open space is not dependent on park facility development but offers passive recreation and alternative recreational options.

Cape Girardeau is rich in natural resources including Kelso Wildlife Sanctuary to the northeast. Osage Woods Park, Rockwood Park, Red Star Access and Diversion Channel in the central belt of the City are also available alternatives for the population. While the City faces development pressures related to market expansion potential, there continues to be an effort to protect and preserve natural areas.

The Trail of Tears State Park, a popular destination for visitors, is approximately 5 miles to the north of the City and combines not only a beautiful natural area for visitors but provides important historic knowledge of the area.

Greenways and Trails

Greenways and trail development provides cross-generational recreation amenities that can also function to preserve open space. Until recently, trails have been looked at as recreational facilities only. However, recently, the trend has changed and trails are now considered an alternative mode of transportation.

Connecting the City's neighborhoods, schools, employment centers and recreation areas with trails and greenways improves access and connectivity within the community, increases the utilization of these corridors and reduces the use of road networks. While open areas, stream locations and parks play a large role in trail networks, cities are beginning to design trails in combination with sidewalks along road network. Trails are relatively cheaper to construct and maintain and are more efficient connecting the City's various land uses for pedestrians.

The City of Cape Girardeau has approximately 5.5 miles of trails in 2 locations. Map CP-6 shows the existing trail network within



the City. Phase I of the Cape LaCroix Recreation Trail was developed in 1993 and the final segment was completed in 2000. Within the 4.5 mile stretch of asphalt trail, connectivity is provided from Shawnee Park through the City of Cape Girardeau to Osage Park. This project was made possible through funding from the City of Cape Girardeau and the State of Missouri.

Riverfront Park Trail is a one (1) mile concrete trail running along the Mississippi River at Riverfront Park between Morgan Oak and Bellevue Streets. The City has plans to extend this trail northward along the river to Cape Rock Park.

Riverfront Development

The Cape Girardeau riverfront is a major commercial and tourist attraction in the City. While functioning as a busy harbor and barge port, this area also provides entertainment and recreational options for residents and tourists. Cape Girardeau's riverfront is known for its floodwall mural decorated with colorful depictions of local history. This mural, known as "Mississippi River Tales" spans 1,800 feet along the flood wall. At the south end of the floodwall is the newly renovated "Wall of Fame" featuring forty-five famous Missourians³.

A 1.5 acre linear park along the river adds to the recreational activities, including a one-mile trail along the river between Morgan Oak and Bellevue Streets. Riverfront redevelopments are one of the major efforts to be considered by the DREAM Project discussed earlier within economic development section.

PUBLIC SAFETY FACILITIES

The community facilities and utilities available within the City of Cape Girardeau are those services available to or provided to all the residents in the municipality. These include fire protection, police protection, schools⁴, parks and recreation. The quality and availability of these services constitute some of the indicators of the quality of life and influences the type, timing, and density of development that will occur in the future.

³ Available at <http://www.semissourian.com/story/1114310.html>, Accessed on January 15 2007.

⁴ While schools are included in community facilities they are already discussed in the Educational characteristics section. Refer to pages 12 and 13 for information on schools.



Police and fire protection is provided to all residents of Cape Girardeau by State Statute. The availability of these two public services is required by law and is essential to maintain the health, safety and welfare of the residents of Cape Girardeau.

Police Department

The Cape Girardeau Police Department is a full-service department, with a patrol division, dispatch, and crime investigation division and operates 24 hours a day, seven days a week. The Department also provides Neighborhood Watch, Traffic/Speed Enforcement, Community Oriented Policing (COPS), and D.A.R.E. The locations of Police stations are shown in the Infrastructure and Community Facilities Map CP-4.

The Police Department currently has seventy-seven (77) sworn officers and eleven (11) full-time and three (3) part-time dispatchers.

The City provides police services based on “quality of life” issues. If there is a major problem in a particular area within the City or re-occurring crime, the department responds to those specific issues by all means necessary. The City maintains a four (4)-minute response time and presence and currently there are no identifiable patterns or ongoing re-occurrences in crime.

The intent therefore is to maintain the present level of service and police presence into the future. However, if the City annexes additional land, it is recommended that consideration be given to the addition of officers and possibly another patrol section in the annexation area. This will ultimately depend on the level of service the City and the residents in the annexation area demand.

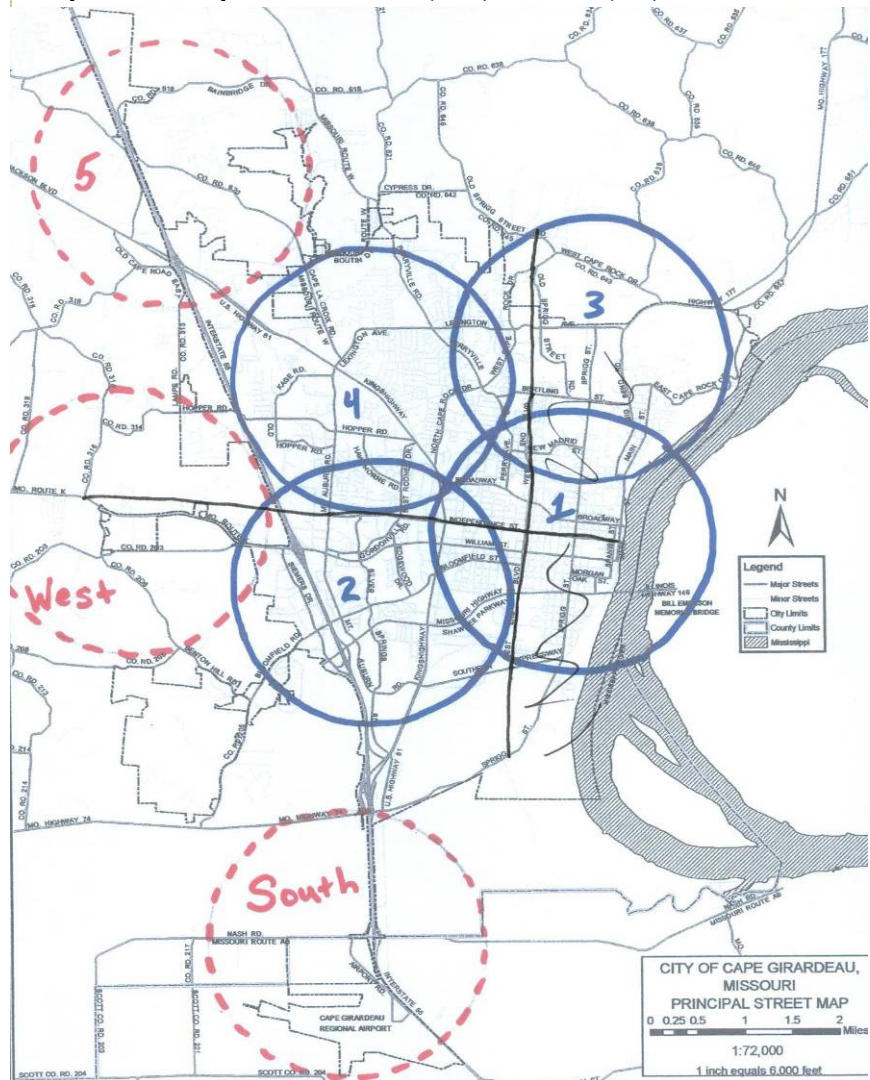
Fire Department and Emergency Management System (EMS)

The Cape Girardeau Fire Department consists of fifty-nine (59) sworn personnel and three (3) support staff working out of four (4) fire stations strategically located throughout the City (Refer to Infrastructure and Community Facilities CP-4). The maximum response time is four (4) minutes. The Fire department aims to expand the facility in three additional locations in the north, south and west of the City to cope with the rapid physical growth of the City. Map 5.1 shows the service area of current facilities in blue and proposed facilities in red



The fire department currently acts as first responders to the emergency medical calls throughout the City. All fire fighters are Certified Medical Technicians and twelve (12) of them are trained as paramedics. All the apparatus owned by the fire department is equipped with the basic life support equipment. Currently, Cape Girardeau County Private Ambulance provides secondary treatment. However the Cape Girardeau foresees the department to expand to include the secondary treatment facility. The fire department stations can be located in the Map CP-D illustrating all community facilities in Cape Girardeau

Map 5.1: Fire department current (blue) & future (red) facilities



Source: City of Cape Girardeau Fire Department

The City of Cape Girardeau currently maintains a Fire Suppression Rating as a “Class 4” from the Insurance Services Office, Inc. (ISO). ISO provides statistical and actuarial information to



subscribing insurance companies. Insurers then use the classifications to underwrite and calculate fire insurance premiums for residential, commercial and industrial properties in the community. The rating is based a City's overall ability to deliver fire suppression services. The City's water supply and distribution system; the emergency dispatching capabilities; and, the fire department's apparatus and staffing distribution and training are all considered.

The rating is on a scale of 1 to 10, with 1 indicating the best possible protection and 10 indicating no protection. Usually, a lower classification rating results in lower overall insurance premiums in the community.

Future growth and development of the City is interrelated to the ISO rating in two main aspects. A low fire suppression rating may aid in attracting new residential, commercial and industrial development in the City, increasing jobs, revenue and population. However, if development is allowed to out-pace the City's ability to deliver fire suppression services, the rating may drop, creating adverse affects on the community's overall insurance premiums.

In recent years, the City of Cape Girardeau has made many improvements in the City's ability to deliver fire suppression services to the community including the upgrading of fire apparatus and equipment, the upgrading of dispatching facilities, and the upgrading of the water distribution system. But, the City must continue to plan future growth and development to coincide with the City's ability to deliver fire suppression services; and, plan to improve its ability to deliver these services to coincide with the growth and development of the City. The goal should be to maintain or improve the current Class 4 rating.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 6 Public Engagement Summary



METHODS OF PUBLIC ENGAGEMENT

The use of citizen participation is an essential component in reaching a public consensus or “common philosophy” within the community. Planners, regardless of their personal talents and capabilities, working in isolation and apart from the client, will not be able to craft plans that will be accepted by citizens or implemented by the City on behalf of the citizens. Engaging the community in the planning process can strengthen the plan by utilizing local knowledge of various stakeholders. A collaborative planning process that includes various methods of public engagement provides a more open, inclusive, and interactive way of involving citizens in the total planning process.

The public engagement process in the City of Cape Girardeau included local businesses, developer’s special interest groups, government representatives, City officials, neighborhood groups and citizens at large. This was done in five (5) ways:

1. Electronic Community Survey
2. Focus Group Sessions
3. Town Planning Workshops
4. Stakeholder Interviews
5. City Staff Interviews¹

COMMUNITY SURVEY

An interactive survey containing questions based on a variety of topics was posted on the City of Cape Girardeau’s homepage and made available to the general public. This survey allowed citizens to respond to specific questions from the comfort of their homes.

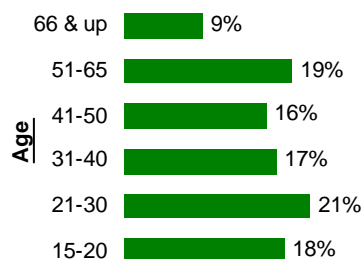
The expected time for completing the survey was 10-15 minutes. The questions contained in the survey were carefully selected by the consultants and reviewed by the City and Comprehensive Plan Steering Committee. The intent of the survey was to use technology to reach a large number of citizens and to receive input related to a unified vision for the community.

The hard copies of this survey were also available at various locations throughout the community. In addition, copies were distributed during the two (2) public workshops. Both mailing and

¹ City Staff Interviews were done in order to develop an overall understanding of the City and have been used in the Existing Infrastructure Facilities and Existing Community Facilities Chapters of this document



Graph-6.1: Participants by age



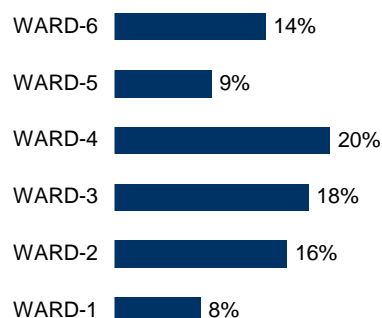
Source: zoomerang.com (survey conducted by Arcturis)

drop-off locations were provided for the convenience of the participants. The survey was on the website for three and a half weeks starting from Jan 8, 2007 to Feb 9, 2007.

A copy of the survey questions may be viewed in Appendix 3 at the end of the Comprehensive Plan. A total of 368 completed the survey and 34 responses were partially completed by the end of the survey period. Below is the summary of the responses received during the designated period:

The participants of the public survey belonged to various age groups. Almost all age groups participated in equal percentages except the 66 years and older age group. This may be attributed to the fact that this age group contains fewer people compared to the overall population of the City. Another explanation may be the lack of computer access within this age group. The highest number of participation was from the 21-30 years age group attributing to 21.0 percent of total participation Refer Graph 6.1.

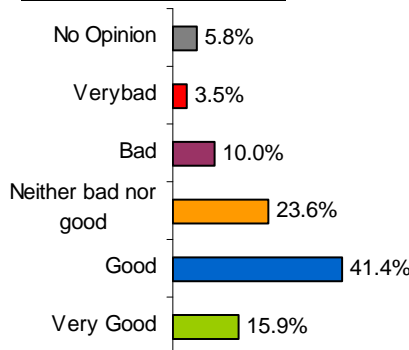
Graph-6.2: Participants by ward



Participants were also asked to identify the City Ward they live within. This was done in order to make sure people from all areas of the City had an opportunity to participate in the survey. The largest number of participation was from Ward 4 while the least number of participants were from Wards 1 and 5 (Refer Graph 6.2). There was also a considerable percentage of participation from people who did not live but work only in Cape Girardeau attributing to 14.0 percent of the total population responding. Approximately 1.0 percent of the participation was from people who neither live nor work in the City. Below is the summary of questions that were asked in the survey arranged by specific topic:

Cape Girardeau as a Community and a Place to Live

Graph-6.3: Overall Rating



Source: zoomerang.com (survey conducted by Arcturis)

Participants of the survey were asked to rate Cape Girardeau as a community and a place to live on a scale ranging from “very good to very bad”. A total of twenty eight (28) parameters were listed to measure Cape Girardeau as a place to live including questions related to community, social, cultural, commercial, physical, recreational and educational aspects of the City.

The results of the survey showed that more than 40 percent of the participants consider Cape Girardeau a “good” place to live work and raise a family (Refer Graph 6.3- Recall that a number of the respondents do not live in the City). Almost all the parameters received a rating of “good” from more than 30 percent of the participants.

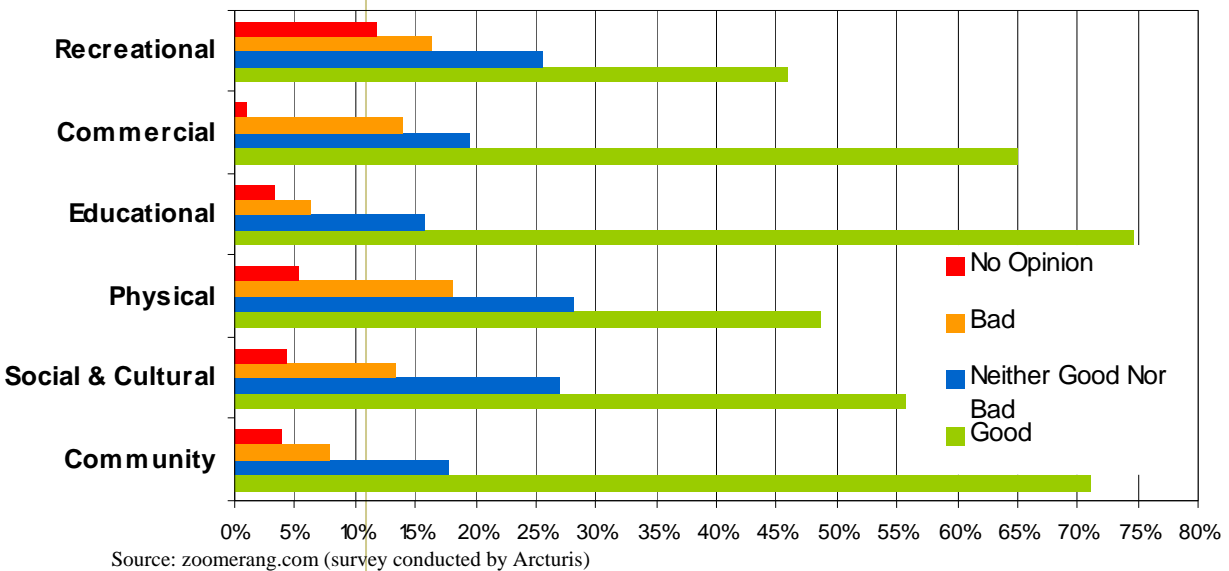


The questions were combined in six (6) categories and the average rating in each category was calculated to analyze the overall opinion of participants in each category. Graph 6.4 shows the average rating in each category.

Parameters such as street maintenance and landscaping, activities for children and seniors, and opportunities to attend arts/cultural events received the highest average “bad” ratings². Parameters that received the highest average “good” rating³ included the community’s value of its history, a safe place to live and work, attend college, raise children and overall as a “good” place to live.

Table A and Graph A in Appendix 4 at the end of this document shows the results of the survey in greater depth. Overall as a “place to live” 56 percent of the participants found that the City was indeed a “good place” to live. The participants were also asked to comment on the aspects which they considered “very good” or “very bad”. Some of the comments are shared below

Graph- 6.4: Cape Girardeau as community- Rating by parameter category



Very good:

- “I am a resident of Cape by specific choice. When I retired I could have moved to any City, and specifically chose Cape because of the quality of life issues, and because of the volunteer mentality of our residents”.

² This is an average of bad and very bad.

³ This is an average of good and very good.



- “Historic Downtown Cape is doing a GREAT job. A perfect size community for students to attend college”.
- “Despite what people say and think, Cape is one of the very safest communities in the Nation with very good fire protection and response times. There are no truly dangerous parts of town”.
- “The school district and college are quality educational centers. There is plenty of dining and shopping without going to the extreme”.
- “Good evening college classes for working adults”.
- “The downtown area is the place to see a positive community image and the local businesses try, but they need wider support”.
- “This is a very family oriented City. I am impressed by people who work for the social service agencies working tirelessly to improve the quality of life for everyone in the community”.
- “I think SEMO is a great college that adds to the town. The town adds to SEMO's charm, too”.
- “CTC does an excellent job with work force education and personal enrichment courses”.

Very bad:

- “Despite recent efforts with public transportation, we are still sadly lacking in accessible bus routes for folks. Not everyone needing bus service lives in the poorer sections of town or near the University”.
- “Badly need a place where low income children can safely meet and play after school and during the summer time”.
- “I feel that the City planners have made a bad choice in allowing the removal of the hills, trees and wildlife refuge that were so beautiful for years. The solution should be a restriction on the amount of land in residential areas that can be destroyed for the expansion of anything, churches, apartments, schools and so on. There are other places in the City limits that can accommodate expansion”.
- “Streetscapes are dominated by an infinite variety of tacky and poorly maintained signs. Streets are constantly breaking up around storm sewer manholes”.
- “Arts and cultural events are few and far between and sparsely attended”.
- “There is not enough mid-level housing (\$130,000 - \$230,000 range). Again, it is hard for our young people to get started here”.



- “Our summer activities for our youth could use some help. I was disappointed in recent years to see budget cuts come out of our parks, particularly our public pools. Our parks and pools give children of all ages and economic standing a place to hang, cool off, and socialize”.
- “I think there should be more building regulations to enhance the overall attractiveness of the City. For example now all mailboxes have to be on the street, what will that do to our downtown streetscape. I also think the billboards are overwhelming”.
- “I marked street and sidewalks very good but landscaping very bad. Planning of medians, in particular is poor. The lack of tree planting other than in parks is poor for example; downtown parking lot across from Hutson's was a missed opportunity for trees to be incorporated into the plan. In general, when the City builds and develops it seems to be all about concrete and cars with little thought about how trees and green would make the City look first class. Other examples - Mt. Auburn Road, William, etc”.
- “There are far too many rundown buildings and trash in all parts of the older parts of the City. No one seems to care how things look”.
- “As a college student who doesn't do the whole drinking scene, I wish there was more cultural, arts, theater, etc. things to do in Cape. If there was, I know I would like living here better”.

Supply of Businesses

To better understand commerce in the City, participants were asked if there is an adequate supply of businesses in the City to serve their needs. Also they were asked to list the business establishments they would like to see developed in the future. The answers received demonstrate the participants’ perception of shops and commercial areas. However, large anchor stores, department stores, home improvement, whole food, bookstores, locally owned and ethnic restaurants, coffee shops, movie theatres, hotels, art and craft stores, repair shops, clothing stores for all ages and kid friendly places were reoccurring in the suggestions for new retail options. Stores like TJ Maxx, Marshalls and Home Depot were repetitively suggested.

Participants responded that businesses seem to be adequate for most needs. However, it was felt that some areas need improvement. It was expressed that the downtown business district is an area “just” waiting to be developed but inconvenient hours of



operation is a hindrance to its redevelopment. Also, better coordination between businesses is needed to make the downtown business district work well as a business and entertainment center.

Businesses related to entertainment and activities according to participants will do well in the City. Smaller boutique and specialty shops are predicted to do well too. Participants felt that more industries and larger firms are needed in town to solve unemployment conditions. Cape needs to develop jobs that keep the graduating talent in or around the area. It lacks jobs related to the electronic age like building online training, gaming and modeling.

With a growing elderly population there is a need for services that will specialize in matters pertaining to this age category.

One of the participants wrote “there is not enough for teens to do”. One way to keep our kids out of trouble is to give them something to do. They are often treated as second class citizens. We need more facilities, centrally located for teens.”

Least and Most Liked About Cape Girardeau

The participants were asked to pick three things they like “most and least” about living in Cape Girardeau. Some of the repetitive responses are tabulated below in Table 6.1:

Table 6.1: What people like most or least about living in Cape Girardeau?

Like Most	Like Least
<ul style="list-style-type: none"> ▪ The heritage of the City ▪ The Mississippi River ▪ Location between major cities-St Louis and Memphis ▪ Big City atmosphere with small town feel ▪ Good, friendly people ▪ Great place to raise family ▪ Good neighborhoods ▪ Moderate cost of living ▪ Community support and values ▪ University ▪ Safety ▪ Places to conveniently shop ▪ Quality Schools (public & private) ▪ Health care facilities ▪ Relative low crime ▪ Easy access to shopping and restaurants 	<ul style="list-style-type: none"> ▪ Resistance to change ▪ Lack of leadership ▪ Growing beyond its needs ▪ Losing green space/land/ wildlife to development ▪ Affordable housing ▪ Lack of sidewalks and messy streets in most areas of the City ▪ Empty buildings in the downtown ▪ Property maintenance ▪ Run down neighborhoods ▪ Criminals in some areas ▪ Lack of entertainment except restaurants ▪ Limited leisure activities for all ages and classes ▪ Lack of medium to high paying jobs



- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Parks and trails ▪ Historic downtown ▪ Not very heavy traffic ▪ Opportunities as a retiree to volunteer ▪ Opportunities for all in educate/ research/ entertain | <ul style="list-style-type: none"> ▪ Unsightly buildings along major streets ▪ High cost of health care ▪ City services; trash, sewer, water are expensive ▪ Lack of public transit system ▪ Traffic light coordination ▪ Poor traffic engineering design of intersections ▪ Growing division between high and low income folks ▪ Drug problems |
|---|---|

Source: zoomerang.com (survey conducted by Arcturis)

Inspirational Cities

In order to understand the “City vision” of participants, respondents were asked to list the cities they have visited that may provide inspiration to Cape Girardeau. Understanding the commonalities in these cities and what they offer related to quality of life issues will give the consultants an idea of what people in Cape Girardeau would like their City to reflect in planning for future growth.

Most of the cities that were identified by the participants are either historic cities with beautiful well maintained compact neighborhoods or contained great historic downtowns that participants thought could inspire Cape Girardeau for its own downtown business district. Many of the places identified are known for their great waterfronts.

- | | | |
|-------------------|-------------------|----------------------------|
| - Naperville, IL | - Durango CO | - St. Louis, MO |
| - Springfield, IL | - Ft. Collins, CO | - Kirkwood, MO |
| - Portland OR | - Estes Park, CO | - Historic St. Charles, MO |
| - Paducah, KY | - New Albany, IN | - Ste. Genevieve, MO |
| - Owensboro, KY | - Charleston, SC | - Hannibal, MO |
| - Nashville, TN | - Lawrence, KS | - Eureka Springs, AK |
| - Clarksville, TN | - Missoula, MT | |

The suggested cities have pedestrian-friendly environments with walking paths and by-ways created to make walking a pleasurable experience. The cities cited by participants are listed below; however, Paducah, Kentucky was the most repeated City. Due to similar size, close proximity, and character, participants were able to compare this City with Cape Girardeau.

Riverfront and Downtown Development Concepts

Participants were hopeful the DREAM Project will be effective in redeveloping the older parts of the City. The participants were



asked to express their vision of the riverfront and downtown business district by listing some of the activities they would like to see developed in these areas. There was an overwhelming response with some great ideas to be considered when developing plans for these areas. Some of their suggestions are listed below:

Riverfront:

- A boat dock/ marina
- Casino
- River cruises with optional dining
- Boat parade
- Boating events such as jet skiboat races
- Water-park on the River
- Barbeque cook-off and food tasting on the riverfront
- Fireworks on New Year's and 4th of July
- Bring back Riverfest and craft fairs
- Amphitheatre
- Hotel
- Floating restaurant
- Permanent barge for hosting outdoor music events or dances
- Need for a hiking, biking, and walking trail that spans the whole riverfront to the new river campus
- More greenery along the river
- Raised boardwalk
- Need moderately priced homes along the riverfront, north of Broadway with grocery store within walking distance
- Outdoor movies on Riverfront

Downtown:

- “Need more activities in the downtown such as farmers market, flea market, antique market, food kiosks, craft kiosks, could do summer craft fair, a beer or wine garden including events with food and music, band concerts, children's programs with arts/crafts, story tellers, clowns making balloon animals, etc., jazz festival (blues on the river)”
- “Create a community plan for the North Main area that has multi-level housing linked with businesses of all types, educational opportunities, parking, transportation links to the area, entertainment, shopping facilities, and all self-contained with access to a beautiful water source. We have the ability to create this on property off North Main while also including housing authority work so the housing



- developed can be mixed income, affordable, energy self-reliant, all of which would benefit the entire community”
- “Main Street ought to be pedestrian traffic only from Broadway to Independence. West of Main for parking or parking garages”
 - “Beautification of Broadway corridor”
 - “Arts & Entertainment District”
 - “Upscale apartments and condos”
 - “Need more public and semi public areas in downtown for people to gather”
 - “Outside dining, coffee shops, unique locally owned restaurants”
 - “Need more retail areas and specialty shops”
 - “Need more parking areas/ structured parking”
 - “Walking tours highlighting historical and architectural points of interest”
 - “Seating areas/ benches along sidewalks”
 - “Utilize unused parking lots such as south of Independence at Main Street for various events”
 - “Better streetscape with lighting and greenery”
 - “Fix up or tear down of run down buildings”
 - “Old building can be turned into theatres, lofts etc.”
 - “White collar offices that are not dependant on visibility such as attorney’s offices, title companies, insurance companies”
 - “Museum with artifacts from SEMO and the City”
 - “Provide tax incentives to independent businesses to locate in downtown”
 - “Public restrooms”
 - “Visitor center”
 - “Small parks, dog parks and other special event parks”
 - “Downtown merchants need to extend shopping hours. Currently they are open till 5.00 PM. In order to attract customers, the stores need to be open at least until 10:00 PM”
 - “Clean up the downtown area and require building owners to clean up the exteriors of buildings”
 - “Celebrate events such as Mardi-Gras, Spring Break, St. Patrick's Day, Easter, Cinco de Mayo and other holiday and non-holiday occasions”

Quality and Importance of Community Facilities

Participants were asked to rate the quality of community facilities that are provided by the City currently. Simultaneously they were



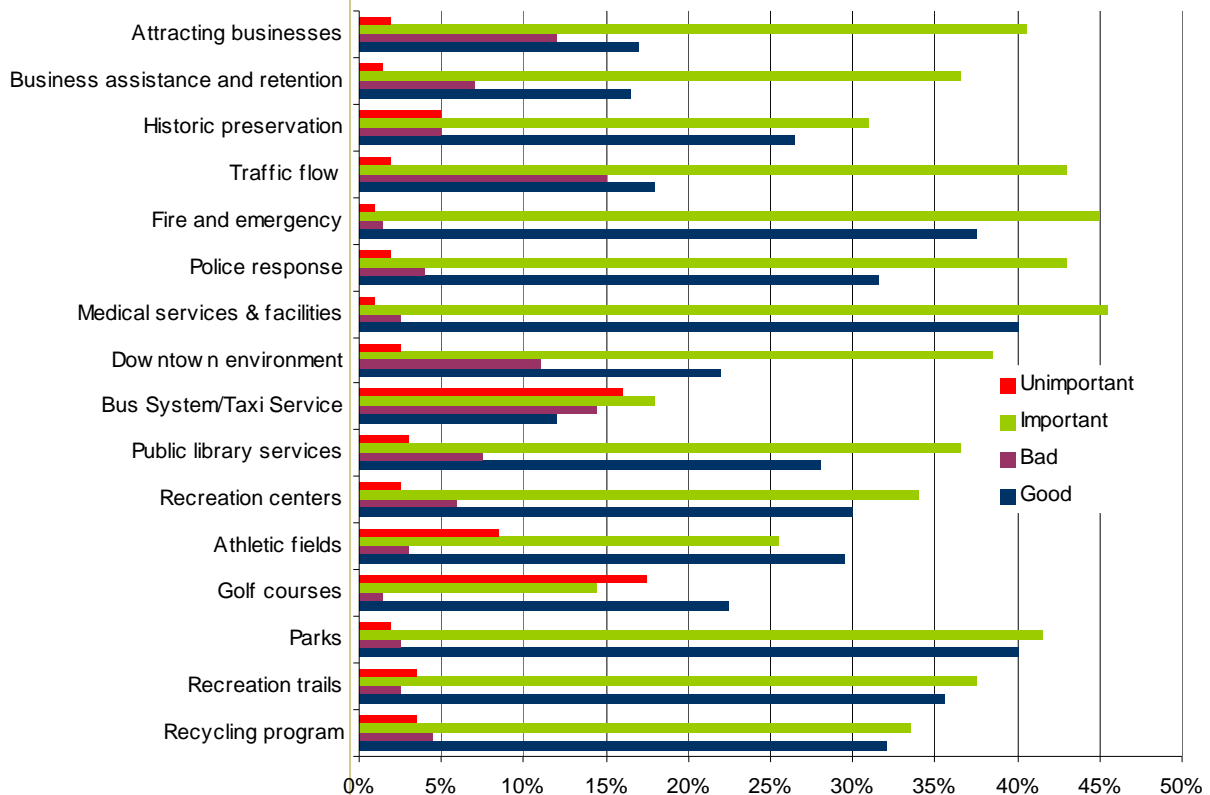
asked to rate the importance of each facility. Graph 6.5 is a comparative graph of the results.

This graph provides an idea of whether City officials are spending fiscally budgeted funds on facilities important to a cross section of the population. The graph also gives City officials an opportunity to revisit the allocation of budget line items within each category comparing needs and required services provided by the City to citizen opinions. Additionally the graph suggests which facilities are of greatest interest to the public and which facilities are perceived to need improvement.

An ideal comparison of needs includes a majority of the recipients accepting certain facilities as “good” compared to “bad” and identifying those services that are “important” compared to “unimportant.” However, if the graph shows more people rating a facility as “good” and “unimportant” compared to “bad” and “important” respectively, as in case of golf courses, it indicates that the public perceives that more money is been spent on these facilities than is required to satisfy City population.

Most of the facilities listed below are not only perceived as “good” services but are also important to the public. Facilities such as bus and taxi services received a mixed reaction. This may be due to a

Graph-6.5: Quality and importance of Community facilities



Source: zoomerang.com (survey conducted by Arcturus)



certain segments of population in the City using these facilities more often than other segments. While it might be “very important” to some people it is not for others.

Smooth traffic flow has an almost equal percentage of participants claiming conditions to be “good” and “bad,” however traffic conditions are “very important” to participants. For instance, an intersection mentioned repeatedly at Kingshighway and Independence is perceived to be dangerous and in need of immediate attention.

Detailed results can be found in Appendix 4 under Tables and Graphs, B and C. The Graphs show that almost all the services and facilities are not only perceived as “good” in Cape Girardeau but are also “very important” to people. Below are some of the comments from participants:

- “Bus and taxi system: I have elderly residents who try to use this service and they report it's terrible”
- “Need better public transportation - trolley's, public buses, etc. This would assist with the transportation needs of the less fortunate”
- “Traffic flow needs to be addressed or we will be faced with more bumper to bumper traffic”
- “We don't really have a decent pool in town and not a lot of activities for teens and kids; they need more places for skateboarding to keep them off business owners’ property”
- “Excellent hospitals (that compete) which keeps services current and forward thinking. Emergency response by police/fire/medical should be in the top percent nationwide. Excellent!”
- “Cape does not attract businesses for the digital age. Manufacturing and restaurants seem to be all it attracts. Nationally it is a service and knowledge based economy”
- “We have more than adequate athletic fields; Spend funds on more hiking, biking, and walking trails. They can be used for all ages and populations. Dog parks, waterfront activities are needed”
- “Recycling has to be convenient and helpful in order for people to participate”
- “Historic preservation should be very important to a town with such interesting and unique buildings and homes. I love the free Recycling! That is great! Also, I am very excited about the public library's plans to expand the current library. It would be nice to see the old Carnegie Library reclaimed as a library”



- “From what I have witnessed, the people of the fire and police departments of Cape Girardeau are excellent”

New Facilities and Services Needed

While participants seem to be happy with the facilities and services provided by the City at this time, respondents suggested that transportation, parks and recreation are areas of strongest interest for continued development and/or improvement. Trash pick-up in the fall and spring was appreciated and participants requested that the City reinstate the effort.

Below is the list of services and facilities that participants would like the City to provide. Participants also pointed out commercial activities they want to see in the City. However, those comments have been excluded from the list below to comply with the focus of this question:

- Educational assistance to low income families.
- Continued expansion of sidewalks and hiking, biking and walking trails.
- Extended public transportation routes and hours.
- Effective tornado sirens.
- Parks for toddlers, dogs, water-park, indoor pool.
- Parking garage downtown.
- Slum landlord program.
- City owned utilities and make it as energy-efficient and, self-reliant on renewable energy as possible.
- River clean-up program.
- Better stormwater solutions.
- Branch library and Visitor Center.
- Daycare facilities for all income levels.
- After school clubs.
- Better, safer streets with sidewalks, resurfacing and paving of streets.
- Increased litter control activities.
- Increased action to dispose of poorly maintained and/or derelict properties.
- Junior college.
- New police station is needed on the west side of the City.
- Reinitiate newsletter program.
- Recycling program not only for households but also for businesses.
- Better enforcement of Building Codes.



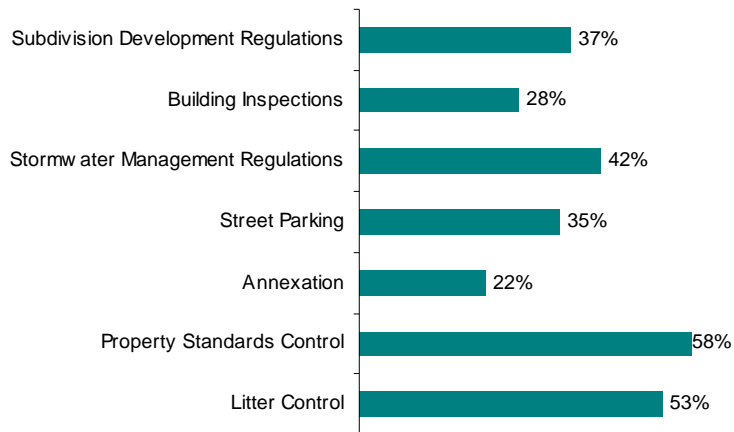
Services and Facilities that Need Elimination

Participants were also asked if they would like to eliminate certain services or facilities. The answers were geared toward what citizens would like to receive rather than eliminate. Most of the participants did not want to eliminate any of the existing services or facilities.

Code Enforcement

The participants were given a list of areas within the City and were asked to pick three (3) areas that are most important for them in view of code enforcement. Property standard control was the most popular option selected (58 percent) followed by litter control (53%) and stormwater management regulations (42 percent). Other areas are indicated by the Graph 6.6.

Graph 6.6: Items of enforcement/planning



Source: zoomerang.com (survey conducted by Arcturis)



FOCUS GROUP SESSIONS

One focus group session with the Planning and Zoning Commission and City Council members and six (6) topic-based focus group sessions were held as part of Cape Girardeau's public engagement effort. The intent of these sessions was to develop an understanding of issues that affect a particular group of individuals sharing a commonality either based on location or socio-economic conditions. The subjects for these sessions were as follows:

1. Social & Elderly Community Focus Group: consisted of social groups such as institutions, churches & senior citizens
2. Educational & Youth Community Focus Group: consisted of students, parents, administrative staff from schools and colleges and various representatives from youth groups
3. Development Community Focus Group: consisted of developers, real estate representatives, and professionals from legal and construction background
4. Business Community Focus Group: consisted of members from the Chamber of Commerce, business representatives from downtown, core City area and growth areas
5. Planning and Zoning Commission and City Council members
6. Southside Focus Group: consisted primarily of citizens from the south side of the City

Focus Group Sessions



Arcturis

Typically a focus session consists of individuals who are carefully selected by the City and Steering Committee. They are pre-screened to ensure that group members are part of the relevant target population and represent a subgroup of this segment of the community. There are usually six (6) to ten (10) members in the group, and the session usually lasts for an hour and half to two hours. A moderator guides the group through discussions based on topics that affect that particular segment.

The discussions are loosely structured, and the moderator encourages the free flow of ideas. The moderator is typically given a list of objectives or an anticipated outline. He/she generally has only a few specific questions prepared prior to commencement of the focus group. These questions serve to initiate open-ended discussions. The discussions were recorded by an audio device and in writing.

All four focus sessions began by dividing the participants in two or three groups depending on the number of participants. Each group



was asked to identify three positive and three negative aspects of Cape Girardeau that relates to the topic of the focus session. Once the individual groups had completed their assignment, they were brought together to discuss the issues in greater depth

Social & Elderly Community Focus Group

The Social and Elderly Focus Group consisted of eight participants. Below is the list of positive and negative aspects of Cape Girardeau related to the issues affecting the subject of the focus sessions as identified by the participants:

Positive aspects

- Giving community
- Provision of medical services
- Strong school system
- Elderly effect on political/social issues in the community is strong
- Active civic groups and non-profit organizations
- Active Chamber of Commerce that communicates well with the City and is a team player
- Highly effective United Way chapter
- Active historic community
- Pleasant downtown atmosphere
- Availability of restaurants and shopping centers

Negative Aspects

- Limited mass transit facilities
- Affordable recreation, leisure and cultural activities
- Substandard condition of affordable housing, especially for the elderly
- Retirement centers for people of all incomes
- Varying interest to invest in the community depending on the geographic area
- Lack of energy and interest from younger crowd to get involved in the City development
- Most of the important decisions regarding development issues are made by elderly individuals and sometimes not best represent the interest of the younger population
- Lack of resources to retain the younger generation
- Accessibility of historic structures for elderly and disabled
- Common belief that making homes accessible might decrease housing values
- City needs to recognize that problems like homelessness and drug addiction though difficult, are more important to tackle than distributing toys at Christmas



- Disparity of community investment strategy

One of the most compelling topics discussed was related to the problems faced by citizens living on the south side of the City. According to the group, they feel isolated from the City to a great extent due to land use around this neighborhood and the configuration of certain infrastructure. This isolation extends to other aspects of the community: geographically, economically, culturally, ethnically, and in education. Poverty, homelessness, minority-status, and the need for welfare define this part of the City.

It is difficult for businesses to locate in this area due to the lack of a consumer base and market demand. Conversely, it is difficult for people living in this sector of the City to reach their job locations due to the lack of extended hours of mass transit service. While there are opportunities for redevelopment, including the river campus, the participants shared the view that such projects do nothing to solve the problems of people living in the south Cape Girardeau neighborhoods. Instead these developments impose themselves on the residents in the area and in some cases result in the relocation of members of the community.

A community center facility, according to the participants, can greatly help upgrading this neighborhood. While all agree that community support facilities have been provided from time to time, this focus group was of the opinion that such support has to be provided on a continuous basis to make a difference. The participants said that changing a mind-set or a way of life doesn't happen in an instant. One respondent stated, "The people that live here cannot take care of themselves without assistance from the larger community."

While there are some churches and organizations supporting the community through their work related to various social issues in Cape Girardeau, they can not adequately serve the community due to their financial situations. According to the group, "the community will have to step in and help." However, people in this area will also need to "collaborate and accept the help."

Education and working with family resources are essential to the redevelopment of this area. The group also expressed that there are a lot of private schools in Cape Girardeau and to some extent this is causing isolation among the people starting from a very young age.



The conversation slowly shifted its focus from the south side to the City as a whole to discussing the importance of creating diversity in the social and cultural makeup of the entire City. According to the group, creating diversification within each segment is essential for the City's future growth patterns. One of the participants remarked that, "While diversity in ethnicity, age, and income levels is important it is also important that the City employ the land use plan as a guide to assuring diversity." The group was anxious to learn the best practices from other communities and adapt these to suit their needs.

As far as housing is concerned, the participants were concerned that the City either has single-family housing laid out as subdivisions or apartments. They acknowledged that the City needs other cutting-edge development patterns such as loft-type apartments, retirement living, townhomes, and a mix of housing types so that various income levels can live together.

The group was also interested in knowing if there are certain residential standards that may be implemented by the City that can solve some of the diversity and maintenance issues currently existing in the community. The group also suggested the City enforce standards not only for the exterior but also for the interior of structures so homes are safe for occupants. One of the participants informed the group that people are quietly buying property in the southern sector of the City. This practice is worrisome to those living in these neighborhoods due to the potential for raising rents and forcing relocation of citizens unable or unwilling to pay higher rents. The group concluded that more affordable housing is needed in Cape Girardeau.

Participants acknowledged that the City has good parks and recreational facilities. They particularly congratulated the City for Cape La Croix Trail and expressed the desire for more trails that will provide recreation for people of all ages. According to this group, facilities such as Osage Community Centre are important to the community because they not only provide an opportunity for recreation, but also act as a platform for the community to gather for meetings and other social events. However, some participants expressed concern that the existing facility does not cater to all sectors of the City due to its location in the northwest quadrant of the City. Some focus group members were quick to suggest that the south side needs a facility similar to Osage Community Centre so that children have an opportunity to pass time in a constructive manner. Such a center can also act as a resource center for family counseling, job fairs, and educational purposes.



Educational & Youth Community Focus Group

The Education and Youth focus group consisted of seven participants. Below is the list of positive and negative aspects of Cape Girardeau related to the issues affecting the subject of this focus session as identified by the participants:

Positive aspects

- Strong school system
- Schools are open to collaborative activities
- Growth and success of career and technology center
- Parent involvement and pride in the schools
- Many organizations to help youth, such as Boys and Girls Clubs, Boy and Girl Scouts, etc
- Good publication of recreational programs by the City

Negative aspects

- Lack of safe hang out places for kids after school
- Low participation in City's recreational programs
- Lack of family oriented programs that offer help to teach parents how to budget and pay bills
- Geographic, economic and cultural segregation between north and south sectors of the City affecting the attendance at recreational programs
- Need for school board with progressive ideas to help youth

Focus group members commented that they were concerned that the schools are very "activity" oriented and sports are given importance beyond treating it as a physical fitness class. Some participants suggested that the schools focus more on career development classes because not all students can take up sports as their ultimate career. It was suggested that children need to be taught life skills. The group appreciated the Boy Scouts and Girl Scouts programs and suggested that more students get involved in such programs.

The group felt that there are good recreational facilities available. However the pool facility needs improvement. It was suggested that an aquatic facility would make a good addition to the community. The group congratulated the City's publication of recreational programs, but pointed out that the attendance for these programs is below expectations.

This focus group strongly recommended the need for a community college in Cape Girardeau- suggesting that some students graduating from high school cannot afford college tuitions or have



career interests more appropriate to community college educational curriculum.

It was also discussed that drugs are a serious problem. The City has one of the highest concentrations of methyl alcohol (methanol) labs in the region. Drugs also play a large part in the perceived social barriers in the City. It was suggested that active church groups and non-profit organizations can help in reducing this problem. Drugs are also connected to higher dropout rates in the schools. Teen pregnancies and earning money by prostitution are other reasons for higher dropout rates, both products of the drug issue in the City.

It was felt that better adult education in schools is necessary to reduce such social problems and that almost all these problems arise from the need for money. One group member explained that some children fall into these drug-related activities as a means of earning money; however, these children are not trained to understand the long term effects of drug usage. It was also discussed that while work affects grades, there is always the potential “need” for these kids to work in order to survive. The schools might consider in-house jobs to provide career building skills and experience. Providing recreational programs in neighborhoods throughout the City might also help in mitigating some of the issues explained in the paragraph.

Community Development Focus Group

A focus group was arranged for the real estate developers to add their input regarding current and future developments in the City of Cape Girardeau. Of all the developers that were invited to the meeting, only one attended the session. Therefore the session was conducted with one participant at the scheduled time. The consultants, realizing that the input from developers is essential for the future growth of the community, decided to conduct individual interviews in the form of stakeholder interviews. Therefore developers were included in a list of stakeholders compiled by the City and contacted for individual interviews.

Business Community Focus Group

The Business Community Focus Group consisted of eighteen participants. Below is the list of positive and negative aspects of Cape Girardeau related to the issues affecting the subject of focus session as identified by the participants.

**Positive aspects**

- Regional presence
- Size, big enough to serve as a regional hub and small enough to avoid many of the hassles that are associated with a metro area
- Positive business and workforce collaboration
- River access
- Education, university, campus life
- Variety of businesses
- Availability of airport
- Affordability
- Attitude of our people

Negative aspects

- Missing east/west Interstate highway
- Location – specifically related to earthquake and water issues (environment)
- Challenge of retaining our young, educated workforce
- Stagnant population
- Undeveloped areas in downtown
- Lack of mass transit facilities
- Access to downtown
- Availability of labor
- Perception of separation between downtown and the west end (polarization)
- Relation between the City and developers

This group acknowledged that Cape Girardeau has a location advantage and that it's a very logical spot for distribution resulting from its regional presence. However this group expressed concern that the City lacks an east/west interstate highway to connect to other highways. Availability of this infrastructure connection is expected to result in significant economic development benefit for the entire region.

It was discussed that retaining a young, educated workforce is one of the greatest challenges for the City. According to the group, the lack of quality jobs that can attract and retain this age group is of importance to the long term success of the community. Young people attending and graduating from college have job expectations and go where those expectations can be met. Many times jobs and wages for well educated college graduates are not available in Cape Girardeau and recently graduates seek employment away from the City.



Several participants commented that Cape Girardeau does not put together competitive incentive packages for industries to locate in the region. Some felt this is due to citizens in Cape Girardeau being content with the size and job status as it exists presently. Therefore, the challenge for the future is to provide jobs and wages that attract younger professionals. Planning for amenities and social activities that attract professionals is also important to the City in the long term. One of the participants compared Cape Girardeau to Columbia, Missouri and said that the City needs to provide entertainment, social, and educational experiences similar to Columbia. Another participant suggested that the City consider attracting active retirees since the City has outstanding medical facilities.

Affordable housing was discussed as another challenge for the City. Housing is perceived to be expensive in Cape Girardeau. It was felt that there are many options in the upscale housing market but there are fewer options in the affordable housing market. It was suggested that the housing market adds to the loss of younger population.

When asked about the City's relationship with the development community, the group as a whole appreciated the City's effort to encourage redevelopment of older buildings. Others in the group remarked that the City is too stringent when it comes to code enforcement especially related to the downtown business district properties. According to some of the participants, following code requirements to the extent the City wishes is nearly impossible and results in disinterest by developers to rehabilitate properties in older sectors of the City.

The consultants asked the group to comment on the importance of parks and recreation for businesses. The group congratulated the City for providing a good parks system and recreational programs. They said that it is important to the overall health and vitality of the community and that it can become a marketing tool to draw people to the City. It was recommended that current standards for trail and greenway development continue as the City grows. The business focus group concluded that trails and greenways add to the quality of life in Cape Girardeau and that is good for business.

Planning and Zoning Commission and City Council Members Focus Group

This Focus Group session consisted of members from Planning and Zoning Commission and the City Council. Below is the list of



positive and negative aspects of Cape Girardeau related to the issues affecting the subject of focus session as identified by the participants.

Positive aspects

- Downtown revitalization- public/private commitments and investments,
- River campus development
- Parks and Recreation
- Old Town Cape/Main street program

Negative aspects

- Older ordinances
- Annexation of substandard subdivisions
- Lack of affordable housing

The group began their discussion concerning the merits of keeping Cape Girardeau's small town charm or working to change the image of the City. Some attendants liked the concept of small town charm while benefiting from the services provided by the City. Others wanted to see Cape Girardeau grow into a larger City with more powerful presence in the region. All participants agreed that balanced growth is essential.

"Growth," "planning," "public services," and "not leaving people behind," were repeatedly used phrases throughout the discussion. Another common theme throughout the discussion was "quality of life." These were continued references to inclusion and betterment of all citizens.

Finally, the group agreed that Cape Girardeau needs to retain its small town charm while providing those services and regional benefits that sustain and maintain the community for the next twenty years. Essentially, it was common consensus that Cape Girardeau does a lot of things right and in the future, as the City grows, the City will continue to be a viable and pleasant place to live and work. The discussion group felt the Comprehensive Plan will be a road map for the next twenty years

Another issue discussed in the meeting concerned the neighborhoods on the "south side" of the City and the need for affordable housing and opportunities for increased home ownership in the area. One Council member pointed out that the City needs to seek viewpoints and perspectives of the residents on a regular basis so City staff and Council understand issues and events occurring and can respond accordingly.



A participant from the Planning & Zoning Commission remarked that 90 percent of the commission's week to week business is associated with new subdivisions which result in approximately two special permits per month. Another participant offered an example of the type of permitting that is occurring in the City. He said "many variances are for small home businesses or childcare facilities which are usually granted due to the status in low income areas in view of social structure and economic stability. However, many times these variances result in problems created by the revised use." It was concluded by the participants that these issues are an indication of the need to rewrite all or major portions of the Zoning Ordinance, including language related to:

- Future annexation parameters related to existing structures
- Subdivision and re-platting of large acreage parcels
- Design Guidelines for new and existing structures
- Land Use parameters for future development within annexed areas and undeveloped portions of the City
- Downtown Business District zoning and redevelopment standards for existing and new development
- City standards related to preservation of land, development of hiking, biking, and walking trails, landscaped buffers and greenways
- City standards related to redevelopment of existing residential and commercial areas including requirements associated with reconfiguration of infrastructure
- City standards written to encourage mixed use development

Members of this discussion group suggested that parks and recreational areas are of particular interest to the City and any changes in Zoning Ordinance language needs to address City standards related to:

- Maintenance and development of parks and recreational areas
- Incorporation of parks, trails, and greenways into future subdivision and old neighborhoods as areas are redeveloped or as infill parcels are made available
- Development of City standards for retention basin landscaping, planting strips, bio-swales, and rain gardens to create areas of beautification and storm water control
- Development of City standards for the creation of "green zones" along streets, boulevards, highways, in new subdivisions, around commercial development, and within more urban streetscapes



Southside Focus Group

This Focus Group session primarily consisted of citizens from the Southside of the town. Below is the list of positive and negative aspects of Cape Girardeau related to the issues affecting the subject of focus session as identified by the participants.

Positive aspects

- Social organizations working in the area
- Religious community joined forces
- Indian Park
- River campus

Negative aspects

- Substandard housing conditions
- Polarization
- Mass transit
- Recreational and family support opportunity
- Employment
- Code enforcement
- Drug Problems

The discussion started with the issue of disconnectedness between the northern and southern parts from Independence physically, economically and culturally. According to the group there was a perception in the City that the south side is an area where poverty and crime are prevalent. People from north are not willing to come to the south part of the City. Moreover, there are not enough linkages (north south infrastructure connections) to make this exchange of population to take place making it difficult for businesses to locate in this part of the town. This in-turn creates unemployment.

Mass transit service facility was a big part of discussion in the focus session. As stated in other focus session participants acknowledged that it is difficult for people living in this area of the City to reach their job locations due to the lack of extended hours of mass transit service.

Kids from south-side do not feel welcomed in the Community Recreation Centre (Osage Recreation Centre). According to participants drug problem is prevalent in the area and the main reason for this according to them is lack of Recreational facilities that can channelize the energy of younger population in a constructive manner. A family resource center or a recreational center was seen as a good investment to divert their energy



towards constructive development and will possibly reduce vandalism to a great extent. However, providing recreation center for south side alone might result in further segregation of the community. This possibility was also discussed by the group.

Housing issue related to affordability of owning and renting was raised. Substandard housing conditions and poor heating and cooling facilities were debated. Part of the problem according to the participants was code enforcement. Rental housing according to them was of poor quality and the property owners do not respond to the complaints. Similarly street lighting and maintenance by the City was not up to the mark.

River Campus was viewed as a good investment but participants were not sure if it would mean increase in property taxes that could result in relocation of families from the area.



Town Planning Workshop I & II



Source: Arcturis

TOWN PLANNING WORKSHOPS

A town planning workshop provides a forum for collecting, organizing and recording public input. The Cape Girardeau Town Planning Workshop was tailored for “citizen planners” within the community, with the purpose of utilizing their first-hand knowledge and experiences to identify problems and recommend solutions in a teamwork-based format.

These workshops are seen as instrumental in identifying the needs of Cape Girardeau’s residents. The responses provide the planning team with an understanding of the issues that are most important to Cape Girardeau’s citizens, as represented by the workshop participants. This information helps establish a direction for the future of the City and its neighborhoods and businesses. The City of Cape Girardeau organized two town planning workshops with approximately fifty participants attending each of the two public meetings.

Workshop I, met January 17, 2007 at the Osage Community Centre. At this workshop, citizens focused on the following issues:

- Housing and neighborhood stability
- Quality of life
- Parks and recreation
- Future growth and annexation

Workshop II, met January 24, 2007 at the Osage Community Centre. At this workshop, citizens focused on the following issues:

- Economic development and business stability
- Transportation
- Public services
- Future development

Each workshop consisted of several teams of randomly selected participants, who were selected numerically by assigning each member to a team as they signed in at the workshop. This procedure allowed for the creation of balanced team composition and varied interests and talents. Each team was provided with a worksheet that consisted of discussion topics related to the workshop theme and a map of the City depicting existing land uses.

The groups were encouraged to use the maps to visually present their ideas, visions and concerns. Additionally, each team was



instructed to select two representatives, a moderator to mediate topics and a secretary to record responses and recommendations. The intent and purpose of the workshop was clearly explained at the onset of the session. At the conclusion of the workshop, each table presented their contribution to the planning process by addressing the entire assembly.

The following comments are a compilation of comments and recommendations combined from both workshop sessions pertinent to categories discussed within the groups.

Housing and Neighborhood Stabilization

- “Diversified residential housing stock is needed to provide housing options for people of all ages and socio-economic levels”
- “It is necessary to provide multi-levels of housing options because diversification allows people to enter the housing market as a first-time-buyer and aged-in-place buyer rather than moving outside the community at some stage of the life cycle”
- “Diversity adds to the charm and identity of the community”

The teams agreed by diversity in housing they meant:

Apartments
Homes for first time homebuyers
Attached single family
Town houses
Villas and condominiums
Senior housing and assisted living
Low-maintenance housing types

While one workshop agreed that a diversified stock exists in the City, including different housing styles and price ranges, the other workshop opposed this notion. The opposing workshop team cited that “university professors moving to Cape Girardeau have trouble finding housing appropriate for their needs and price range. The housing is either too expensive or in poor condition and when they do find housing it is usually located far from their place of work.”

Both teams expressed the need for housing in the \$150,000 to \$200,000 price range. According to the teams, “it is difficult for younger couples to find starter homes in the range of \$80,000 to \$100,000 as well.” When asked what kind of housing



developments might be successful in catering to the demands of this market strata, the team felt that while single family housing is in highest demand, zero lot lines and townhomes were considered good starter homes and low-maintenance condominium units were seen as ideal for seniors who are looking to downsize. Both teams also highlighted the importance of these developments being close to public transit.

Downtown Revitalization

Downtown was seen as an important part of the City's heritage needing to be "protected and preserved." It was unanimously suggested that incentives, support in interpreting and enforcing codes, and easier methods of historical reconstruction might help garner the interest of developers in the downtown business district. While a few workshop members felt that Cape Girardeau might not have any identity without downtown, it was also suggested that the City cannot put too much energy, time, and resources into downtown without some return on that investment. "There needs to be a balance between the activities and services that are provided by the City and those that should be requiring compensation."

New developments such as River Campus, the new Federal Building and Marquette are expected to increase office population and space demands. Teams suggested that the afternoon "office crowd" will need goods, services, and restaurants. This increased market demand may also stimulate the housing market in the downtown business district which was agreeable to all participants on both teams. It was agreed that multi-family dwellings, loft apartments and condominium units are good housing alternatives for younger executives, senior citizens, and singles. The groups suggested that, "the City will need to collaborate more with Old Town Cape to create practical and attainable solutions to the redevelopment of this area."

One of the teams also suggested that the "University and Career Technical Center coordinate seminars on historic preservation with Old Town Cape and the City to increase awareness among the general population." This may also "take the form of a theater/street play and become an entertainment source." Some teams thought that "the Old Town Cape needs to become more aggressive in marketing the downtown, including advertising on TV and distribution of more printed media because advertising downtown businesses, upcoming events and activities makes potential customers aware of the services and activities in the downtown." Physical improvements such as upgrading signage to



encourage visitors to the Old Town Cape also add to the long term success of the investment.

Another suggestion included the recommendation that “the City promote low-interest loan programs to improve downtown storefronts and other plan driven enhancements that can attract public funding through the City to enhance ongoing private investment.”

Other suggestions to increase the vitality of downtown and make it attractive for people to visit and live within are listed below:

- “More neighborhood resources – such as a grocery, super market, farmers market, drugstore, and other residential retail services”
- “Parking - Broadway at Main, old Florshiem property”
- “Green space/ parks, River Park and an overlook”
- “Boutiques”
- “Restaurants such as lunch bistros, fine dining places, cafes and other family oriented restaurants and breakfast cafes”
- “Business related services such as Kinko’s and Staples”
- “Scenic connections to downtown from Old St. Vincent”
- “Public transportation, trolleys linking downtown and other shopping areas”
- “More family and children’s entertainment places such as Magic House, putt-putt golf and educational venues associated with the riverfront and the historic location within and near downtown”
- “Trees and shrubs to create shady areas”
- “Facilities such as payphones, better lighting and security”
- “Longer evening hours *for shopping*”
- “Specialty hours, events and music especially to attract university students”
- “Theater and outdoor movies on the lawns and at the river”
- “Artisan/craft shows that draws multiple craftsmen from the region and nationally”
- “Facilities and maps showing hiking, biking and walking trails for tourists and local trail enthusiasts”
- “Hospitality areas such as a 3-star hotel or bed and breakfast”

Commercial Development

While participants felt that the City has an adequate “big-box” tenant mix along I-55 and there are many diverse options for shopping in Cape Girardeau, the groups did have suggestions for improving the commercial areas (retail and office space) in the



City. According to some teams the City needs to strive to maintain smaller independent shops and attract the right entrepreneurs with incentives and appropriate infrastructure.

Better signage and publicity is needed to attract interested visitors to the smaller retailers in the City. The team also mentioned that there are vacant commercial buildings in the City; some of which are older warehouse structures that can be rehabilitated for alternative uses.

The following retailers were suggested as favorable new additions to existing commercial options:

- “Retail anchor stores such as TJ Maxx, Marshalls, Pottery Barn, Smith and Hawkins and Crate and Barrel
- Sporting stores like outdoor outfitters such as Bass Pro and Orvis
- Organic grocery stores like Trader Joe’s, Wild Oats, Nature’s Way
- Restaurants and up-scale dining places, locally owned dining options, and eating establishments that provide play areas like Chuck E Cheeses and IHOP
- Coffee shops
- Clothing stores
- Home improvement stores located nearer to downtown
- Bakery

Some suggestions that may help improve the overall commercial areas of the City are listed below:

- “River dock to develop the full potential of the riverfront”
- “Repave Hopper Road”
- “Develop a connection between Route W and Kingshighway”
- “Lower rental rates might encourage small businesses like local restaurants to invest within commercial areas”
- “Landscaping and green spaces”
- “Design standards for mixed use areas”
- “Pedestrian and kid friendly retail areas”
- “Improve public transit facilities”
- “Limit car dealerships”
- “Balance dining choices across town”
- “Property values on Kingshighway are too high and limit development”



Way-finding to various commercial centers of the City especially the Old Town Cape was seen as a challenge by the teams. An improved signage and overall upgrade of streetscapes were recommended to enhance important connector corridors. They prefer tree lined streets with occasional green space for pedestrian safety and aesthetic value. It was also suggested by the participants that streets be designed as boulevards with medians and defined with entry points and gateways. Some participants suggested that “edges” need to be landscaped and streets should have continuous sidewalks and bike trails that are designed to create “friendly” environments.

Other street design recommendations include:

- “Possibility of pedestrian overpasses”
- “Landscaped improvements at sites such as Old Hickory Pit, the old shoe factory, Sears, and St. Mary’s Heart Care facility”
- “Management of traffic flow along Kingshighway and other major streets”
- “Correct traffic flow and accidents at the K-Mart store”
- “Kingshighway is under utilized and has single-story buildings and uninteresting architecture that needs to change”
- “Surface parking lots are too big around the Kingshighway and William Street area and are never filled to capacity”
- “The stores along Kingshighway need to be closer to the street and architectural design guidelines need to be developed for this street”

Interstate Interchanges: Comments relating to the interchanges were primarily limited to the need for enhancement of landscaping. The interchanges were seen as entry points to the City and in need of upgrading and aesthetic treatment. According to team comments, “there is no indication that one has entered the City and intersections have typical commercial area appearance and look like every other intersection in America.” Interstate 55 and William Street intersection, “has an unappealing layout and parking conditions are poor.” Recommendations for aesthetic upgrade of intersections included landscaping and creative signage.

Industrial parks: The workshop participants were interested in seeing more light industrial and warehouse type commercial activities in the industrial parks. Teams felt that high-tech office/warehouse development does well in the City and incubator facilities need to be encouraged so startup companies are interested in locating to Cape Girardeau. While the teams did not have



concrete ideas about specific industries that may be attracted to Cape Girardeau, they felt that recreational facilities, quality of life and infrastructure facilities are major amenities that can attract industries to locate in the City. Some of the suggestions that the teams had to achieve these three factors are listed below:

- “Expand or develop new sewage treatment facility”
- “Attract a Minor League team and build a new ballpark”
- “Become an Inter-tournament destination”
- “Develop a water park”
- “City and University work together to seek funding resources and new businesses”
- “Better connectivity between airport and industrial areas”
- “Public transit facilities improved and expanded for people to get to work”
- “Labor resource and training facility can be a joint City and University venture”
- “Control flooding problems”

Mixed-use developments: When the consultants asked about future commercial and mixed-use redevelopment areas within the City, the teams were positive about such developments and preferred areas of development. Teams saw these developments taking place in the Old Town Cape, especially the Haarig District/ Good Hope area, and in the river campus area. Teams acknowledged that business prospered more in developments that encouraged mixed use with housing/residential structures to enhance investment potential; however, some participants stressed the need for careful planning and upgraded design guidelines and ordinances to facilitate real development opportunities.

Some teams saw building codes hindering such developments. These participants suggested that City codes be revisited to become more user-friendly and in touch with new trends in development. They also suggested that appropriate historic codes be adopted and specific properties be identified that are appropriate for mixed-use development so that zoning for these designated areas can be adopted for the specific uses planned.

Traffic corridors appropriate for mixed-use developments include Mount Auburn, Good Hope, Kingshighway, Lexington Avenue, Sprigg Street, Broadway, East Main Street, Lexington and LaSalle. Participants also suggested that the new interchange at I-55, north of the City, as an excellent mixed-use development site and new investment area for the City.



Younger population and employment issues: Most of the teams agreed that Cape Girardeau was losing its younger population. When asked for an explanation of this trend the teams identified availability of jobs and various ranges in housing values as main factors contributing to the migration of the younger population. According to the teams it was difficult to find housing in affordable ranges for those in the 18 to 30 year age group. They recommended that the City encourage more apartment type units with pools, exercise facilities and other amenities attractive to younger populations. The City, the university and business owners working together to provide internships for students and young people in the community was also suggested as a way keep the younger generation and to solve some of the social issues discussed elsewhere in this document.

Professional career development resources were also recommended to be provided through a cooperative effort between the City, the university, the hospitals, and the business community. Some of the teams also suggested that a community college and a two-year higher learning curriculum and technical training college(s) are required to keep younger populations in town since University education is expensive and requires a four (4) year commitment.

Teams suggested that technical positions attract this age group and there are few entertainment venues, movies and recreational activities for people in this age group to enjoy. "There needs to be place within walking distance of high schools where students can just hang out" and "an indoor aquatic facility is an excellent idea".

Unemployment issues: All teams acknowledged that unemployment is a problem in some areas of the community and in part, this unemployment is tied not only to the availability of jobs but also to social issues. It was suggested that the unemployment problem be addressed in a holistic manner, including:

- "Improved transportation infrastructure and transit facilities"
- "Incentives and provision of loans for home ownership"
- "Requiring the rental properties to be fixed"
- "Recreational area for kids"
- "Promoting micro businesses and home based businesses"
- "Increased police presence and safety perception"
- "Promoting businesses that do not require skilled labor"
- "Skill development resources"



- “City to coordinate with social service groups to create an advisory board to provide job related assistance in these areas”

Transportation

The teams were asked to point out areas with a high frequency of accidents or other traffic related problems such as congestion, access management, and parking. The groups were also asked to provide recommendations to rectify these problems. Some streets and areas identified by the teams as having traffic problems and congestion issues are listed below:

- Siemers Drive
- Mount Auburn
- William Street
- Independence Street
- Rodney Street
- Broadway
- Lexington Avenue
- Bloomfield Road
- Kingshighway
- Streets around the Show Me Center during and after events
- K-mart and Walgreen’s ingress and egress
- Lexington and Route W area
- Mt. Auburn and William Street intersection
- Perryville and Cape Rock intersection

Some of the recommendations that teams provided include:

- “Coordinating traffic lights”
- “Improved signage”
- “Construction of sidewalks”
- “Access management techniques”
- “Roundabouts at certain intersections”
- “Widening streets like Perryville”
- “Increase in transit facilities”
- “Parking facilities, possibly a structured garage in the Old Town Cape

Both workshops found parking problems to be primarily located in the Old Town Cape and at the University, before and after events. A suggestion for future improvement included the “integration of a scenic landscaped corridor that can accommodate not only cars but also bikers and pedestrian crowds and decked parking by the river.”



When asked to comment on the public transit facilities in the City, the teams felt that Cape Girardeau has fairly adequate bus service with appropriate connecting routes. However, the duration of service each day needs to be expanded allowing working people who rely on bus service from around 3:00 PM to 11:00 PM to be served by the transit system. Also, new routes may need to be added to better serve the work force in the City and exploring shuttle service between the University and the two hospitals was suggested. It was also suggested that the City explore the possibility of becoming an Amtrak stop, facilitating the need for the development of a Depot by the river and within the Old Town Cape.

It was learned many residents avoid major roads by taking alternative routes through neighborhoods and other short cuts. These vehicular movements create traffic patterns that are contrary to the intended design and capacity of the City's transportation system.

Parks and Recreation

All teams had very positive remarks about existing parks and considered these facilities a major asset to the community. Some of the most popular parks in the City of Cape Girardeau are Capaha Park, Shawnee Park, Indian Park, Courthouse Park, Arena Park, Osage Community Centre and the Golf Courses. Teams suggested that the City put together an open space program and preservation plan for stream and wildlife corridors. Other suggestions included:

- "Baseball complex for ages 8-18 year olds"
- "More family oriented facilities throughout Cape"
- "Continuation of trail networks"
- "Pool replacement and development of an Aquatic Park"
- "Dog park"
- "More pavilions"
- "Better playground equipment"
- "Planting trees using the SEMO horticulture partnership"
- "Develop a boat dock area at the river"
- "Small parks and green space included in subdivision planning"

Existing trails were complimented and the teams showed more support for future trail projects. One of the teams suggested that there be an "extensive system of hiking and cycling trails mimicking road functional classifications." Existing trails were seen as continuing from the Old Town Cape to Cape Rock and



Shawnee Parks. Teams agreed that trails be treated as an alternative mode of transportation and connect to subdivisions, schools, parks, the university campus and commercial areas.

Teams felt that subdivision layouts create isolation with the various neighborhoods and transportation options are limited to use of automobiles. Individuals suggested that road designs be pedestrian-friendly with trails and sidewalks along roadways as an alternate means of transportation. Some of the corridors identified as ideal for such development include:

- Kingshighway and Independence
- Connecting southern portions of the City with trails allowing for connectivity to commercial areas and employment locations
- Increasing potential for increased economic development opportunities

Osage Community Centre is appreciated as a facility providing many activities for children and adults. However it was noted that citizens from the south side of Cape Girardeau are unable to utilize this facility due to its location. It was suggested that there be a “similar facility developed in other areas of the City to serve all population sectors.”

When asked about ideas related to improving and increasing the level of pedestrian accessibility in the City, most of the teams felt that sidewalks throughout the City, including older neighborhoods, translate into positive improvements.

Downtown parking areas, observation platforms, and trail linkages were seen as common suggestions to increase walkability and connectivity throughout the City. However, one group questioned the necessity of sidewalks in all neighborhoods and suggested that property owners may not wish to be required to maintain the improvements.

City and Neighborhood Identity

Kevin Lynch’s book “The Image of the City” summarizes five (5) physical elements that form the identity of a City or neighborhood. They include **paths, edges, districts, nodes and landmarks**. An advantage to identifying these features is acknowledgement of the strategic investment of the community resources in the enhancement and upkeep of improvements.



Assessing those improvements that exist and planning for the creation of new improvements allows for the budgeting and ongoing enhancement of community elements designed to serve the citizens and create opportunities for private development. Based on this knowledge the teams were also asked to identify positive features within the City of Cape Girardeau relating to opportunity areas, positive development, town characteristics, and special amenities. The Table-6.2 below lists the features identified in each category.

Table 6.2: Positive features in the City according to participants

Opportunity Areas	Positive Development
<ul style="list-style-type: none"> ▪ Riverfront Walk ▪ Broadway ▪ River Campus 	<ul style="list-style-type: none"> ▪ River Campus ▪ Downtown ▪ Trail system
Town Character	Special Amenities
<ul style="list-style-type: none"> ▪ Downtown Area ▪ University Campus ▪ Median Maintenance 	<ul style="list-style-type: none"> ▪ Bridge ▪ Murals ▪ University Campus ▪ Airport ▪ Doctors Park ▪ Osage Trail ▪ Parks and Green space

Source: Cape Girardeau Town planning Workshop

Teams were also asked to identify the problem areas within Cape Girardeau's neighborhoods relating to housing conditions, crime, image, and the neighborhood environment and to identify the possible circumstances that created these conditions and to provide suggestions for improving these conditions. While it was easy for teams to identify the problem areas, it was difficult to formulate possible solutions. Table-6.3 provides a list of teams' findings and suggestions.

Table 6.3: Problem Areas in the City according to participants

Housing conditions	Crime
<ul style="list-style-type: none"> ▪ South Cape area- Need codes for rental property, sewers system up grading ▪ West Side of Cape – apartments ▪ Boxwood area ▪ North of Post office – rental properties 	<ul style="list-style-type: none"> ▪ South Cape area ▪ Broadway ▪ Parental supervision and lack of guidance.
Image	Neighborhood environment
<ul style="list-style-type: none"> ▪ Downtown north and south have potential but look unappealing ▪ Specialty shops and boutiques could be put in empty architecturally beautiful buildings on Broadway. 	<ul style="list-style-type: none"> ▪ Neighborhoods need sidewalk connectivity. Cape has good shops but they're too far from residential areas. ▪ City must improve overall pedestrian access – crosswalks, bike lanes etc., are needed



- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Osage Community Centre is a good resource. ▪ South Cape will be a good area for a water park facility ▪ City wide sidewalks are needed. | <ul style="list-style-type: none"> ▪ City should have green space master plan to link parks with trails ▪ Maintain current acres of park with City space with new construction |
|---|--|

Source: Cape Girardeau Town planning Workshop

Future Development and Annexation

Groups were asked to pick three areas in Cape Girardeau that they perceive to be in need of redevelopment. Most of the teams felt that the areas in and near the Old Town Cape are in need of redevelopment as mixed use areas with retail and residential investment. In addition to the Old Town Cape, the most common response to this request included the Red Star area, Broadway, South Cape Girardeau and the Plaza Galleria.

Teams were also asked to list the strengths of the community and amenities available that can help to regionally market the City of Cape Girardeau. They also identified some improvements that can help economic development efforts in the future (Refer Table 6.4).

Table 6.4: Strengths/ amenities and improvement to market the City regional according to participants

Strengths and amenities	Improvements needed
<ul style="list-style-type: none"> ▪ University ▪ 2 hospitals ▪ Downtown ▪ Newspaper ▪ River Port ▪ Regional Airport ▪ Locations off I-55 ▪ West side shopping 	<ul style="list-style-type: none"> ▪ Stores that supply Whole Foods ▪ Retail anchor stores such as Bed, Bath and Beyond ▪ Attracting high tech businesses ▪ Aquatic/ Water park ▪ Lake development ▪ A branch library in the southeast quarter of town ▪ Osage-2 near Shawnee Park ▪ Improve school standards to make it #1 in the region

Source: Cape Girardeau Town planning Workshop

The subject of annexation and expanding the City's boundaries was a subject of interest. The responses were very similar and supportive of boundary expansion. North and westward expansion was the common response from the teams and the stakeholder interviews. However, the teams felt that the City needs to initially upgrade infrastructure and amenities before advancing annexation of additional land. Teams were also concerned that development outside City limits tends to be substandard, therefore the City may annex existing structures and infrastructure that will be a continuing cost to maintain and expensive to remedy and could affect the overall perception of Cape Girardeau as a community.



The teams suggested that the City prepare an “existing conditions standard” to assure that neighborhoods meet or exceed City code and building standards before the annexation process. This process provides the City with a clear understanding of the area they intend to annex and insures ongoing budgetary planning and success. Expansion of water and sewer facilities and provisions for adequate park and recreational areas were other major concerns related to the annexation process.

Teams felt that major infrastructure improvement is required if the City proceeds with expansion planning. School boundaries were also a subject of discussion among the teams. The workshop participants felt that the boundaries need to be established in such a manner that the taxes generated from the existing City limits remains in the City. It was brought to attention that currently City taxes are being applied to school districts established outside the City limits. Areas suggested for future annexation include:

- Snake Hill area
- I-55 around County Road 306 (this location was not unanimous)
- North side of Cape Girardeau near Jaycee Golf Course
- Windwood Subdivision area
- Gordonville area, west of the I-55 and William Street interchange
- Tanglewood Estates
- West to County Road 206 south of William Street
- West of I-55
- North of Kingshighway including the proposed interchange

River Front Development: The teams were asked to discuss the riverfront and ongoing plans for that area. Specifically, they were asked to discuss activities along the riverfront and their vision for enhancement of the area. Some of the suggestions are listed below:

- “Boardwalk and trails”
- “Marina or River Dock”
- “Anchored barge for scheduled events such as concerts, movies and other family oriented activities”
- “Concerts and events such as Fourth of July celebrations”
- “Theaters”
- “Amphitheater at old Florshiem factory site”
- “Recreate Gas Light Square entertainment area”
- “Farmers markets”
- “Better security, lighting and signage”
- “Underground power lines”
- “Sidewalk improvements”



- “Upgraded tenancy”

Summary of Required Improvements: Teams were also asked to describe future projects, improvements and public services that have the greatest positive impact for citizens. Responses included:

- “Transportation and other infrastructure such as sidewalks, bus service, and trails”
- “Downtown area re-investment in the infrastructure incentives for preservation and riverfront development”
- “Future growth planning to control urban sprawl and the development of design standards”
- “Recreation, including an aquatic park behind Osage Community Centre, lake development, library expansion, teen center and sports complex centrally located or near the high school”
- “Economic development planning to attract manufacturing, restaurants and other commercial development ”
- “Housing planning for neighborhoods with livable and affordable housing in the \$100-200K range”



STAKEHOLDER INTERVIEWS

In order to improve the comprehensive planning process and heighten the likelihood of implementation, a diverse group of stakeholders were interviewed. Twenty-three (23) stakeholders were identified by the steering committee with the intent to diversify the group based on background, interest, profession, age and level of involvement in the community.

Stakeholder interviews were arranged in an informal setting at a place of choice by the stakeholder or were conducted over phone. The interviews were arranged as a one-on-one conversation, whereby the consulting team initiated a topic and allowed the stakeholders to answer predetermined questions. The consultants carefully recorded the answers throughout the interview. These answers generally took the shape of a conversation that helped the stakeholder become more comfortable in expressing his/her views about the subject. A list of stakeholders and discussion topics are provided in Appendix-4 at the end of this document.

Housing and Neighborhood Stabilization

The stakeholders generally view Cape Girardeau as a safe place to live and work with a low crime rate. "It is a good place to live, work and raise a family." However a few respondents felt there are housing shortages for particular segments of the society. These include the first time home buyers that are singles or couples without children and senior citizens interested in downsizing their living spaces.

Stakeholders felt that the City currently has housing stock valued at less than \$100,000 or more than \$200,000. However, it was suggested that the price range that attracts younger generations and seniors is within the \$125,000 to \$150,000 value range and is not only in demand but is also needed to retain these segments of the population. Stakeholders felt that the younger populations are opting to live in Jackson due to cheaper land and availability of housing attractive to this age group and within their price range. One of the stakeholders expressed concern that Cape Girardeau is losing a whole generation to Jackson.

Some stakeholders felt that while Cape Girardeau has some well established and attractive neighborhoods, most of the housing is single family residential and that presently there is not sufficient diversity in the housing stock. More duplexes, apartments and condominium complexes are needed for seniors and first time



home buyers. Residential developments such as zero lot line housing and other compact developments may also have a market demand. Housing stock in south Cape Girardeau is of particular concern to most of the stakeholders. Lower income and affordable housing is perceived to be needed in the City as well.

Stakeholders strongly feel that schools play an important role in shaping the housing market. It was generally assumed that if the issues related to schools are addressed; “there will be more investment in the housing market.”

One of the stakeholders felt that the City does not have enough incentives for local developers with proven track records. Instead, a few complained, that developers from outside the City receive better incentives and consideration from the City than do local developers. Another stakeholder complained that the City regulates the development process too closely and its attitude toward developers retards investment. The City’s attitudes and restrictions force developers to build outside the City limits. It was suggested that the City consider planned mixed-use areas and work with developers through master planning. This allows for the identification and planning of those areas within the City appropriate for new and redevelopment areas.

According to some stakeholders, westward expansion is the most logical due to the amount of land available and the lower cost of land, now used for agricultural purposes. It was suggested by some that the City needs to make a master plan of the area including build roads, sewers, utilities and other infrastructure, and invite developers to build in specifically planned locations. There were other respondents that recommended annexation northward as well. According to them expansion in this area is more reasonable due to the alignment of I-55.

Old Town Cape Revitalization

Stakeholders envision the Old Town Cape developed into a destination venue, a retail hub with art galleries and restaurants, and an area that brings focus to existing historic sites. Tenant mix may include such uses as:

- boutique shopping
- shops that preserve the quaintness of the area
- entertainment and cultural events
- landscaping and other public amenities that create a commercial setting for private investment



Some stakeholders' visions for "Old Town Cape" did not include the use of that name for the area. It was felt that the area needs to become more trendy and cutting edge. Exciting places to go, performing arts and unique shopping and dining experiences that attract tourists are required to save the area. Additionally, planning for this area needs to incorporate possible riverfront development such as marinas to attract river traffic and social events similar to those occurring in Paducah, Kentucky.

One stakeholder expressed his vision for Cape Girardeau as home to a minor league baseball team including the construction of a 1,000-seat sports facility. This, in his opinion, will add to the overall economy of the City and help the Old Town Cape. While most of the stakeholders felt that there should be investments in this area, one of them expressed an opinion against this type of investment and felt the City's resources were better expended in those areas where citizens live and work. He suggested that presently no one utilizes Old Town Cape.

In order to achieve the visions mentioned in previous paragraphs, the stakeholders felt that there needs to be a balanced mix of retail and entertainment venues that can justify redevelopment of housing around this area. Old Town Cape is seen as part of the City's identity and therefore worthy of planning and incentives to encourage redevelopment. Consideration needs to be given to land use planning to rectify existing conditions in the area that presently includes industrial uses amid commercial and residential places. It was felt that these land use disparities discourage investment and impact the overall appearance of the district.

While there are 370 businesses in the Old Town Cape area, there seems to be a lack of information about downtown businesses and activities in the district. Stakeholders mentioned that over the last few years, business has decreased and spending patterns have changed. Due to the increased retail and dining options available elsewhere, people are spending their expendable income in other areas of the City. Some stakeholders felt that a more proactive approach is necessary to sell the amenities of Old Town Cape and create a regional as well as a national identity. While the district seems to be coming back, more commercial investment is required. Stakeholders envision Cape Girardeau becoming a weekend destination.

There have been new developments such as a new Federal Courthouse and a River Campus, which is an expansion to the Southeast Missouri State University Campus. These, the



stakeholders feel, will bring more people from within the City as well as from other markets.

Some stakeholders were concerned the City does not realize how well managed it has to be to deal with the future growth in Old Town Cape. If there is no planning, and development is allowed to proceed without consideration to planned growth, certain investment and uses may be detrimental to the City's future.

Presently there appears to be a growth trend toward the western limits of the City. Without careful planning, Old Town Cape may lose its market viability. It was also expressed that in order to encourage investments in this area the City needs to establish a grant program, providing incentives for redevelopment of properties in the area. It was observed that facades and other architectural improvements seem to be happening without help or design guidelines.

Some interest was expressed in housing development near the river to support businesses and sustain the area as a mixed use district. While it is easy to attract singles and young couples to the area, it becomes less likely families will move into the area. One of the most important reasons for this is the lack of good schools and support facilities for children. Parks such as Indian Park are encouraged as the redevelopment of the area takes place.

When asked about the infrastructure, especially roads, stakeholders suggested that access to Old Town Cape be improved especially along William Street. While one of the stakeholders had an idea of an inner belt running through the district another stakeholder dismissed the idea with a concern that such a high-speed-high-traffic inner belt would isolate the district and residential areas and would take away any appeal to living in the area.

Commercial Development

Overall, the stakeholders felt that Cape Girardeau is a "hub" and regional draw in the area. More people will continue to come to Cape Girardeau and the economy will feed the growth around the interstate. However, the City needs a major attraction to underpin the tourism efforts. One suggestion was the use of excess funds generated from the River Campus tax incentive be used to pay for projects that attract tourists.

Properties along Kingshighway were seen as old and outdated. This area was considered by the stakeholders as an important



redevelopment area for the City. One of the stakeholders was disappointed that the City is spending tax money outside City limits, when according to them; “more developments are needed in the City.” One of the examples of spending tax dollars per this participant is spending tax dollars for the construction of LaSalle Avenue in the north of the City.

Several stakeholders mentioned the hotel and restaurant tax imposed in the City and suggested these funds be used for City beautification. It was suggested that the funds are limited to certain uses only and one stakeholder felt this is wrong. Some stakeholders felt that the university is given more preference in fund distribution and other areas of redevelopment are comparatively ignored.

Another stakeholder was concerned about the quality and type of job creation in the City. According to this respondent, most jobs created are fast food service jobs and the only large manufacturing company is Procter and Gamble. It was suggested that the City work to attract small scale manufacturing plants that can provide more jobs and possibilities for advancement within the community.

Industrial recruitment needs to be more intense and incentives need to be put into places that attract investors. High-tech job creation with specific skill sets will develop resources. This was seen as ideal industry for the City. Several stakeholders suggested that the City and its private developers and businesses need to consider a job training program as a way to invest in the youth of the City and their future.

One of the stakeholders felt that the commercial areas are very dense along the Interstate areas. The Kingshighway area, on the other hand, has not had much recent growth and needs to be upgraded with a strategic plan that seeks new opportunities for businesses. I-55 is a dynamic area - and with the new university investment activity at the new interchange – this will continue to be a growth area. Some felt the airport area also needs to be upgraded and along with the Interstate-55 and Kingshighway areas, requires master planning.

As far as medical facilities are concerned, the stakeholders responded that the hospitals think regionally and have a vision that includes all of Southeast Missouri and Southern Illinois. “Cape Girardeau needs to plan to become a regional force building on its foundation of recession-proof businesses, i.e., government, education, hospitals and healthcare.” One of the stakeholders said



that the hospitals own most of the buildings in the doctor's park area. It was mentioned that the doctors' park is in need of upgrade and marketing to attract new businesses including medical research and development companies.

One of the stakeholders felt that Cape Girardeau continues to have a robust economy and the university contributes to that economy through education and performing arts venues. Cape Girardeau has an excellent "town and gown" relationship that can only get better. The proposed new I-55 Interchange north of the City will include 400 acres, a three quadrant development owned by Southeast Missouri University. "This planned development will include mixed-use development and research facilities. The University, the City of Jackson and the City of Cape Girardeau are currently working together to make this development a reality. A five-to-ten-year planned development process will include 150 acres of retail, and will be complimented by the development of a research park and residential dwellings."

A few stakeholders were concerned that there are a significant number of people working in Cape Girardeau that are not part of the base population. While this is good for economy, it exerts pressure on the City to provide infrastructure and public facilities to a population that does not directly contribute to offsetting these expenses. A few stakeholders suggested that the City consider imposing an income tax assessment (ranging from half to one percent) allocated specifically to infrastructure maintenance and enhancement to assist with the installation of new facilities and the upgrade of existing services.

Cape Girardeau Redevelopment

Redevelopment of some neighborhoods in the City is a major area of concern among all stakeholders. They feel that older areas of the City are isolated from the City. Housing in this area is below livable standards.

Overall, the living conditions and physical disrepair of housing in areas like the neighborhoods known as the "south side" for instance, are substandard and require immediate attention by the community. Houses in this area have a high percentage of absentee ownership. Regulations - pertaining to permitting before sale or lease of property, as well as specific maintenance standards, enacted and enforced by the City - would go a long way to remedy these conditions.



Stakeholders indicated that there is an “own a house” program provided by the City providing \$45,000 in buyers’ assistance. However, it is necessary to qualify for these funds and in some cases it is difficult to receive these funds based on credit history and earnings parameters. It was suggested that qualifying for this program needs to be accompanied by an educational program that instructs potential borrowers in the requirements and process of securing funds.

Recreational facilities are minimal in these parts of the town. According to the stakeholders the Osage Community Centre was planned for use by the entire community, however, due to its location, transportation by automobile is necessary to enjoy the facility. Therefore, young people living in the Southside of Cape Girardeau, for instance, have limited access to the Osage Community Centre facilities. It is felt that this lack of organized activities and access to sports facilities lead to involvement with drug activities and vandalism.

There are also a few churches in the area that organize summer Day Camps for two to three weeks. Stakeholders emphasize that the redevelopment areas in the Cape Girardeau need parks, public gathering places, and recreational facilities that are free to the public.

A community college was suggested by some stakeholders as an important amenity for the community. Some students are not interested in a four year curriculum and need to combine advanced studies with a work schedule. The establishment of a community college allows for schedule flexibility and a curriculum can be designed to meet the job requirement standards of businesses in the City.

Stakeholders felt strongly about transit (buses) availability and the need for extended hours to serve those working late shifts at jobs throughout the City.

Transportation Infrastructure

Almost all the stakeholders were concerned that the City lacks east to west and north to south connections and advised that all the streets need to be studied. One of the stakeholders suggested an inner-belt corridor. According to this stakeholder, such an alignment would add to interstate highway access and in-town connectivity.



It was suggested that while Middle Street is ideal for inner-belt alignment, it has been opposed by the Federal Building development as related to security and the transport of prisoners. Therefore, according to this stakeholder, connecting to Sprigg Street may be an acceptable alternative. This idea was opposed by a few other stakeholders because, according to them such a street will result in the separation of existing established downtown neighborhoods and destroy the character of downtown

Some of the stakeholders see an east to west interstate highway system greatly important to the region. For years, a group of concerned citizens has lobbied for an interstate corridor extending from the east coast westward to California. The alignment would substantially imitate the “old” Route 66 corridor and the project is known as the Interstate 66 Trans America Project. These stakeholders expressed disappointment that the Department of Transportation spends more money in the St. Louis and Kansas City areas while ignoring the importance of major transportation corridors to secondary markets.

Currently, trucks travel an extra 100 miles to Cape Girardeau’s industrial sites due to the existing interstate highway configurations in the area. The proposed Interstate 66 corridor is planned to help reduce travel time and stimulate additional economic development in the area. While most of the stakeholders feel that an east-west interstate corridor is necessary for the City to progress, there is disagreement among them as to the extent of its impact.

Some stakeholders felt that this corridor should be lobbied to be stretched across America from east to west. Others feel that this will be a huge undertaking and politicians at Washington will not consider the proposal. Instead if it were shorter in length, but passing through Cape Girardeau, there are better chances of turning this project into reality.

One of the stakeholders stated that in addition to Interstate 55, MoDOT maintains William Street from the Interstate- 55 to Kingshighway. The State also maintains Kingshighway and a portion of Route 74. MoDOT is in the process of preparing a “Purpose and Need” document from Fruitland to Scott City along I-55. This analysis will identify high traffic areas and important growth areas along this corridor. MoDOT has also partnered with the City of Jackson and the City of Cape Girardeau in the development of a new interchange at I-55. There are also traffic



related issues of concern around and near the airport site due to high volumes of traffic on I-55 at the airport.

According to a stakeholder, MoDOT expressed interest in the rate of development in Cape Girardeau because the development adds traffic on major and secondary corridors throughout the region. The existing infrastructure impacted by present and future growth is related to capacity issues that will compound with continued growth. Development of alternate routes to alleviate major arterial congestion has become an important regional issue.

MoDOT coordinated and funded the development of a trail section along the river which will include the use of the “old river bridge” abutment as an overlook. According to the stakeholders, some of the existing corridors and intersections in need of improvements are listed below:

- William Street at the Interstate-55
- K-Mart store entry and exit on Kingshighway was mentioned by every stakeholder as dangerous and accident prone intersection
- Lexington Ave and Mount Auburn were recommended for repair and enhancement
- Intersection of I-55 and William Street area, including the Wal-Mart and Lowe’s site are seen as an area with congestion issues
- I-55 – new interchange was seen as an improvement that will help link downtown to the Interstate-55 to supplement the William Street connection
- Broadway in the downtown area needs to be widened

Parks, Recreation, and Community Facilities

The discussion of parks and recreation was mainly dominated by the topic of trail expansion. All the stakeholders that were interviewed were pleased with the success of Cape La Croix Trail and supported the idea of connecting neighborhoods with trails. They envisioned trails as not only a recreational facility that serves the need of all ages of population but also as an alternative mode of transportation.

Trails were seen as improvements that can uplift the quality of life in Cape Girardeau. Some of the potential streets that were particularly suggested by the stakeholders for trail improvements were Kingshighway and William Street.



One of the stakeholders stated that it is important to connect Southeast Missouri Hospital and university campuses to parks and neighborhoods by trail. This will also promote healthy living. A few stakeholders suggested that developers may be convinced to donate a portion of their land for trails. However, others felt that land donated by developers and investors is too costly to donate for recreational purposes. Stakeholders also advised that the City needs to create a master plan for trail alignments throughout the City.

Other recommendations included a need for a landscape ordinance. A particular example that was cited related to the Sears store. The store, according to the stakeholder, “initially agreed to have decent landscaping on the site but did not plant landscaping when the store was built”. Stakeholders also felt that while the beautification of interchanges is crucial as a gateway to the City, it is also necessary that the City concentrate on its overall beautification. Not enough street lighting was an area of concern among a few stakeholders.

More than one stakeholder expressed a need for a lake and a resort area. “Cape Girardeau has a lot of hunting and fishing opportunities but there seems to be an interest in more entertainment venues for people here, especially when the City is trying to sell itself as a tourist location.”

The need for smaller parks such as Indian Park was expressed by most of the stakeholders. While the City is seen as being rich in entertainment and sporting venues, it was advised that more options need to be developed, including:

- sporting complexes
- junior level gyms and complexes
- a water park
- community centers
- aquatic facility
- new municipal pool
- sporting complex facility

Social and Cultural Development

Most of the stakeholders feel that the City is doing well, and the government is doing a good job. Cape Girardeau has excellent support in place: an involved mayor, Chamber of Commerce and City Manager all contribute to the City’s image and success. However, some feel that there is a lack of City pride. According to the stakeholders, there is a need to create an environment in which



all people can realize their goals and ambitions including health care, social goals, education, equal opportunity, and all aspects of the community made available to all people.

The riverfront seems to be one of the important quality of life elements of interest to the stakeholders and most encourage the planning, infrastructure investment, and development of this area. One of the stakeholders envisioned Cape Girardeau as evolving into a City like “Springfield, MO.” According to this respondent, Springfield has a vibrant downtown, has successfully attracted industry, has excellent health and educational services and with promotional efforts, continues to attract new industry and jobs.

While most of the stakeholders are happy with the existing library and other educational facilities, there is strong interest in keeping the facilities in good condition and updated with the latest technology.

Education

Some of the stakeholders feel that the school system should be simplified. Instead of having separate kindergarten, primary, and junior high schools it should be combined into a K-8 structure. It was felt this would improve the quality of life of families with more than one child by allowing the parents to go to just one location for the access education and social needs instead of shuttling among multiple locations.

Stakeholders feel that the City is currently losing population to Jackson because of the perception of availability of a better school system coupled with affordable housing. More than one stakeholder suggested that school districts need to redesign their boundaries. One of the reasons for this is that while the students live in Cape Girardeau, they go to Jackson School District. One of the stakeholders also suggested that Old Town Cape needs a new school for its development and the old historic school should be turned into a math and science academy center.

Almost all the stakeholders expressed a need for a community college in the City. This will also help retain the younger population in the City.

Future Growth and Annexation

Stakeholders agreed that the only way for the City to expand is to the north and west of the City’s existing boundaries. Annexation to



the north “will require addressing the school district boundaries.” While annexation to the west is a good idea and land values are presently lower, it “will require a new school and other infrastructure facilities.”

Some of the stakeholders felt that annexation needs to occur north/northwest and west to Gordonville. Southward expansion, on the other hand, “would be appropriate for more industrial development but should only be considered for annexation with proper planning.” “The City needs to look for logical subdivision development areas to continue its growth.” One of the stakeholders mentioned that developers are building homes outside the City limits of Cape Girardeau to avoid City regulations and delays associated with plan approval and permitting.

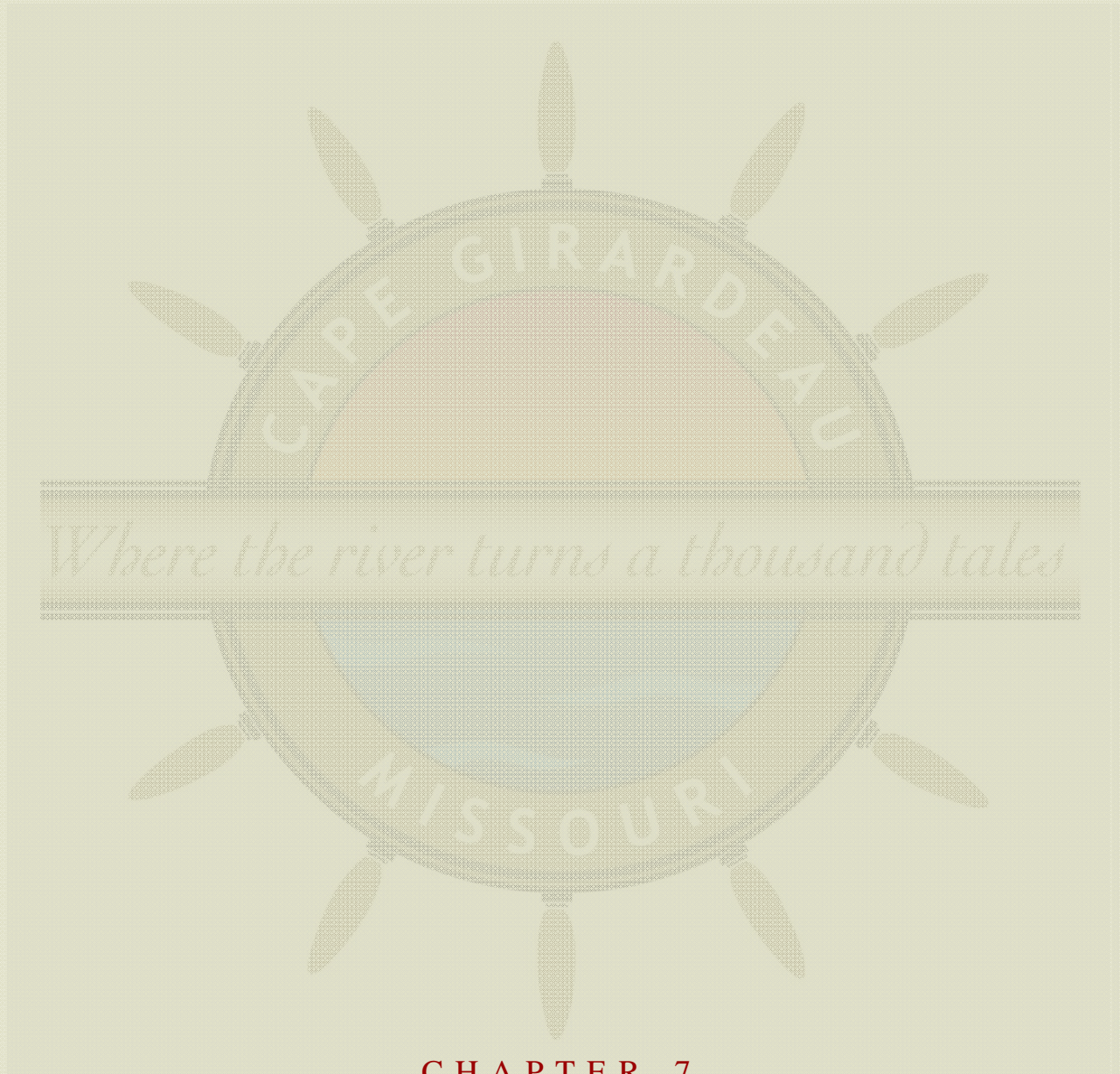
An important consideration to be given to the annexation planning process includes the evaluation of existing infrastructure and building conditions outside what is now the City limits. “Annexation of substandard buildings and roads needs to be weighted against the cost of annexation, the anticipated tax offset generated by the newly annexed area, and the long term care and maintenance of existing and new infrastructure.” Stakeholders felt strongly that although annexation is to be considered, a master plan of methodology, inventory of structures, costs, and physical development of building and infrastructure needs to be in place.

The City may also want to consider an annexation agreement to assure that any annexation complies with the City standards. One of the stakeholders also suggested that the City “develop a design guideline to maintain and enhance the character of both residential and commercial areas within annexed areas”.

Many stakeholders suggested that “Cape Girardeau and Scott City explore the opportunity for merging.” While this merger allows Cape Girardeau to expand its boundaries and population southward, it will also benefit Scott City through services and governmental oversight provided through Cape Girardeau’s codes and ordinances.

Stakeholders suggested that it is important for the City to keep up with growth. “Smarter methods need to be explored to provide infrastructure facilities and public services to accommodate growth.” The City should also carefully consider the financial returns generated within proposed annexation areas.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 7 Future Infrastructure Facilities Plan



THE TRANSPORTATION SYSTEM

A transportation system, alternative methods of transportation, and civil improvements substantially support the community by integrating and enhancing the social, physical, environmental, and economic components of the community. In the development of infrastructure projects, socio-economic conditions, market trends and physical elements are considered along with technical issues so that final decisions related to infrastructure corridors and alignments as well as other infrastructure elements are made in the public interest. In order to determine the future infrastructure needs of any community, it is important to understand existing conditions and how the present infrastructure sustains or exerts constraints on future land use and market growth. The following issues relate to those conditions considered significant to the community:

1. **Preservation** of the existing infrastructure, including managing and maintaining current transportation systems and road surface assets.
2. **Congestion management**, to ensure that congestion on the region's roadways does not reach levels which compromise economic competitiveness and public safety.
3. **Alternative modes** of transportation, including emphasis on pedestrian and bicycle linkages to community activity centers and rapid transit systems and bus service.
4. **Sustainable development** to coordinate land use, transportation, market-driven economic development, environmental quality, and community aesthetics.

An understanding of these issues requires that proposed improvements be viewed from the perspective of the user, nearby communities, and larger statewide interests against a backdrop of funding sources and market demand. To the user, efficient travel and safety are paramount concerns. Meanwhile, the municipality may be more concerned about local aesthetic, social implications, and economic impact. The infrastructure elements discussed in this chapter will include:

- Highway and secondary/local transportation corridors and their connectivity
- Cape Girardeau airport
- Trails and greenways



- Railroads
- Waterways
- Levee District
- Stormwater and sewer facilities schematically located within future development patterns
- Fire and police stations located within future development patterns
- Public transportation needs
- Green infrastructure

ROAD INFRASTRUCTURE AND MARKET FORCES

In the City of Cape Girardeau and its environs, Interstate 55 is literally the backbone of the community. This federal corridor creates a strong connection between two major urban hubs in the Midwest and provides access and visibility from the highway to the City and its major secondary road system. It is the secondary road system that provides market penetration around the highway as well as into the interior of the City, allowing market access and ultimately sustainability for the entire community.

Direct and uninterrupted connectivity of the secondary road system within the City connects all markets to the downtown core area, the university, the hospitals, and other vital commercial areas. Therefore, the secondary road system discussed below focuses on circumferential linkage and interior circulation throughout the City. These secondary road patterns form a grid for transportation, economic development growth and renewal.

The general population tends to be interested in how successfully a roadway functions as part of the overall transportation system and to what extent capital resources are consumed. Therefore, it is recommended that the City of Cape Girardeau prioritize planned and recommended improvements based on overall system benefits as well as community goals and values. The following items summarize the transportation recommendations for the City as follows.

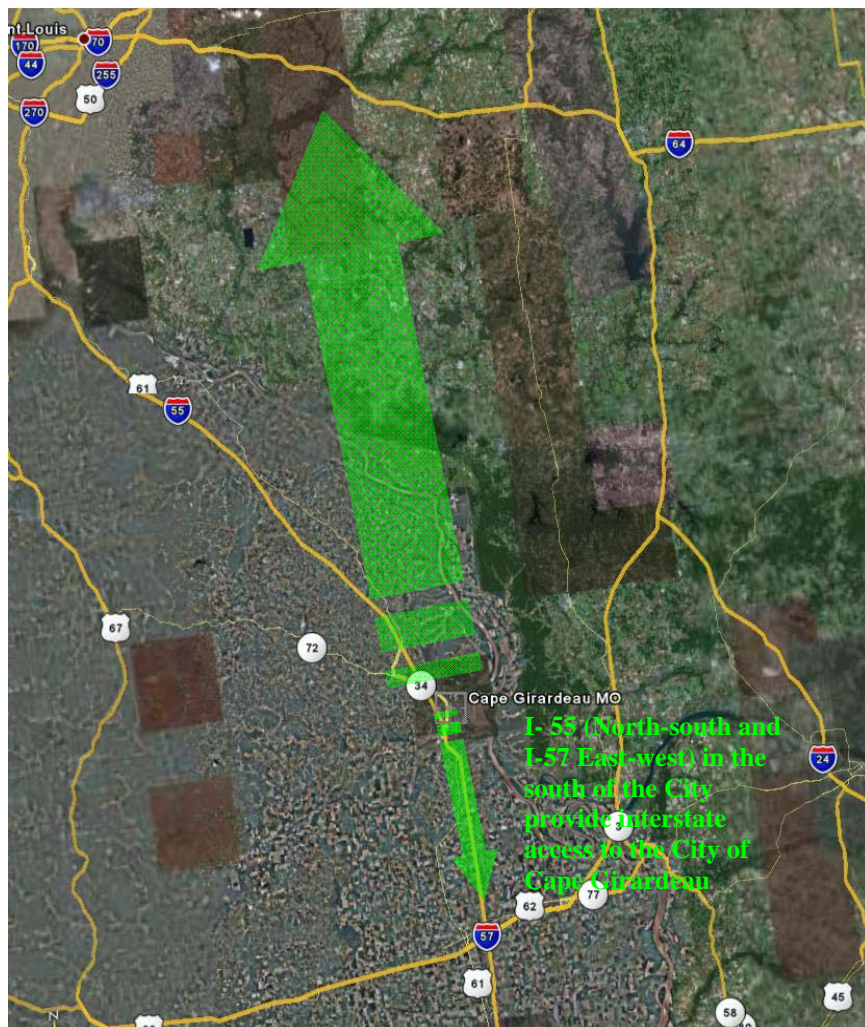
Primary Corridor

Interstate 55 (north/south axis) is an interstate system serving the City of Cape Girardeau. This highway links St. Louis, Missouri to Memphis, Tennessee as it passes through the City and is the only interstate system to provide major market access to Cape Girardeau.



Interstate 57/State Route 60 (east/west axis), east of the City aligns to connect smaller communities such as Mt. Vernon, Illinois, and

Map 7.1: Distance of Cape Girardeau with respect to major interstate highways in the region



points east. At Sikeston, Missouri, Interstate-57 becomes State Route 60 as it moves west to Springfield, Missouri. This road system is the only major infrastructure that provides east/west axis transient market access to the City of Cape Girardeau.

Interstate 55 provides critical access north and south of the City granting access to larger markets. However, although Interstate 57/State Route 60 provides access to markets in Illinois to the east and state wide access westward, this access point lies approximately thirty (30) miles south of the City limits in Sikeston, Missouri (Refer Map 7.1). Therefore, for planning purposes,



immediate access to interstate systems is assumed to be primarily Interstate 55 providing north/south market relevance to the City.

Due to the configuration of these highways and their relationship to the City of Cape Girardeau, economic development planning for the City will be more locally and regionally focused. As Map 7.1 indicates, major interstate corridors around Cape Girardeau are limited to Interstates 55 in Missouri and I-57/State Route 60 as mentioned above.

Table 7.1: Approximate Distances to Major City Locations Around Cape Girardeau *(Also Refer Map-7.2)*

City, state	Distance	Major Highway access
Paducah, Kentucky	93 Miles	Interstates 57 and 24
St. Louis, Missouri	104 Miles	Interstate 55 (Direct Connection)
Memphis, Tennessee	153 Miles	Interstate 55 (Direct Connection)
Nashville, Tennessee	180 Miles	Interstates 55 and 24
Little Rock, Arkansas	276 Miles	Interstates 55 and 440
Indianapolis, Indiana	286 Miles	Interstates 55 and 255
Kansas City, Missouri	353 Miles	Interstates 55 and 70
Louisville, Kentucky	360 Miles	Interstates 55, 57, and 255

Source: Google Maps

Note: Travel distances to major cities around Cape Girardeau are estimated below and are based on road configuration and not straight line calculations.

Infrastructure plays an important role in the long term sustainability of the City due in part to the location of the Mississippi River. The river's location creates a psychological and physical barrier within the regional marketplace. Due to Cape Girardeau's position immediately adjacent to the river, half of the City's market ring falls within the State of Illinois. Additionally, the river's boundaries represent property lines between the State of Missouri and the State of Illinois. This defining boundary represents differences in terrain, economic opportunity, economic definition and market access for Cape Girardeau.

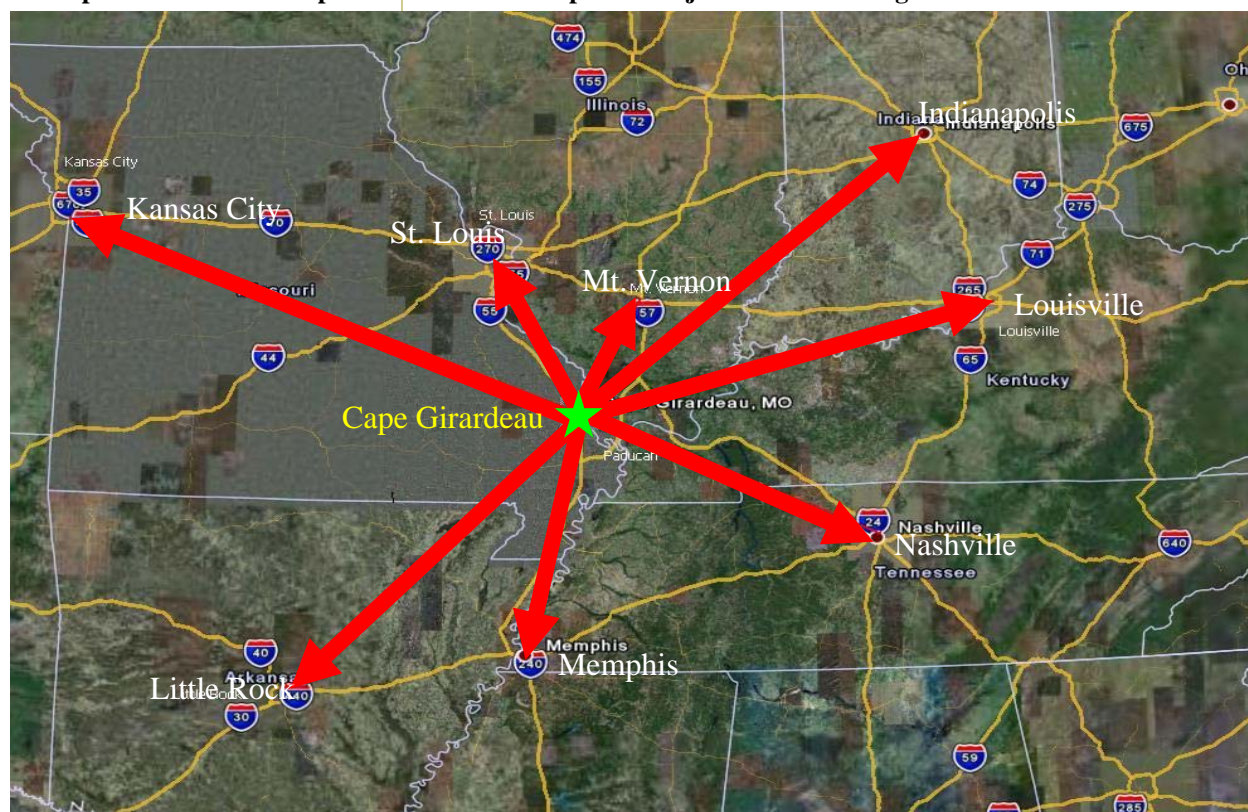
Presently, the only immediate access to Cape Girardeau from half of its economic market is along Illinois State Route 146 across the Mississippi River (Bill Emerson Memorial Bridge) becoming Missouri State Route 74 on the Missouri side of the river. This condition suggests the need for cooperative planning and finance coordination between the two states for any infrastructure upgrades within the market ring impacting Cape Girardeau and its region.

During the public engagement process, it was discussed that the Cape Girardeau Chamber of Commerce is working with other private groups to facilitate the development of a cross-country



interstate system (east/west axis) that is planned to pass through Cape Girardeau at Shawnee Parkway. This alignment would grant the City important market access, potentially connecting the City to a nationwide interstate system connecting Virginia to California, depending upon the final alignment configuration. In summary, the City of Cape Girardeau presently relies on Interstates 55 and Interstate 57/State Route 60 to provide transient market access from larger urban hubs such as St. Louis, Memphis, and Nashville (Refer Map 7.2). Due to limited interstate alignment, the City is served by intrastate access to secondary market resources such as Gordonville, Poplar Bluff, and other small communities west of the City.

Map 7.2: Distance of Cape Girardeau with respect to major Cities in the region



Source: Google Maps

Recommendations Related to Interstate Alignment and Access

- Any planning and funding solicitation along Interstate 55 be conducted as a cooperative participation between the Cities of Cape Girardeau, Jackson, and Scott City in order to maximize opportunities for funding and to assure Interstate 55 enhancements compliments economic development opportunities for the three cities (See Summary Note # 1, below).



Map 7.3: Proposed circumferential roadway system



Source: City of Cape Girardeau

- *Approximately half of the Cape Girardeau regional market is made up of towns within the State of Illinois. Therefore it is recommended that cooperative planning and funding solicitation between the States of Missouri and Illinois be initiated in order to facilitate funding options and opportunities for both states related to local and regional routes (See Summary Note # 2, below).*
- *Cape Girardeau relies on Interstate 55 for much of its transient market access and therefore, it is recommended that single point interchanges be constructed at the following locations with secondary, parallel roads connecting each interchange, planned and existing, along the west and east side of the interstate (See Summary Note # 3, below):*
 - *State Route 74 to enhance the Sprigg/ Giboney alignment*
 - *General western part of town to provide more convenient access to the downtown core area.*
 - *The planned LaSalle Avenue as part of the circumferential road system.*
- *Continue to work cooperatively with other states and private entities related to the development of a trans-national highway system, however, negotiations need to include access from the proposed highway system to the City of Cape Girardeau, assuring an interchange location at Shawnee Parkway and Sprigg Street, assuring that the City will not be by-passed by this important east/west connector. Access limited to Interstate 55 may result in limited market access to the City (See Summary Note #4).*
- *A circumferential roadway system is recommended to be developed that allows for new interchanges at I-55 and County Road 204 south of Nash Road and at I-55 and LaSalle Ave north, allowing for clear definition of the City's present and future boundaries and more directly distributing traffic movement throughout the region (See Summary Note # 5). Refer Map 7.3.*

Summary Note #1: The City of Cape Girardeau is flanked by the Scott City to the south and City of Jackson to the north along Interstate 55. The location of these two towns, adjacent to the Cape Girardeau City limits, has an important impact on the City and its



ability to expand along Interstate 55, extend existing economic markets, control its visual image at major intersections along the highway and seek various forms of funding for road improvements.

The proximity of these communities, each relying on Interstate 55 for major access can play an important role for Cape Girardeau, as the City plans and solicits funding for future road improvements. The desire for enhanced highway configuration and new or upgraded interchanges may facilitate infrastructure funding when the solicitation includes three growing cities seeking federal funding for such improvements. A cooperative effort to improve existing roads and highways in the area and its importance in creating economic impact makes a formidable argument for federal consideration.

To accomplish this, it will be necessary for the City to seek and receive agreement and intergovernmental cooperation from these neighboring communities in order to effectively implement road enhancement through the planning and financing solicitation process. Although cooperative municipal agreements can be attractive to federal funding sources, it takes productive discussion and legal documents to prepare for funding submissions. It is recommended that any solicitation for funding include a detailed discussion related to the location and economic relevancy of each community, existing economic conditions within the three communities and the impact improved infrastructure will have upon those existing conditions and their growth potential.

Paramount to any transportation planning and implementation strategy is an intergovernmental agreement among Cape Girardeau, Jackson, and Scott City is recommended.

Summary Note #2: Existing road configurations around the City of Cape Girardeau dictate largely the overall economic impact the community has within the southeast Missouri and southwest Illinois quadrant marketplace. Due to the existing infrastructure configuration, the City of Cape Girardeau can plan to attract investment to its boundaries by serving an approximately twenty five mile “primary market ring.” Within this circle, there are small, more rural communities that link directly to the City’s location, seeking goods and services not available otherwise.

Table 7.2: Local ring of market influence

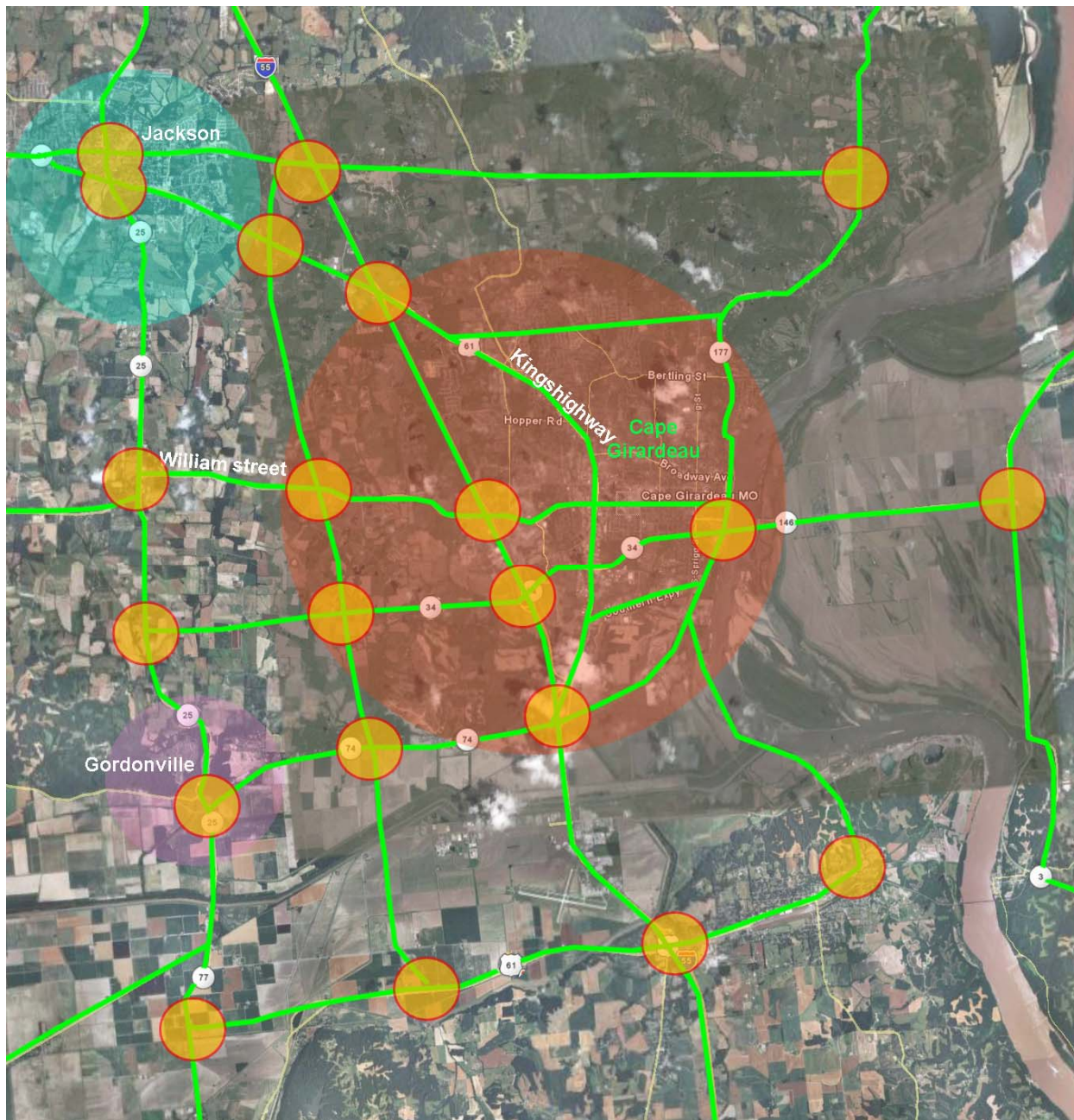
Municipality	Direction	Distance
Perryville, MO	North	25 miles @ State Routes 51 & 61
Charleston, MO	South	25 miles @ State Routes 77 & 62
Marble Hill, MO	West	35 miles @ State Routes 34 & 51
Anna, Illinois	East	25 miles @ State Routes 127 & 146

Source: Google Maps



However, due to road alignments and the composition of the market place within the State of Illinois, expansion of the market ring eastward does not add greatly to market enhancement. A large portion of the Illinois market is floodplain and towns in this area tend to be smaller and more rural. As mentioned above, the configuration of road alignments in this half of the market further complicates access to Cape Girardeau and minimizes half of the total market ring for the City (Refer Map 7.4).

Map 7.4: Immediate surrounding Market of the City





In that half of the City's market includes villages and towns in the State of Illinois, it is recommended that the City work with the State of Illinois to facilitate realignment and enhancement of infrastructure in the area. The two states, Missouri and Illinois, with the cooperation of Cape Girardeau, successfully funded and constructed the new bridge over the Mississippi River. By cooperating with the City in the planning and development of improved infrastructure, the State of Illinois will realize a greater return on its investment in the new bridge and the overall economy of this sector of the state as well.

Table 7.3: Regional ring of market influence

Municipality	Direction	Distance
St. Genevieve, MO	North	50 Miles
New Madrid, MO	South	50 Miles
Nashville, IL	East	50 Miles
Wayne, MO	West	50 Miles

Source: Google Maps

Map 7.5: Proposed east-west transcontinental interstate highway



Source: City of Cape Girardeau

Summary Note # 3: As discussed earlier, half of the City's market place includes land within the State of Illinois which is primarily floodplain and without appropriate infrastructure alignment to compliment access to Cape Girardeau. Therefore, developing interchanges and a secondary pattern of roads running parallel to the interstate connecting the interchanges is important to the long term economic sustainability of the community. The parallel road system encourages development to occur along a linear pattern rather than amassing investment at the interchanges alone. This pattern allows for more land development and greater opportunities for developers. New commercial development along a linear pattern also provides for greater City recognition from the highway and allows for creative land use options away from the highway.

Summary Note # 4: City of Cape Girardeau is participating in the planning of a major east/west interstate corridor that is proposed to pass through the south side of the City approximately along the existing Shawnee Parkway (Refer Map 7.5). Including both Jackson City and Scott City in these discussions as partners with Cape Girardeau demonstrates the regions ability to cooperatively plan and fund infrastructure project and can go a long way to attract positive attention to region related to this country-wide infrastructure effort.

Summary Note # 5: Interchanges along Interstate 55

There currently are five (5) interchanges along Interstate 55 providing access to the City. These are located at



- North Kingshighway
- William Street
- Shawnee Parkway
- South Kingshighway
- Nash Road

A new interchange is under construction north of the City. Construction of this new interchange (East Main Street interchange) on Interstate 55 will pave the way for a new entrance road for the City of Cape Girardeau. Southeast Missouri State University's owns 400 acres of land around the interchange and is in process of planning Life Sciences Research Park. A new east-west corridor- LaSalle Avenue is planned to be constructed in the future to provide better access to the City (see Map 7.6). LaSalle Avenue also provides a much needed connection between east and west of Interstate 55. Careful planning of parcels surrounding this interchange will be important so that the downtown businesses are protected.

The interchange and street extension is the culmination of years of planning and a cooperative endeavor between Jackson, Cape Girardeau, Southeast Missouri State University and Cape Girardeau County government

Secondary Corridors

Secondary Corridors play an important role in the overall circulation and market penetration in the City. Existence on north/south Interstate-55 and lack of east-west interstate in Cape Girardeau emphasizes the need for strong east-west secondary corridors. The Map 7.6 shows that the City is divided into sections by the secondary corridor system thus, establishing basis for the modified grid layout further enhanced by the major and minor collectors.

Cape Girardeau is substantially located between the Mississippi River and Interstate 55. The historic City growth has occurred along two main road systems in the City:

- William Street: William Street also called as State Route K has historically grown from the river, at the location of the downtown core area stretching westward to Kingshighway. At the Kingshighway area, larger box stores and 1960's type strip malls were developed and remain to this day. Upon the development of an interchange at William Street and the interstate, newer commercial development has



occurred including hotels, restaurants, a hospital, and a regional mall. During the 1990's development along William Street west of the interstate began, including hotels, restaurants, and large box stores.

The City's downtown core area and the heart of the economic and historic strength of the City, is defined by William Street due to its alignment spanning from Interstate 55 to the downtown center. It is one of the few direct routes that provide direct access to the central core area of the City. The importance of this corridor will be discussed in other sections of this plan and its relevance will be emphasized throughout this document. This corridor's importance to the market place in Cape Girardeau is further enhanced by its linkage from the Mississippi River to its intersection with Route 25. In summary, the strategic location of this particular road is paramount to any discussions related to infrastructure and market sustainability.

- Kingshighway also known as State Route 61 (north/south axis): Kingshighway was the main source of infrastructure and linkage to outside markets for many years providing Cape Girardeau with direct access to Jackson and Scott City, its adjacent neighbors. The construction of Interstate 55 left the City with a remnant of this old highway alignment that continues to provide direct access to the City of Jackson. The alignment's arcing configuration provides interstate access at its intersection with Interstate 55 on the north and on the south near State Route 74. This corridor is primarily commercial in land use characteristics and at its intersection with William Street, is paralleled by an open, paved storm water channel that creates a physical barrier between the alignment and adjacent property lines. The street configuration consists of four lanes which widen north of its intersection with Cape Rock to four lanes with a center lane for turning. Kingshighway is one two secondary corridors serving the City of Cape Girardeau.

These two road systems form an axis defining the City's market center at their intersection. In order to contain wayward growth from occurring in an unchecked manner, it is recommended that a circumferential road system be developed to clearly define growth trend areas. By creating future development opportunities through the creation of planned infrastructure, the four quadrants that encircle the City's market center can be more effectively sustained.



Benefits related to such forward planning include, but are not limited to:

- Providing for access and market penetration within the entire Cape Girardeau market area
- Enhanced access to any development existing or planned within the market
- Provide market strength and defined development areas within a refined and well established secondary road system
- Strengthen important major collector roads such as Kingshighway and William Street
- Define a specific investment and development area that focuses on City resources and provides opportunity for definitive public investment such as expansion of utility services and social amenities
- Eliminates exaggerated growth and reduces annexation that can cause polarization within existing City boundaries
- Strengthen relationships with nearby municipalities by enhancing access
- Assure growth potential and market sustainability for major employers in the City including the university, the two hospitals, and businesses of all kinds

It is recommended that the City of Cape Girardeau work closely with its neighbors, the City of Jackson and Scott City to plan and fund a road system that can provide for market strength and growth potential for all three communities.

The Cape Girardeau market was historically defined by the downtown area and later by the William Street and Kingshighway intersection as the City grew westward. Presently the City's commercial character is defined by the I-55 and William Street intersection. As development along the highway has continued, growth trends have changed and will continue to do so. In order to check growth trends that may over time elongate and polarize the City's existing investments, it is recommended that a circumferential road system be planned and developed that will allow for structured growth while preserving the City's historic downtown core area and other investment closer to the river.

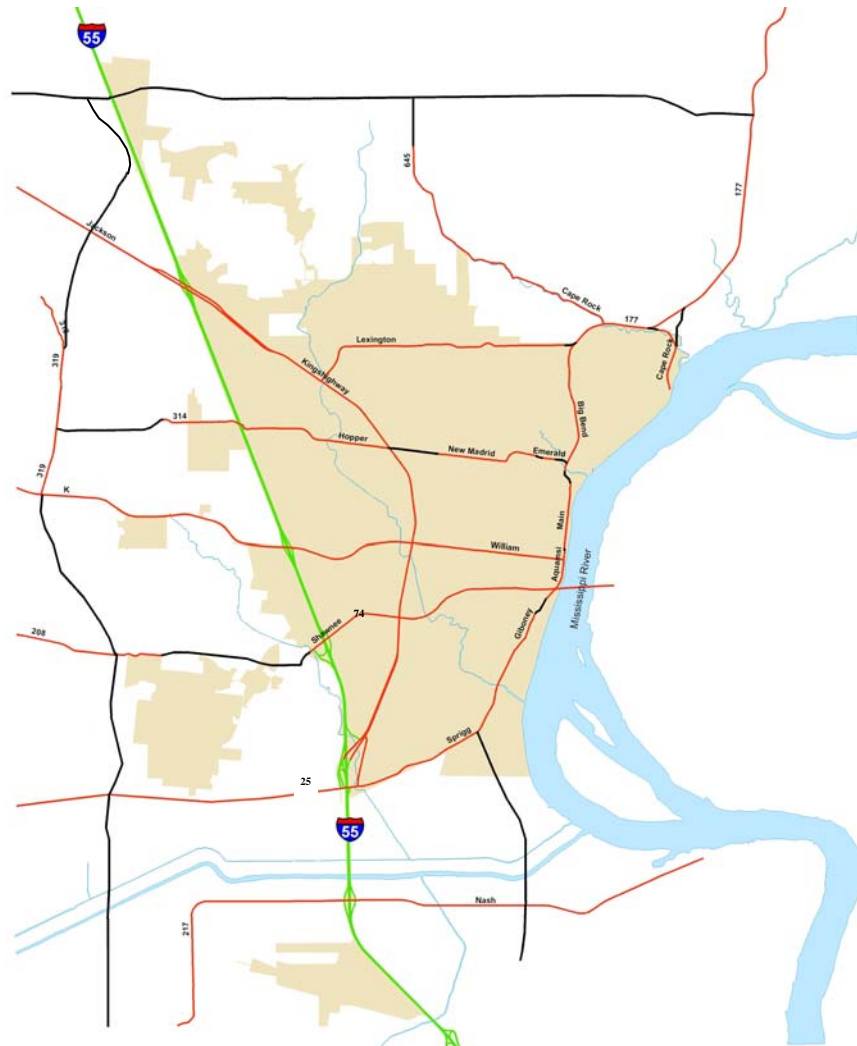
The concept of a circumferential road system will also necessitate the need for intergovernmental agreements with the City of Jackson and Scott City. By creating intergovernmental agreements that are designed to facilitate infrastructure investment, all three cities will benefit from the planning and installation of infrastructure that will allow for future growth needs and economic sustainability. The proposed circumferential road system is made up of the following existing roads either in their entirety or by enhancement of various connections along existing alignments:



- Eastern Sector – A new northward road connecting Nash to Sprigg/ Giboney is recommended. This will in turn connect to Main Street continuing to Big Bend Road and intersecting with State Route 177 on the north. This portion of the circumferential road moves traffic efficiently through the town providing much needed North south connection. This Road will also enable faster access to Procter and Gamble facility in the north and facilitate easy access to downtown.
- Northern Sector – The westward State Route 177 intersects with County Road 645. LaSalle Avenue which is to be constructed in 2008 extends westward from County Road 645 to meet the new proposed interchange along Interstate 55 in the North of Cape Girardeau. This particular alignment lies within an important growth corridor of the City and enhancement of County Road 645 makes the northern sector of the circumferential road system possible. This particular alignment defines potential annexation limits for the City and lays out planned, controlled growth potential for Cape Girardeau.
- Western Sector – A new northward road connecting Nash Road in the south to County Road 319 is proposed as a part of creating a western circumferential Road. County Road 319 continues north to intersect with County Road 318. From this point a new connection extending north is proposed to meet the new proposed interchange along Interstate 55 in the north of Cape Girardeau. While this seems to be an ambitious project and longest stretch of road construction for the City, it is important as it not only facilitates transportation but also defines potential annexation limits for the City and lays out planned, controlled growth potential for Cape Girardeau
- Southern Sector - Nash Road forms the southern boundary of the proposed circumferential system. This is one of the most important roads that serve the industrial area in the south of the City. Nash has direct access to Interstate 55 that is vital to industrial development in the area. It also prevents the truck traffic to enter that town providing a shorter and faster movement to industrial area. As the industrial area expands in view on new proposed connection between State Route 74 and Nash Road in the east of the City and proposed levy, Nash road will need upgrades to facilitate smoother traffic movement.



Map 7.6: Proposed secondary corridor system (Shown in Black)



Source: City of Cape Girardeau

In addition to the historic and circumferential secondary corridors listed above, other secondary corridors are also added to this system to facilitate overall circulation and market penetration in the City (See map 7.6).

- State Route 74 (Shawnee Parkway) / Sprigg (north/south axis): State Route 74 provides vital southern access to the City at its intersection with Interstate 55 just north of the Cape Girardeau Airport and the industrial park sites along Nash Road. This alignment arcs to the north providing access to the downtown core area of the City, and proceeds northward to connect with Lexington Avenue north of town. On the west side of Interstate 55, this same corridor provides a connection to Dutchtown, within the City's



market range. The Sprigg section of this alignment as it parallels the river is one of two secondary corridors that provide north/south axis access to the City. It is this section of corridor that intersects with William Street in the downtown core area providing important alternative highway access to this area of the City.

- Shawnee Parkway (east/west axis): Shawnee Parkway provides direct access to the State of Illinois (half of the Cape Girardeau market by means of a new bridge over the Mississippi River). Therefore extension of this route westward is recommended in this document to create an opportunity for additional market penetration and to enhance development opportunities along its alignment. By extending westward from I-55 will intersect with County Road 206 which, on its north/south axis, provides linkage to State Route 74 augmenting the residential and commercial development occurring in this area. Extending County Road 208 farther west, it intersects with the future extension of a new connection to the existing County Road 208 recommended as part of the circumferential road system discussed in this document.
- County Road 314, Hopper/ New Madrid (east/west axis): Presently, County Road 314 is a series of roads interrupted by development along its alignment. This road has the potential for becoming an important link from the Mississippi River to County Road 318, the west sector of the circumferential road system around the City. It's eastern alignment runs north of William Street and can provide direct access to the northern side of the downtown core area as well as Cape Rock Park, the university and historic sites in this sector of the City.
- Lexington Avenue/ State Route 177 (east/west axis): Lexington Avenue runs through a high growth area of the City connecting with State Route 177 on the east, the route leading to the Procter and Gamble complex north of the City and Cape Rock Park. Westward, this route intersects with Kingshighway. Kingshighway extends westward from the highway providing direct access to the City of Jackson. This westward extension of Kingshighway intersects with County Road 318 in the City of Jackson, providing additional access to the circumferential road system proposed.



In summary, the County Roads discussed here provide vital connectivity to Interstate 55, the market backbone of the City. They also make up in large part, linkage to what can be a circumferential road system for the City that can represent defined expansion, infill, and future growth corridors for the next fifteen to twenty years. The City of Cape Girardeau is immediately adjacent to two other municipalities that can play an important part in the planning and funding of needed connections and upgraded infrastructure. The City of Jackson dominates the northwestern growth area and Scott City the southern growth area. The market characteristics of these two towns are different. However, they may both be important to Cape Girardeau as intergovernmental partners in the seeking of planning and funding for enhancements in the area.

Major Collectors

Major collector roads run throughout the City intersecting with secondary corridors. These collectors are recommended as important future corridors for market access and penetration into the City. These roads begin to establish a “grid” pattern throughout the City that restructures connectivity of commercial areas and neighborhoods and if combined with the secondary road system can reshape markets within the City. Due to the development history of the City, the major collector roads are concentrated more densely to the north, south, and west of the downtown core area and within the older neighborhoods along the Mississippi River. The proposed major collectors in and around the City are shown in “turquoise green color” on the Future Land Use and Road Infrastructure Map CP-8 and Map 7.7 include:

East-West Alignments

- County Road 220 continuing eastward and aligned with County Road 204 and further with the Missouri Route N in the Scott City and finally terminating at County Road 307. This is an important alignment connecting west side of Interstate 55 and Scott City to the Industrial area. This street, along with Nash road alignment in the north, County Road 304 in the East, Interstate 55 in the West, forms a much needed loop to support the Industrial area in the South of the City
- Southern Expressway is an important east-west alignment serving the Industrial area in the south of the City and connecting Giboney, Sprigg Street, Kingshighway and Shawnee Parkway.



- Independence heading westwards is aligned with County Road 203 by a short north-south connector west of Interstate 55. This alignment helps to connect the east and west Secondary circumferential corridors and reduces congestion by creating an alternative route parallel to William Street.

Map 7.7: Proposed major collector road system (shown in Purple)



Source: City of Cape Girardeau

North-South Alignments

- Mount Auburn connecting Southern Expressway to Kingshighway and Lexington. The Southern end of Mount Auburn acts as a rear frontage road to I-55 encouraging elongated highway commercial-type development between interchanges at William Street and Shawnee Parkway. This



Map 7.8: Formation of linear market along I-55



Source: City of Cape Girardeau

situation is further benefited by Siemers Drive mimicking Mount Auburn on the west of Interstate-55 forming and a loop. A secondary loop parallel to Mount Auburn/ Siemers loop is formed by Silver Springs to the east of Interstate 55 and a proposed major connector intersecting Independence and Shawnee Parkway to the west (Refer Map 7.8).

- Cape La Croix continuing north to connect to County Road 620 and further to County Road 618 to ultimately intersect with the proposed new interchange in the north of the City. This road will connect Kingshighway to County Road 618 and the proposed intersection in the north and will act as a frontage road for the development that will take place in the east of the new interchange.
- A connection between Broadview and Cape Rock Drive which terminates at County Road 645. This alignment intersects various east-west corridors including Bloomfield, William Street, Independence, Kingshighway, Hopper, Perryville, Lexington and County Road 645.
- Perryville continuing north to join Route W and intersecting various east-west corridors including Broadway, Lexington, new secondary corridor in the north (joining County Road 645 to proposed interchange) and County Road 616.
- West End north from Southern Expressway intersecting with Shawnee Parkway, Good Hope, William, Independence, Broadway, Hopper, Bertling before aligning with the Old Sprigg Street before terminating at Lexington Avenue.
- Sprigg Street north from Southern Expressway and is a major access road for the University. It intersects with all the streets discussed under West End Street. It is proposed that Sprigg Street be extended to intersect with County Road 645 to form an efficient direct access to the north and North-west of the City from downtown.

Minor Collectors

Minor collector roads intersect with major collectors or secondary corridors providing neighborhoods and provide access to other residential areas and to commercial services within the City. Their role in the hierarchy of infrastructure is connectivity to otherwise more isolated areas that are not reached by major collectors and secondary corridors. Several of these corridors could be considered major connectors except for their limited serviceability due to perpendicular termination and offset intersections that prohibit their progress and connectivity to larger streets. Minor collectors



within the City serve very limited areas. During the redevelopment planning and implementation of designated development areas, it is recommended that these road alignments be reconfigured to supplement and compliment major collectors providing for smoother traffic flow, less congestion in certain areas of town, and safer streets that function more efficiently. The proposed minor collectors in and around the City are shown in “pink color” on the Future Land Use and Infrastructure Map CP-8. Examples of minor collectors in the study area include

East-West Alignments

- Bertling
- Normal
- Themis
- Gordonville Road
- County Road 618

North-South Alignments

- East Rodney
- Siemers
- Silver Springs

Local Corridors

The local roads vary in quality as they serve multiple markets in the City ranging from the downtown core area to more rural neighborhoods on the outskirts of the City. It is recommended that local corridors be included as part of any redevelopment plans and realigned as needed within any designed development areas such as Tax Incremental Finance Districts (TIF). Inclusion of existing off-site infrastructure allows upgrade of infrastructure for the common good of the citizens of Cape Girardeau while enhancing proposed development.

For example, any residential development or redevelopment planned for the area north of William Street needs to include road system realignment. Presently, there is a collection of streets that run perpendicular to each other and in some cases is offset or designed juxtaposition to each other. These configurations result in multiple cul-de-sac neighborhoods and isolation from a more traditional grid system. Therefore, a great deal of traffic impact is exerted on major collector roads that could be avoided by elimination of confusing street patterns and isolated residential subdivisions.



Photographs P-S: Examples of Residential Streets Integrating Sidewalks, Street Trees & Lights and Spatial Relationship of Streets with Housing



Source:
<http://www.pedbikeimages.org/searchResult.cfm>

One of the most important elements of neighborhood identity is the streetscape, also part of the City's infrastructure. Streets designed with appropriately sized, well-maintained, safe and shaded sidewalks and trails are singularly the most important element contributing to walkable communities and sustained value.

Well-planned streets can also be known as "Livable Streets." Studies have shown that streets with trees provide color, the perception of safety, feeling of enclosures, warmth, and are, overall more inviting compared to treeless streets. Streets in different neighborhoods should be designed to enhance neighborhood characteristics and render charm and identity to the community. One way to retain this charm, while developing a sustainable streetscape concept, is to follow the rules of Low-Impact Development (LID).

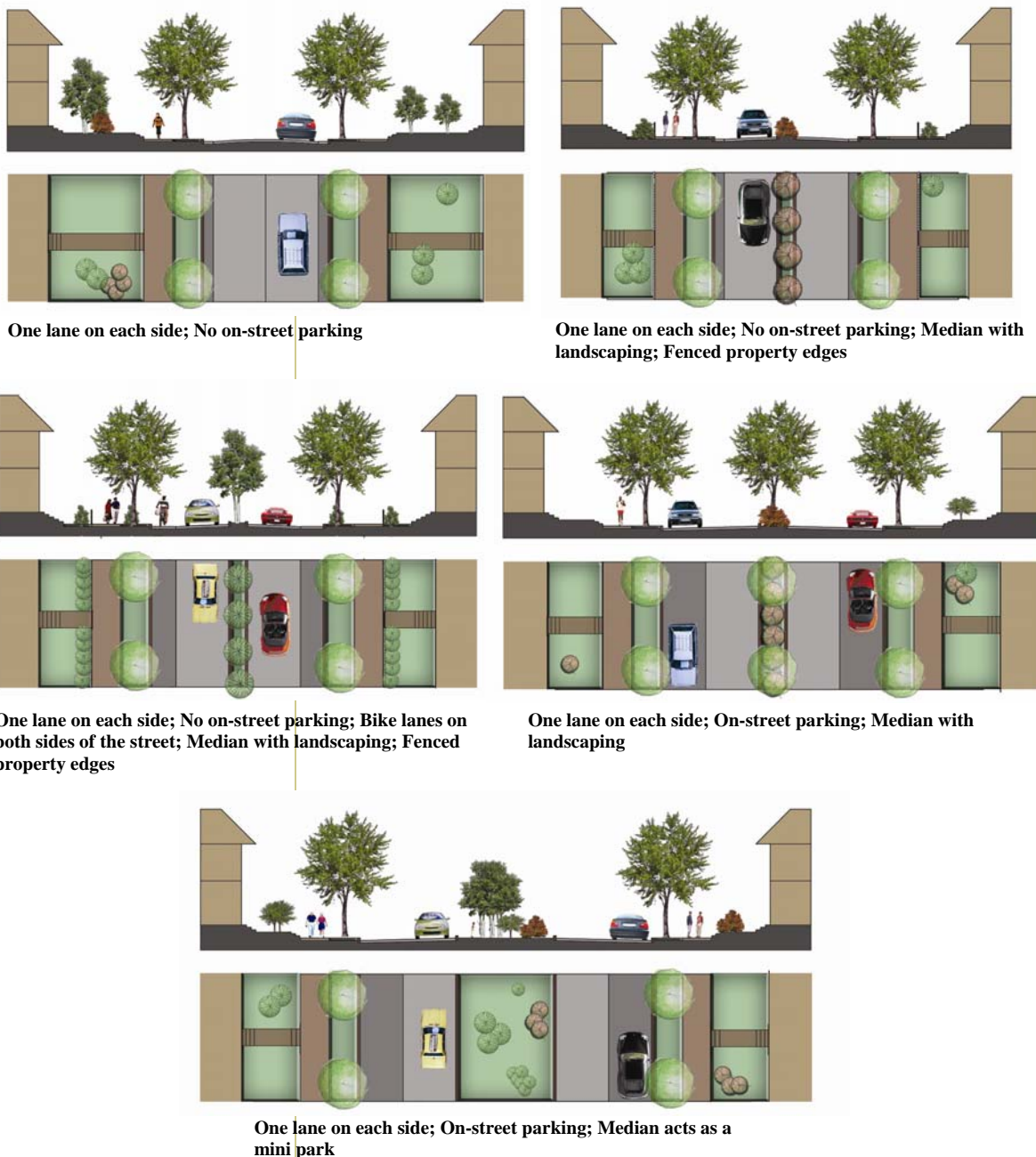
Low Impact Development is an approach to site design and stormwater management that seeks to maintain the site's pre-development rates and volumes of runoff. LID accomplishes this through the minimization of impervious cover, strategic placement of buildings, pavement and landscaping, and the use of small-scale distributed runoff management features that are collectively called "Integrated Management Practices" (IMPs)¹. More ways of using LID techniques will be discussed later in the chapter under the "Green Infrastructure" section. Some of the principles of street design that are to be followed with or without using LID techniques are as follows:

- *Street connectivity required to reduce pressure on the collector streets, resulting in reduced travel time*
- *Cul-de-sac type development to be avoided as far as possible except in areas where it is impossible to do so (for example- hilly terrains, heavily wooded areas and other environmentally sensitive area, etc.)*
- *Residential streets to have two-lanes as recommended by MODOT local street standards*
- *Provision of on-street parking is optional and will depend on the developers' concepts*

¹ Low impact development: Refer <http://www.epa.gov/owow/nps/lid/> for detail information on site development using Low impact techniques.



Figure 7.1- Examples of various local streets configurations



Source: Arcturis

Note: The plans and sections above represent several examples of local street designs that can be developed or used in combination to create streetscape designs unique to neighborhoods and developer concepts.

- *ADA standards to be followed to ensure handicap accessibility. Sidewalks to be ADA compliant*
- *Planning and construction of walking and bike trails to be incentivized and incorporated either in conjunction with sidewalk installation or developer planning*
-



Examples of Residential Streets Integrating Sidewalks, Street Trees & Lights and Spatial Relationship of Streets with Housing



Source:
<http://www.pedbikeimages.org/searchResult.cfm>

- *Additional space to be permitted for curb runoff if on-street parking is not provided*
- *A provision for median incorporation is optional and sizes may vary depending on street design resulting in the overall street size variations determined by developer designs*
- *Speed limits on residential streets not to be more than that prescribed by the MODOT recommendations*
- *Traffic calming devices such as humps, small traffic islands, cross walks, sidewalk bump-outs in streets integrating on-street parking and other innovative solutions are highly encouraged*
- *If the street design incorporates bike lanes it is recommended to provide for these lanes in both directions*
- *Proper signage per MODOT standards to be required*
- *Planting strips that are wide enough to grow trees between streets and sidewalks to be made an essential feature of neighborhood design*
- *Distance between trees to be such that they provide shaded canopies along sidewalks and additional landscaping such as seasonal flower beds, evergreen shrubs, and flower pot plantings are strongly recommended*
- *Streetlights to be selected and installed in such a manner that while promoting perceived safety among pedestrians they do not create light pollution in the neighborhoods*

AIR TRANSPORTATION

The location of the airport, on the south side of town is significant to the overall growth patterns within the City. Presently, growth patterns are trending northward following the Interstate 55 corridor. This northward growth is occurring in part due to:

- Availability of land that can be assembled and developed without the complications associated with smaller parcels
- Funding available for new infrastructure, including a new interchange on Interstate 55
- Market demand
- Owner planning and funding capability
- Absence of physical constraints such as excessive wetlands, contamination, or rock outcroppings or other natural characteristics
- History of prior developer interest in the area such as the Procter and Gamble complex



However, the southern growth of the City is also important to the long term employment base of the City and balanced growth patterns that “even out” rather than “protract” the City’s boundaries.

The present location of the airport is not considered a threat to the City’s expanding development areas and can be planned to enhance and facilitate future industrial development for the City. All of the elements of future industrial growth exist around the airport at this time:

- Open air space with no high hills or other natural obstructions
- Large parcels of land now being farmed that may make assembly of property for growth possible
- Existing industrial investment on which to build
- Existing airport facilities on which to build
- City infrastructure to serve future expansion
- Well trained City staff to operate and maintain the airport facility

It is recommended that a master plan for the airport be prepared in association with industrial development options and a marketing program. The master plan needs to address infrastructure needs associated with highway access, connectivity to the airport and individual business owners located near the airport, and internal circulation among buildings, and the development of an amenities program that can connect and enhance the marketability of the area through trails and greenway development, overlooks at the canals, and appropriate linkage to other City trail systems. Finally, it is recommended that the master plan include land use options for the addition of a new air strip to accommodate larger planes and future use by helicopters and other air traffic needs that may arise in the future dictated by changes in air travel equipment or by the needs of future industrial developers locating near the airport.

TRAILS, GREENWAYS AND SIDEWALKS

Research has suggested that individuals are willing to walk up to one-quarter mile with urban environments. However, living within one-eighth (1/8) mile of neighborhood retail establishments increased the likelihood of walking compared with living at least



Examples of integrating Bike & Walking Trails with neighborhoods commercial areas and open spaces

Through neighborhoods



Through commercial area- also acts as shared sidewalk



Through Local Street- shared roads



Through agricultural areas



Through environmentally sensitive areas



Source: www.pps.org, Accessed July 07, 2007

half (1/2) mile from retail.² An advantage of the City's grid network includes smaller blocks compared to general suburban block structures. The downtown grid-street-pattern and the compactness of the older sections of town reduce walking distances, making it easy for people to link from one place to another.

The importance of sidewalk and trails cannot be overstated. Industry literature lists endless benefits of these amenities. Recently there has been emphasis on trail networks designed to replace sidewalks altogether. It is believed that construction of trails can be less expensive and yields greater advantages compared to sidewalks. In addition to supplying health benefits to users, trails can boost the economy of small towns by supplying business from trail users, creating jobs, and increasing payroll and sales tax³. Presently, Cape La Croix trail is one of the most popular trails in Cape Girardeau. Other than Cape La Croix trail, pedestrian and bike paths can be found in the park areas only. The trails do not connect either the park system or other public or commercial places in the City.

It is recommended that locations such as the Cape Girardeau Osage Community Centre, Cape Rock Park, the library, Southeast Missouri State University the hospitals and other similar public spaces can be connected with trails. Moreover, streetscapes are recommended to be designed to include trails instead of sidewalks, or to run parallel to existing sidewalks, making the community walkable and bikeable, helping to reduce traffic congestion on the streets and providing alternative transportation to students and those unable to drive. Trails are not only a recreational amenities, but also alternative modes of transportation as well. By connecting their alignment to retail areas and employment centers, true alternative transportation can be provided for less taxpayer dollars with the added benefit of less traffic congestion overall and the aesthetic appeal of landscaped trails. Some suggestions for trail locations in Cape Girardeau can be found on the Future Trail Locations Map CP-7. Also the implementation and financial strategies section suggests ways to implement a trail network in Cape Girardeau.

² Kevin J Krizek. 2006. *Proximity to Trails and Retail: Effects on Urban Cycling and Walking*. Journal of the American Planning Association. Vol 72, Issue 1, pg 33-42. American Planning Association.

³ Karen L. Stewart, Jennifer Barr. 2005. *Promotional Methods Used by Hospitality-Related Firms in Close Proximity to Pennsylvania Rail-Trails*. Journal of Hospitality and Leisure Marketing Vol 13, Issue 2, Pg 55-65. Haworth Press



Table 7.4 : Level of Quality (LOQ) standards that measure walkability of streets

	Exemplary	Excellent	Good	Fair	Poor	Hall of Shame
Sidewalks Walkability increases with added width, buffers to the street, many eyes on the walk, attractive edges. Five-foot minimum widths are needed. Conditions improve as numbers of driveways are reduced, or set back. Non-mountable curbing is important.						
Main Streets Main Street walks should be wide, attractive, with many shops and residential units watching over the street. Many activities are needed to keep sidewalks in use many hours a day. Good lighting and street furniture are essential. Maintenance is key.						
Local Streets Local streets should be narrow, well landscaped, with on-street parking to act as sidewalk buffers. Driving speeds of 15-20 mph are best. 20-25 are acceptable. Homes should be proximate to the street.						
Avenue/Boulevard Avenues and boulevard sidewalks should be 5-6 feet wide in most applications. Planter strips and bike lanes create essential separation from motorists. Trees, other landscaping, medians help slow motorists. Lanes can be as narrow as 10 feet.						
Crossings Crossings should be well marked, accentuated by curb extensions. On multi-lane boulevards it is essential to have exceptionally well marked crossings. In some cases signals are warranted.						

Source: <http://www.walkable.org/library.htm>, Accessed on July 08, 2007



While trails are important for the community, not all places can be connected by trails. The community as a whole can be made walkable by incorporating street design that encourages walkability and makes it a pleasurable experience. While roads have been designed to follow the Level of Service (LOS) standards that measures only how fast and free-flowing motor vehicles can move (explained in the Existing Infrastructure Chapter-3), more recently emphasis has shifted to Level of Quality (LOQ) standards that measure walkability of streets. (LOQ) Guidelines, developed by Dan Burden of “Walkable Communities,” are meant to show graphically why some streets work better than others for access, safety and mobility of all modes⁴. The level of quality in the chart 7.1 grades the quality of sidewalks, main-streets, local streets, boulevards, and crossings from very poor to exemplary.

RAILROADS

Railroad lines in Cape Girardeau are primarily limited to a track system that parallels the Mississippi River on the east. South of town this line splits and while one of the corridors continues along the river, the other heads southwest.

The importance of the railroads to the City lies in the possibility of developing a commuter rail system that links St. Louis to Memphis with a full service station located in Cape Girardeau. This alternative infrastructure corridor, running parallel to Interstate 55 would provide additional market access for the City and could be combined with a creative promotional program to entice families and businessmen to the City by rail.

It is not unreasonable to think this kind of commuter rail service could happen for Cape Girardeau in the future for the following reasons:

- Strong Public interest in the project as mentioned in public meetings
- Existing Infrastructure
- Excellent opportunity for the downtown core area including station, small retail, and advertising opportunities
- Downtown core area is immediately adjacent to the railroad lines
- Creation of new jobs and services not presently available in the City

⁴ Available at <http://www.walkable.org/library.htm>, Accessed on July 08, 2007



LEVEE DISTRICT

A large floodplain dominates an area south of the downtown core area. During the 1993 floods, a large portion of this area was underwater and development remains limited to several small industrial businesses. The area is approximately 3.5 miles long and 2.5 miles wide and is bounded by Southern Expressway on the north, the Mississippi River on the east; the Little River Drainage District canals on the south, and I-55 on the west.

It is recommended that the City explore the possibility of establishing a levee district (explained in detail in the Future Land Use Plan- Chapter 8), perhaps in cooperation with the existing Little River Drainage District to protect this area for industrial development purposes. Understanding that the establishment of a levee district is a statutory and engineering process, the return on this investment may be important to establish based on the amount of land and the location of site to an existing port.

This area is served by Interstate 55, an existing port, railroad service and State Route 74 which bifurcates the land and provides secondary access to interstate 55. Adjacent land use includes the Nash road industrial developments and the Cape Girardeau airport facility.

STORMWATER AND SANITARY SEWER SERVICE

The establishment of the circumferential road system described above facilitates predicting future growth patterns and public services required within those growth areas. Depending on the future growth of the City Locations of sanitary and storm water treatment facilities will be decided by City Staff. A professional engineering firm should be hired to locate these facilities.

The future developments in the City should be encouraged to use the low impact development techniques explained under “Green Infrastructure” section of this Chapter so as to reduce the Storm water run-off in the developments. Also, older neighborhood should be retrofitted to do the same.

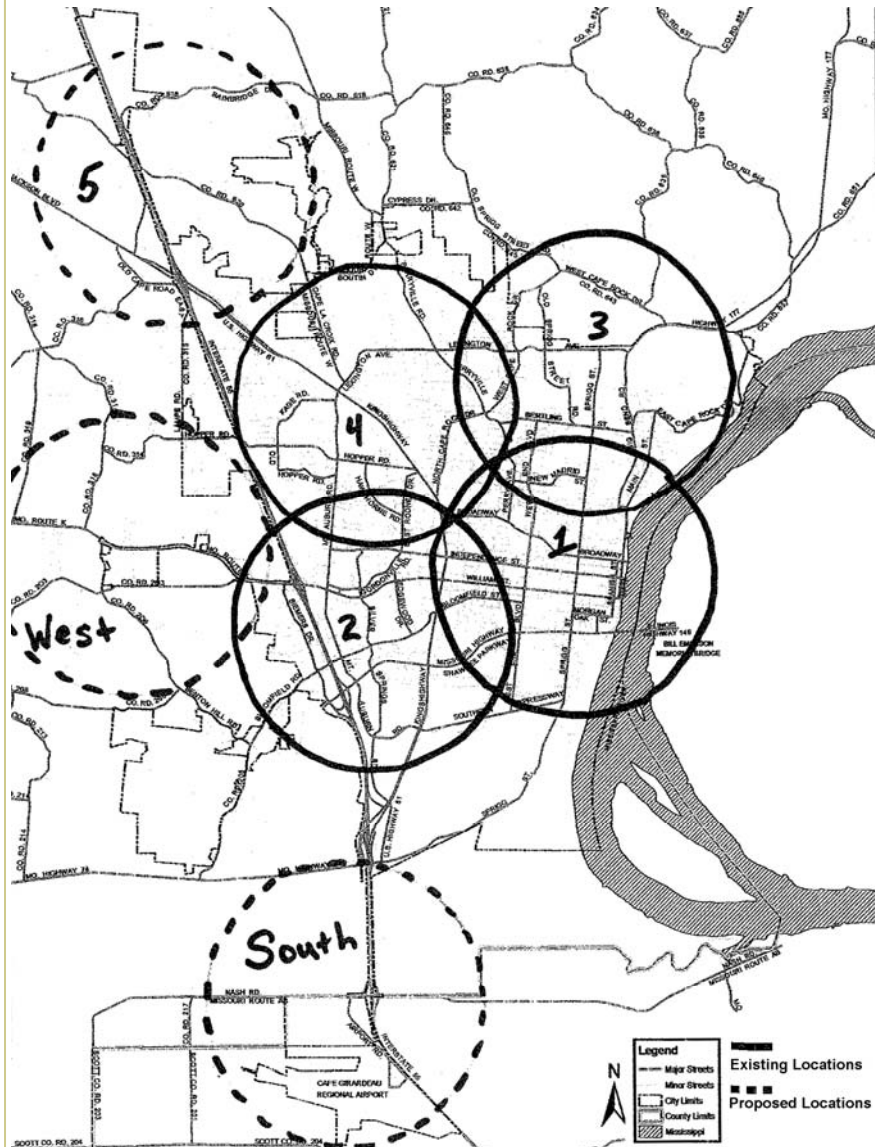
FIRE DEPARMENT AND POLICE DEPARTMENT FACILITIES

The location of fire and police department facilities will be dictated by growth patterns and needs within the community. However, looking at the current need of both the departments, more space will be need for these departments to grow in future. The fire



department currently has 4 locations within the city and has proposed expansion plans in three (3) other locations. See Map below.

Map 7.9: Fire department existing and proposed future locations



Source: Cape Girardeau fire Department

It is recommended that the City consider consolidating fire and police facilities within the same location. This allows for some efficiency in the building structure and can reduce land assembly costs associated with the development of new facilities. It is also recommended that sufficient land be assembled to include other public amenities within these develops to simulate investment and create “mini” public areas within growth areas. These public facilities may include:



Developments that utilize built in protection such as automatic fire sprinkler systems protect and preserve a high quality of life, allows for design freedoms and reduces needed infrastructure.



Pear Tree Condominiums protected by automatic fire sprinklers.



Incorporating built-in protection in remote residential subdivisions could lessen the impact on needed infrastructure

Source: Cape Girardeau Fire Department

Developments without built in protection could lead to disastrous results.



Source: MyrtleBerach Online.accessed November 1, 2007

- Police station with additional space to be leased to other public facilities such as the FBI or a testing laboratory, etc.
- fire station
- post office
- park, adjacent to the facility with trails
- small tenants such as a coffee shop or other food service
- community center

These public service areas allow City services facilities to compliment the growth areas, incorporate these uses into the fabric of the community, spur development investment, and provide some potential income to the City through tenancy of excess square footage planned and construction in or near the facility.

This comprehensive plan provides direction for the City of Cape Girardeau to improve the quality of life in the City. It provides strategies for the future growth and development, and identifies needed infrastructure to support the future growth. To ensure public safety within the community some design and construction related principles recommended by the fire department are as follows

- Protect and preserve the high quality of life desired.
- Protect and preserve the investment made into development and redevelopment projects.
- Protect and preserve the economic benefits derived from these projects.
- Protect and preserve unique historic character of the City.
- Reduce the infrastructure requirements associated with protecting these developments

The following general principles of built-in protection can apply to development and redevelopment projects related to any of the fifteen (15) land uses or ten (10) districts described in the next chapter (Chapter-8: Future Land Uses and Districts).

- Representatives of the City's police, fire and inspection services should work with developers, architects and contractors as early as possible in the design phase to create developments that maximize public safety, while achieving goals outlined in the plan.
- Developers should be encouraged and required to include representatives of the City's police, fire and inspection services as early as possible in the design process to



Built-in protection is a great way to preserve our history. This barn in Gettysburg, Pennsylvania is one of many historic buildings protected by an automatic sprinkler system ensuring they will be enjoyed for generations.

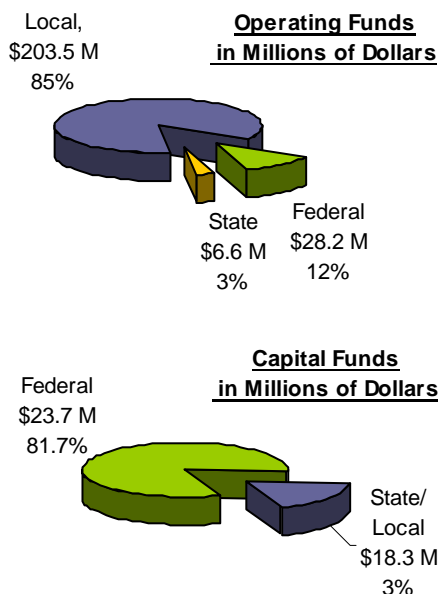


Source: Cape Girardeau Fire Department

creative developments that maximize public safety, while achieving goals outlined in the plan.

- The City should ensure that the adopted codes and ordinances remain current and applicable, ensuring public safety while supporting the desires and goals of the developers.
- The layout of the development should be designed to allow easy access of police fire and emergency medical services.
- Green spaces within the developments should be designed not to compromise public safety
- The utilization of automatic fire sprinkler systems should be encouraged in all commercial and residential developments to maximize the protection of life and property associated with the development, while reducing the impact on required infrastructure.
- The City should develop a list of trade-ups permitted to allow more design freedom in developments that utilize automatic fire sprinklers
- The utilization of monitored smoke, fire and security alarm systems should be encouraged.
- The utilization of aesthetic security lighting should be encouraged in all developments
- The inclusion of safe rooms or safe areas into design of developments should be encouraged
- The City should consider offering incentives, such as tax credits or reduced impact fees, for developments utilizing significant built-in protection, such as automatic fire sprinkler systems, security alarm etc.

Graph 7.1- Operating and Capital Funds



PUBLIC TRANSPORTATION

The Cape Girardeau public transportation service is part of a state wide program established to serve rural communities as well as larger urban locations. 1996 was the first year in Missouri's history in which State general revenue funds were allocated to support public transit in Missouri. The initial funding provided \$7.7 million to replace federal funds lost by Missouri transit providers in urban and rural areas. In addition, annual MEHTAP funding has been in excess of \$2.5 million for the past two years. Total revenue for transit throughout Missouri (including operating and capital funds from local, state and federal sources) for FY 2003 was approximately \$300 million. Total revenues by source are listed below:

For operating expenses statewide, 85 percent of the funding comes from local revenue sources, with 12 percent coming from federal



Map 7.10 shows the shuttle route in the City. It is recommended that the shuttle/bus service now in operation be expanded to provide long service hours. Today, individuals are looking for alternative sources of transportation and this is an excellent time to seek supplemental sources of public and private funding to support and sustain the system. Potential cooperative partners that can benefit from employee use of the shuttle service include:

- Procter and Gamble
- Southeast Missouri State University
- Both Hospitals
- Public School System
- West Park Mall
- Downtown Core Area
- Community Center
- City of Jackson
- City of Scott City

Created by Show-Me Net, Inc. June, 2006

0 0.25 0.5 1 Miles

Created by Show-Me Net, Inc. June, 2006
Source: Show-Me net Inc

“Green infrastructure” is the interconnected network of open spaces and natural areas, such as greenways, wetlands, parks, forest preserves and native plant vegetation, that naturally manages stormwater, reduces flooding risk and improves water quality.



Green infrastructure usually costs less to install and maintain when compared to traditional forms of infrastructure. Green infrastructure projects also foster community cohesiveness by engaging all residents in the planning, planting and maintenance of the sites⁵. Green infrastructure may also become a springboard for job creation in the City that can improve unemployment and stimulate learning.

Governments not only spend less to install and maintain most green infrastructure, but also such an infrastructure provides a host of ancillary benefits, such as increased recreation and open space, community building opportunities and better air and water quality. Some of the strategies for green infrastructure are listed below

Example of Greenways



Source: <http://www.greensboro-nc.gov/Departments/Parks/facilities/trails/greenways/>, Accessed May 24, 2007

Greenways: Greenways are corridors of open space which often follow natural land or water features and which are primarily managed to protect and enhance natural resources

- Greenways provide more surface area for natural absorption to lessen necessary sewer capacity.
- Trees slow down and clean water before it enters a stream or sewer.
- Additional benefits: increased tourism and opportunities for physical activity; increased property values.⁶

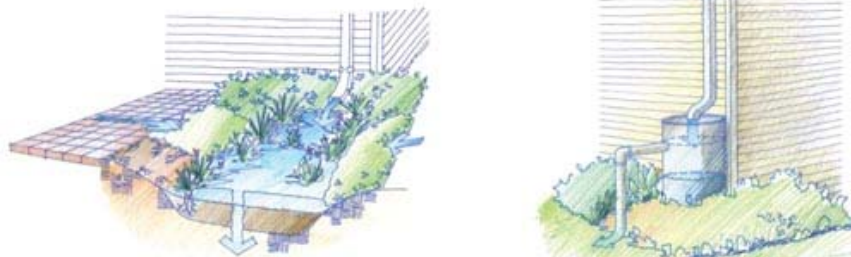
Rain Garden: A rain garden is a man-made depression in the ground that is used as a landscape tool to improve water quality and reduce flooding. The rain garden forms a “bioretention area” by collecting water runoff and storing it, permitting it be filtered and slowly absorbed by the soil.

Example of Residential Rain Garden



Source: <http://www.urbanwaterquality.org/RainGardens/rgindex1.htm>, Accessed May 24, 2007.

Figure 7.2: Raingarden vs. conventional roof drain



Green Infrastructure- Rain Garden

Source: <http://www.streetsblog.org/2007/06/07/chicago-seeks-to-green-its-alley-ways/>, Accessed April 12, 2007.

Conventional Roof drain

⁵ Available at <http://greenvalues.cnt.org/green-infrastructure>. Accessed on May 04, 2007

⁶ Ibid



Example of Wetlands



Source:

<http://www.ruralcostarica.com/photos/2.html>, Accessed May 24, 2007.

Example of Green Roof



Source:

<http://www.asla.org/land/050205/greenroofcentral.html>, Accessed May 24, 2007

Example of Vegetated Swales



Source:

<http://www.uvm.edu/~ran/ran/toolbox/bmp/vegetatedswales.php>, Accessed May 24, 2007

- Rain gardens recharge groundwater sources, meaning that fewer pipes need to be installed to move water around the region.
- They help protect communities from flooding and drainage overflow and provide valuable wildlife habitat.
- Additional benefit: costs less to maintain than traditional forms of landscaping⁷

Wetlands: Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods during the year, including during the growing season. In addition to capturing and slowing water and improving water quality, wetlands provide valuable wildlife habitat and recreational opportunities (hunting, fishing, bird watching)⁸.

Trees:

- Tree windbreaks reduce residential heating and cooling costs by 10-50 percent.
- Trees reduce air pollution
- Unlike sewers and built infrastructure, trees appreciate in value and require less maintenance as they age.⁹

Green roofs

- Depending on rain intensity and green roof soil depths, runoff can be absorbed between 15 to 90 percent, thereby considerably reducing runoff and potential pollutants from traditional impervious roofing surfaces.
- Overall building energy costs can be reduced due to the green roof's natural thermal insulation properties, that is, structures are cooler in summer and warmer in winter.¹⁰

Vegetated Swales: Vegetated swales typically have several advantages over conventional storm water management practice, such as storm sewer systems, including:

- the reduction of peak flows
- the removal of pollutants
- the promotion of runoff infiltration
- lower capital costs¹¹

⁷ Ibid

⁸ Ibid

⁹ Ibid

¹⁰ Ibid

¹¹ Ibid



Porous pavements

- Reduces impervious areas,
- Recharges groundwater,
- Improves water quality, and
- Eliminates the need for detention basins.
- Native landscaping
- Native landscaping attracts a variety of birds, butterflies and other animals, supporting biodiversity.
- Once established native plants do not need fertilizers, herbicides, and pesticides or watering, thus benefiting the environment and reducing maintenance costs.¹²

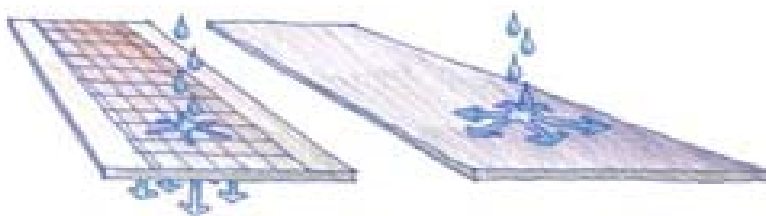
Porous pavement



Source:

http://www.psat.wa.gov/Publications/LID_studies/images_large/03%20Porous%20drive%20way.jpg Accessed May 24, 2007

Figure 7.3: Porous paving VS. impermeable paving



Green Infrastructure- Porous paving

Source: <http://www.streetsblog.org/2007/06/07/chicago-seeks-to-green-its-alley-ways/>, Accessed April 12, 2007

Conventional Impermeable Paving

SCENARIO ANALYSIS OF AN EXISTING SUBDIVISION

Green Infrastructure Calculator

A Green infrastructure calculator developed by the Center for Neighborhood Technology (CNT)¹³ was used to do the analysis. The CNT Green Values Stormwater Calculator is designed to arrive at a first approximation of the hydrologic and financial conditions for a site that is defined by the user. The user can choose from the following green strategies to do the calculations.

- Roof drains to raingardens at all downspouts
- Half of lawn replaced by garden with native landscaping
- Porous pavement used on driveway, sidewalk and other non-street pavement
- Green roofs
- Provide tree cover for an additional 25 percent of lot
- Use drainage swales instead of stormwater pipes

Use of native Illinois Landscaping instead of lawn



Source: <http://www.st-charlesparks.org/links/nativeplantdemogarden.htm>, Accessed May 24, 2007

¹² Ibid

¹³ Available <http://greenvalues.cnt.org/calculator>, 2007



The financial analysis is a cost benefit analysis and is broken down by homeowner and the public See Table 7.5.

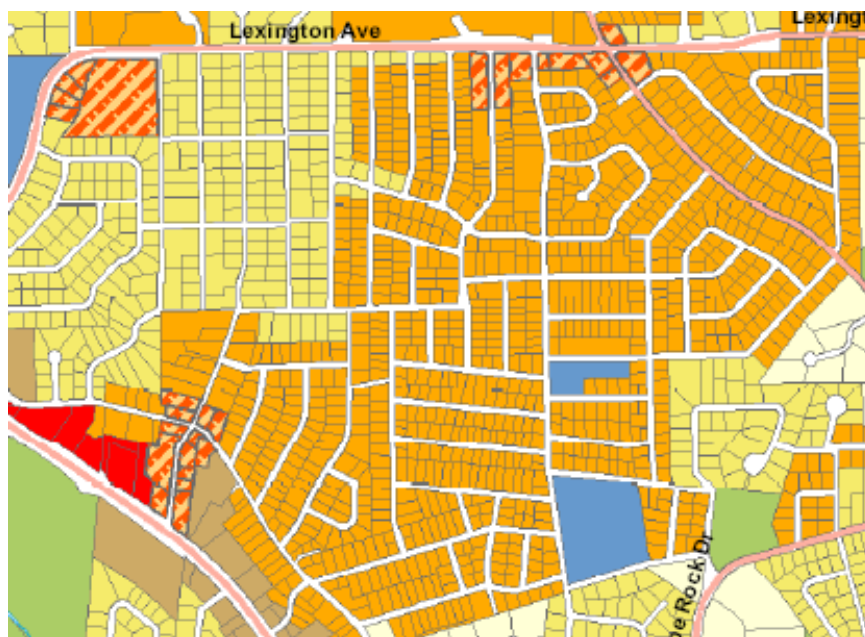
Table 7.5: Cost-benefit criteria used by the CNT calculator

Cost			Benefit	
Homeowner		Public	Homeowner	Public
Concrete Sidewalk & Driveway	Native Plants	Curbs and Gutters	Compensatory Value of Trees	Reduced Air Pollutants
Porous Pavement	Rain Garden	Detention Basins	Reduced Energy Use	Carbon Dioxide Sequestration
Standard Roof	Trees	Sewer Pipes		Groundwater Replenishment
Green Roof	Vegetated Swale planting	Street		Reduced Treatment benefits
Turf	Vegetated Swale			

Source: <http://greenvalues.cnt.org/calculator>, Accessed on May 04,2007

Study Area Description and Scenario Analysis

Map 7.11: Green Infrastructure Study Area



Source: City of Cape Girardeau

Total area: 120 acres approximately
 Total lots: 370 approximately
 Average roof area: 2100 square feet
 Average no. of trees per lot: 4



Average driveway area: 800 square feet
 Average deck area: 200 square feet
 Average street width: 32 feet
 Average sidewalk width: 5 feet

Various calculations were done for the study areas using a single strategy or a combination of strategies. Table 7.6 tabulates these scenarios. It was found that while all strategies help reduce peak discharges and volume of detention basin, not all strategies are financially beneficial. The most financially beneficial strategy is replacing half of the lawn surface with native landscaping. However, it is not the best strategy to reduce peak discharge. On the other hand, using green roofs might be the best strategy for reducing peak discharge but is expensive to implement and due to property ownership, the implementation may be inconsistent.

Table 7.6: Analysis using various scenarios

Scenario- Strategy Use	Benefits/ Loss (Dollars)	Reduces peak discharge peak discharge (%)	Reduction in cubic feet of detention basin (%)
Strategy 1: Roof drains to raingardens at all downspouts	(\$276,622)	22%	29%
Strategy 2: Half of lawn replaced by garden with native landscaping	\$1,516,026	10%	13%
Strategy 3: Porous pavement used on driveway, sidewalk & other non-street pavement	(\$2,108,927)	7%	10%
Strategy 4: Green roofs	(\$29,211,074)	26%	33%
Strategy 5: Provide tree cover for an additional 25% of lot	\$115,265	13%	17%
Strategy 6: Use drainage swales	\$773,949	0%	8%
All 6 strategies	(\$29,523,111)	49%	67%
All Strategies except strategy 4 (Green roofs)	(\$85,985)	46%	63%
Strategies 1+2	\$1,278,205	32%	41%
Strategies 2+3+6	\$170,341	17%	30%
Strategies 2+5+6	\$2,374,796	21%	35%
Strategies 1+5+6	\$559,786	31%	47%
Strategies 2+3+5+6	\$251,331	27%	42%

Source: <http://greenvalues.cnt.org/calculator>, Accessed on May 04,2007

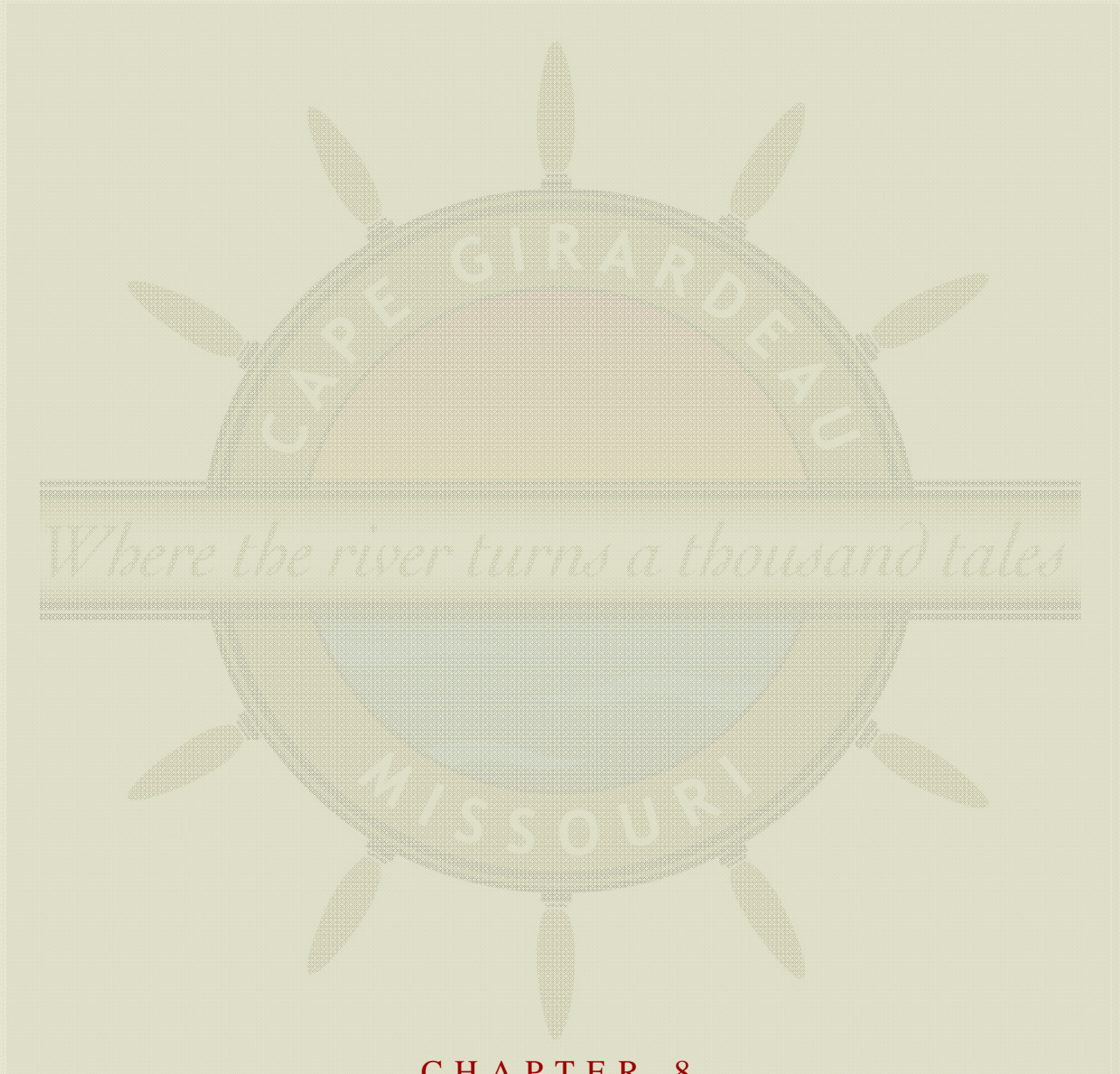
Note: Values in Red indicate loss.



In summary, the right choice of strategies can not only lower cost and be beneficial in a longer run financially but can also help reduce peak discharge thus reducing strain on the environment. In addition, raingardens, greenways, and detentions areas add visual interest to neighborhoods and may offer opportunities for recreational activities.

It is recommended that the City upgrade its zoning code to include some of the minimum green infrastructure strategies that if implemented will not only benefit the City but also the developers and the public.

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 8 Future Land Use & Districts Plan



The comments and concerns expressed during the public engagement process revealed some important issues regarding future development within the City. The public engagement process included two (2) open public workshops, twenty three (23) stakeholder interviews (includes staff interviews) conducted in person or over the phone, five (5) focus group sessions, an online community survey and City staff interviews. More information regarding the results obtained during the public engagement process can be found in Chapter 6 of this document. In addition, members of the City's appointed Comprehensive Planning Steering Committee were consulted on a regular basis in order to understand issues faced by the City and the committee's vision for the future.

As mentioned, twenty three (23) stakeholder interviews were conducted, including commercial and residential developers, City leaders, not-for-profit directors, library management, and corporations. These interviews were conducted by means of a consistent set of questions designed to determine the following:

- *Long term vision for the City of Cape Girardeau*
- *Opinions regarding existing infrastructure*
- *Perception of Quality of Life*
- *Opinions regarding specific development areas including the downtown area and highway development*
- *Major issues the City faces*
- *What is good and what needs to be changed in the City*

SUMMARY OF ISSUES FROM PUBLIC ENGAGEMENT PROCESS

A summary of the issues repeated throughout the public engagement process, interviews and Steering Committee meetings are as follows:

- Need for future growth areas to support a well-planned mix of commercial and residential growth throughout the City
- Reservations expressed concerning the quality of development presently existing in potential areas of annexation
- Parks, pedestrian corridors (hiking, biking and walking trails), and open space should be developed in conjunction with new residential and commercial growth and these



preservation areas and recreational venues need to be established prior to development and not as an afterthought

- Improvements to the existing infrastructure, including pedestrian safety design concepts, enhancements, and trails
- Continued planning, including a plan for promoting the community, improved ordinance requirements and a need for better code enforcement in certain areas of the City
- Retaining talented younger population by providing jobs that attract young graduates
- Improvements in housing and neighborhood conditions in the southern portion of the town that include programs that not only encourage people to take ownership of the property but also provide means to maintain and improve the property
- Need to provide community facilities and the linkage of northern and southern portions of the City through transportation infrastructure and social programs to reduce polarization of the City
- Need for a vehicle that allows for the acquisition, maintenance, sale, and long term maintenance of older neighborhoods
- Need to plan for adequate utilities and infrastructure to set the stage for future development in the highest anticipated growth areas of the City
- Need to shift City focus to some of the areas in the City that need immediate attention and redevelopment, including certain commercial areas to facilitate stabilization
- Need to closely examine new development including annexation proposals to avoid negative side effects to the community and any other associated agencies
- Assure that the public input and research conducted by the consulting team is used to develop the proposed land use categories
- City owned community centers need to be placed throughout the community at locations convenient to neighborhoods
- Historic preservation of certain core areas of the City are important to the citizens of the community
- Need for diverse, well-constructed housing that ranges from \$150,000 to \$200,000 and starter homes in the range of \$80,000 to \$100,000 for younger couples



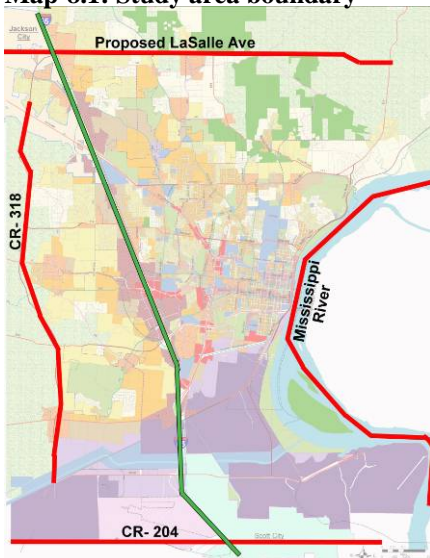
LAND ORGANIZATION

The Future Land Use Plan for the City of Cape Girardeau will be used as a guide for future decisions regarding zoning and land use issues (See Future land Use and Infrastructure Map CP-8, located at the end of this document). The land use recommendations were developed taking into consideration current land use practices, recommendations from the Comprehensive Planning Steering Committee, comments recorded during the town planning workshops, stakeholder interviews, focus group sessions, community surveys, City staff interviews and state of the art practices related to land use and urban design principles. With the public input as a backdrop of information related to the City, the planning team has included market-driven input pertinent to future planning in certain areas of the City, specifically within proposed “development districts” throughout the City.

The areas shown on the Future Land Use and Infrastructure Map CP-8 include all land within the City plus the area around the immediate vicinity affecting current land use patterns. The area contained in the map is bordered by (Refer Map-8.1):

- *County Road 616 to the north*
- *County Road 204 to the south*
- *Cape Rock at the Mississippi River to the east*
- *Relocated County Road 319 to the west*

Map-8.1: Study area boundary



Source: City of Cape Girardeau

There are fifteen (15) land use categories represented in the Future Land Use and Infrastructure Map CP-8, located at the end of this document. These categories have been chosen based on their appropriateness of scale related to the study area and the conditions that exist or are likely to exist in the foreseeable future. Under all categories listed below, areas that are unsuitable for development or need special protection, such as property within the 100-year floodplain, forests, wetlands and forested wetlands, slopes greater than fifteen percent, or other environmentally sensitive areas in the land use category are not recommended for development. The future land uses identified on the map are:

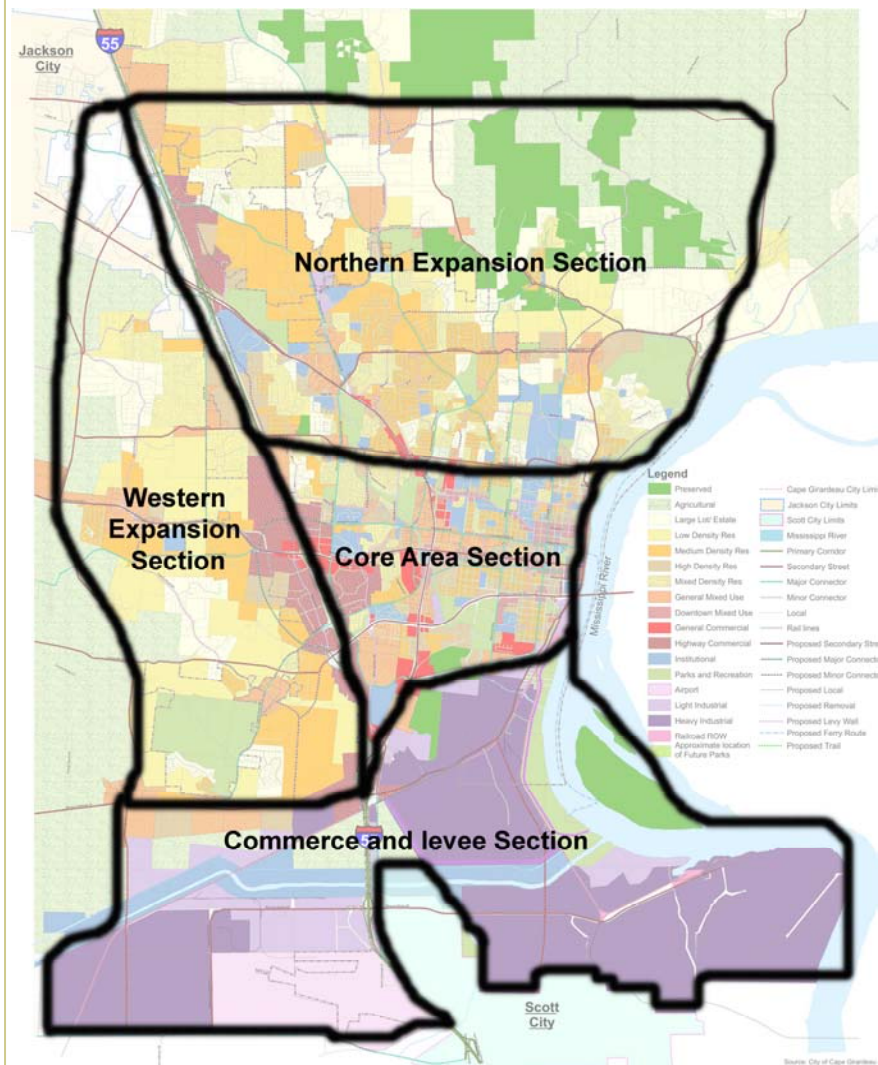
- | | |
|--|---|
| <i>1. Preserved Land</i> | <i>9. Downtown Mixed Use</i> |
| <i>2. Agricultural Land</i> | <i>10. General Commercial</i> |
| <i>3. Very Low Density/ Estate Residential</i> | <i>11. Highway Commercial</i> |
| <i>4. Low Density Residential</i> | <i>12. Parks and Recreation</i> |
| <i>5. Medium Density Residential</i> | <i>13. Institutional/Public Utilities</i> |
| <i>6. High Density Residential</i> | <i>14. Light Industrial</i> |
| <i>7. Residential Mixed Densities</i> | <i>15. Heavy Industrial</i> |
| <i>8. General Mixed-Use</i> | |



In order to discuss certain sectors of the City specifically, the area described above has been subdivided into four (4) quadrants that allow for more detailed description and planning within the City. The subdivided “sections” of the City include (Refer Map 8.2):

1. *City Core Section*
2. *Northern Expansion Section*
3. *Western Expansion Section*
4. *Southern industrial Section (Commerce and Levee Section)*

Map-8.2: Study quadrants of the City



Source: City of Cape Girardeau

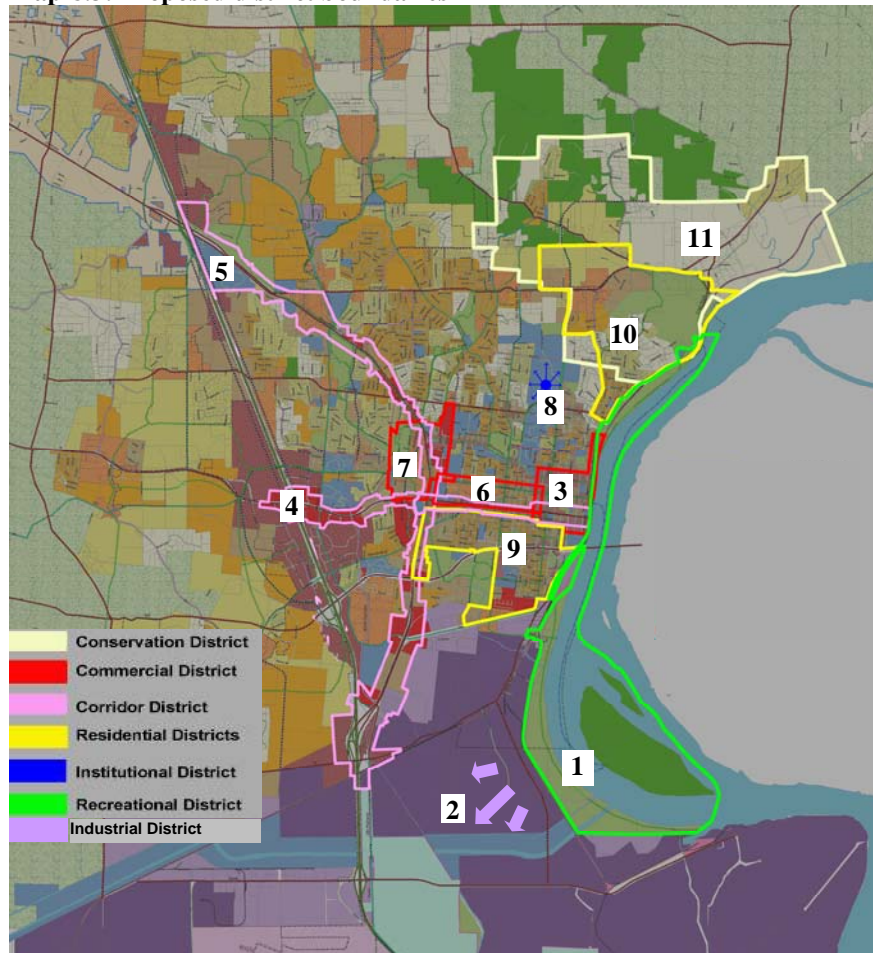
Further, the Land Use Plan also identifies eleven (11) “*Development Districts*” as mentioned above. Each proposed district has an underlying land use assigned pursuant to existing and future parcel definitions. However, as an accumulation of



similar land uses of more than twenty five percent (25%) of the total parcels within a particular area occurs, it will become essential to follow the guidelines recommended by the proposed district as opposed to parcel by parcel future land use. The development districts identified on the map are (Refer Map 8.3):

1. *Riverfront development*
2. *Levee District*
3. *Downtown Commercial District*
4. *William Street- Corridor Enhancement District*
5. *Kingshighway- Corridor Enhancement District*
6. *William Street Commercial Redevelopment District*
7. *Kingshighway Commercial Redevelopment District*
8. *University Campus Expansion District*
9. *Southern Community Development Corporation District*
10. *Cape Rock Area District*
11. *Conservation Overlay District*

Map-8.3: Proposed district boundaries



Source: City of Cape Girardeau



LAND USE CATEGORIES

GENERAL PRINCIPLES

The following principles are recommended and applied to all future land use categories and overlay districts mentioned:

- Though the terrain is essentially flat except for the bluff area along the northern edge of the river, slopes greater than fifteen (15) percent are not recommended to be developed
- Civil engineering of structures to conform to the natural contours of the site eliminating the need for extensive cutting, filling or terracing
- Where grading is necessary, it should emulate the topography of the existing slope and should not be shaped into exaggerated slopes or flat sites
- Hydric soils¹ are good for draining the stormwater while the cost of transforming hydric soils into compacted developable land is high, therefore these soils, when found on site, are to be documented and protected
- Valuable view sheds should not be obstructed, therefore, buildings to be sited in such a manner so as to maximize view potential
- New building sites within the more urban areas of the City are to be prepared at similar elevations to existing structures to insure continuous façade presences
- The historic elements of the City and its structures are to be preserved and respected when impacted by new or re-development within their environs
- Natural and cultural resources are to be protected and preserved
- Site planning is to integrate mature and native trees and existing vegetation into the site plan and building design
- Indigenous species are to be preferred in landscaping while invasive species are to be avoided
- All planning concepts to be accompanied by implementation planning and finance strategies to assure market driven and finance able development on a timely basis

¹ **Hydric soils:** Soils that are wet frequently enough to periodically produce anaerobic conditions, thereby influencing the species composition or growth, or both, of plants on those soils. Available at <http://www.dnr.state.md.us/criticalarea/glossary.html#h>, Accessed April 02, 2007.



- All redevelopment will take into consideration traffic flow and infrastructure alignment to assure maximum connectivity to major connector roads

Principles for Design and Storm Water Management

Low Impact Development (LID)² techniques that allow neighborhoods to develop in a sustainable fashion are to be encouraged and incentivized by the City. LID is an approach to site design and storm water management that seeks to maintain the site's pre-development rates and volumes of runoff, which is accomplished through the minimization of impervious cover, strategic placement of buildings, pavement and landscaping, and the use of small-scale distributed runoff management features that are collectively called "Integrated Management Practices" (IMPs).

The suggested management features here relate to such water control methods as "bioretention areas," "permeable paving," and "vegetated roofs" that may be appropriate for consideration in Cape Girardeau in certain areas.

Bio-retention: Bio-retention is an integrated stormwater management practice that uses the chemical, biological, and physical properties of plants, microbes, and soils to remove or retain pollutants from stormwater. These retention areas are usually designed as shallow depressions with planting soil mix and a variety of plant material. These retention areas are usually designed as a conveyance system. Applications include:

- Individual lots for rooftops, driveways, and other site impervious surface infiltration
- Shared facilities located in common areas
- Land areas within loop roads and cul-de-sacs
- Shared public alleyways
- Landscaped parking lot islands
- Right of ways
- Common landscaped areas in apartment complexes or other multi-family housing locations
- Integration into garden areas
- Integration into large institutional facilities such as hospitals, large industrial sites, airport(s) and university campus sites

² **Low Impact Development (LID):** Refer <http://www.epa.gov/owow/nps/lid/> for detail information on site development using Low impact techniques. Accessed April 02, 2007.



Permeable Paving: Is the preparation of site surfaces that accommodate pedestrian, bicycle, and vehicular traffic while allowing infiltration, treatment, and storage of stormwater. These methods are applicable to various levels of development and may be applied as a standard for the City associated with stormwater maintenance and overall City aesthetics. Applications include:

- Open-grated concrete or hot-mix³ asphalt pavement
- Aggregate or plastic pavers
- Plastic grid systems
- Sidewalk scoring

³ Hot-mix is similar to standard asphalt except that the aggregate fines are reduced, leaving a matrix of pores that conduct water to the underlying aggregate base and soil (Cahill, et al., 2003).



Creeks/ Forested land



Source:

<http://www.fragmentsfromfloyd.com/images/2creeks2.jpg>, Accessed May 23, 2006

Wetlands with boardwalk



Source:

<http://joandbob.home.mindspring.com/the%20wetlands.jpg>, Accessed May 23, 2006

Examples of tree-houses/ cabins for recreation



Source: Internet

PRESERVED LAND

Preserved land areas are natural resources such as unique water features, remnant landscaping, lakes, rivers, wetlands, floodplains, forests and streams set aside or reserved for the purpose of environmental protection and visual/aesthetics buffering. Natural resource areas provide passive recreation and are not counted towards park (mini-parks, neighborhood and community parks) or greenway development. However, they may be used in conjunction with these public improvements. Also, amenities such as boardwalks and trails are recommended to be developed in these areas. Other uses such as tree houses, temporary cabin like structures, and other recreational amenities are recommended for public use purposes.

Preserved land areas service the entire community and their availability is based on natural resources, locations that can provide economic stimulus, and accessibility to neighborhoods, tourist areas, and connectivity to existing and planned trail systems. The preservation of natural areas demonstrates that the community values open space that is functional and supportive of the natural systems within their physical environment.

Cape La Croix Creek represents an excellent opportunity to link various sectors in the City by trail and greenway. Amenities may include the possibility of recreational venues as well as a means to plan and implement certain upgrades, bank stabilization, or other improvements within any planning associated with the creek and its areas of impact.

It is recommended that the open, paved channel running parallel to Kingshighway be planned as a greenway. Presently, its configuration acts as an obstruction to access at William Street and Kingshighway and creates a “moat” like effect that limits present development ingress and egress to a series of bridges at street penetration points. By planning trails and greenway amenities in this area, it is possible to incorporate this buffered area into future planning within the proposed “Kingshighway/ William Street District.”



AGRICULTURE

Land uses in this category contain agricultural uses. The lots are to be a minimum of two (2) acres of contiguous land or more. Active agricultural lands, with more than twenty (20) contiguous acres are to be preserved for agriculture use only.

The preservation of farmland near the City is an important element of land use planning. By protecting farmland, greater interest and impact may be focused on infill development and the redevelopment of vacated or dilapidated sites within the urban boundaries rather than the sprawl and consumption of virgin and historically farmed land. The effective reuse of property containing the existing investment of infrastructure, established markets, and physical connectivity of other structures and services is cost effective and goes a long way in the long-term sustainability of the community.

It is recommended that consideration be given to farm land when considering preservation of these areas. Sources of economic impact related to the care and management of the farm can include methods in which land is maintained, higher crop value created, and protection of natural water resources to add value to the farming industry. Beyond state of the art techniques related to crop yield and husbandry, this document suggests concepts related to social and economic possibilities as an additional benefit of farm preservation.

For example, agricultural products that support the production of bio-fuels⁴ (example: ethanol), and other sources of biomass energy may be considered⁵. Cape Girardeau can benefit from the production of bio-fuels⁶ due to the availability of land, raw

⁴ **Bio-fuels:** Fuels made from biomass resources (organic matter containing cellulose available on a renewable basis). Biomass includes forest and mill residues, agricultural crops and wastes, wood and wood wastes, animal wastes, livestock operation residues, aquatic plants, fast-growing trees and plants, and municipal and industrial wastes. Bio-fuels include ethanol, bio-diesel, <http://www.biorenew.iastate.edu/resources/glossary.php>, and methanol. Available at Accessed April 01, 2007.

⁵ More information available at <http://www.usda.gov/factbook/chapter1.htm#biobrief>, Accessed April 01, 2007.

⁶ Ethanol can be mass-produced by fermentation of sugar or by hydration of ethylene from petroleum and other sources. Current interest in ethanol lies in production derived from crops (**bio-ethanol**), and there's discussion about whether it is a sustainable energy resource that may offer environmental and long-term economic advantages over fossil fuels like gasoline or diesel. It is readily obtained from the starch or sugar in a wide variety of crops. Ethanol fuel production depends on availability of land area, soil, water, and



“Purchase of Development Rights” (PDR) Methodology

The PDR process includes the institution of public finance measures that fund the acquisition and retirement of land development rights in order to preserve agricultural lands in perpetuity. Community members work with their elected officials to establish municipal, county, state, federal, and privately-sponsored PDR programs that enable private landowners to partner with the public entity (ies) in the preservation of farms for agriculture as well as to preserve scenic beauty, wildlife habitat, watershed functions, and recreational opportunities. Through PDR like programs, the public entity (ies) provides a cash payment to a landowner for the value of the development rights associated with a land parcel. The owner still owns the land in fee, but is compensated for relinquishing the right to develop the land as real estate. Agriculture and other uses of the land continue. For the public, PDR programs enable land conservation at a much-reduced expense, because the cost of PDR is less than outright purchase of land, and costs associated with subsequent management of the land remain the responsibility of the landowner.

Source: Description by Arcturus

materials, railroads, and an available labor force. The City is adjacent to agricultural land to the north and west of its boundaries that produces corn, wheat and soybean crops presently that may become raw material for ethanol production. These crops, already in production, are rich in sugar and starch materials and ideal for ethanol production.

An added benefit to the encouragement and growth of this farming industry is the possibility of establishing a job program that hires unemployed populations and available student population in the farming industry. The production of ethanol depends on availability of raw material but also sales, railroad transport, and technical services such as management of people and business related services. It is unlikely that the production facilities for this industry can easily relocate, unlike other industries, therefore guaranteeing another stable employment base for people in Cape Girardeau.

Due to the presence of Southeast Missouri State University and the important role this university plays in the overall economic and social well being of the City, the production of crops and their association to the bio-fuel industry and land conservation techniques may provide an opportunity for farmers, the university and students alike. Formatting a program of education, research and student employment associated with the conservation of land, water quality, husbandry, the recreational use of greenways and waterways, and bio-fuels may become an important program to attract and retain both students and professional teaching staff.

There are methods by which farmland may be preserved and designed to provide the owner of the land highest return on land value while setting aside certain tracts of land for restricted preservation. It is recommended that the concept of “restricted land development” be considered carefully by assuring that there be a balanced well thought out relationship between the restricted land and planned City growth. For instance, the preservation of land near or adjacent to a water course or potential greenway areas is more advisable than land located within a determined growth corridor of the City.

Techniques, such as the “Purchase of Development Rights” (PDR) program, are used as mechanisms for protecting farmland from being developed. This methodology includes the purchase of development rights on the property by the state or other public

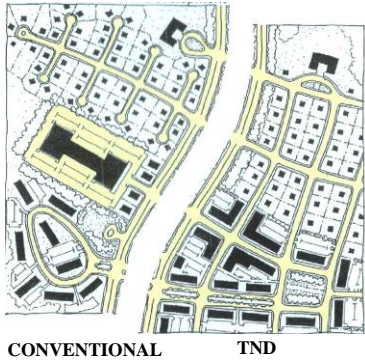
sunlightAvailable at http://en.wikipedia.org/wiki/Ethanol_fuel , Accessed on April 01, 2007



entities (see the description of PDR methodology in the margin above). The intent of this procedure is to preserve farmland while allowing a cooperative landowner to make a fair market return on the sale of the development rights as though a private developer had purchased the property. As described, the owner of the property retains the fee simple ownership of the property while selling the development rights to the property which becomes a deed restriction into perpetuity.

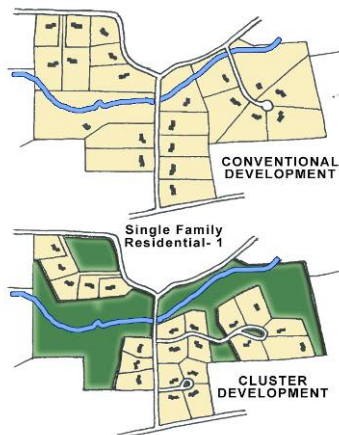


Figure 8.1: Conventional vs. Traditional Neighborhood Development (TND)



Source: Smart Code Summary by DPZ

Figure 8.2: Conventional vs. Conservation/ Cluster Development



Source: Rural by Design: Maintaining Small Town Character by Randall Arendt
Arcturis

GENERAL PRINCIPLES APPLIED TO ALL RESIDENTIAL LAND USES

As stated above the residential land uses in this document are divided into three categories depending on the densities: low, medium and high density. Following are some of the common principles that are recommended to be followed, when developing under any of the above-mentioned categories:

- Neighborhood designs are to use modified approaches to major planning theories such as traditional neighborhood development⁷ and conservation/cluster development⁸ (See Figures 8.1 and 8.2). It is recommended that developers mix the positive attributes of both types of development patterns to formulate and present to the City unique site specific designs
- At least twenty percent (20%) of the units for new or infill type residential developments is recommended to fall under the affordable housing category⁹
- Street connectivity is required to reduce pressure on collector streets
- Single loaded streets are to be avoided as far as possible as they increase development and infrastructure costs. Such streets are allowed only when the opposite side of the street is developed as a neighborhood park or if the land has to be preserved for environmental reasons
- Cul-de-sac street configurations are to be avoided except in those areas where topography or other existing civil

⁷ **Traditional neighborhood development (TND)** - A basic unit of the New Urbanism which contains a center that includes a public space and commercial enterprise- an identifiable edge. Ideally a five-minute walk from the center; a mix of activities and variety of housing types; an interconnected network of streets usually in a grid pattern, high priority of public space, with prominently located civic buildings and open space that includes parks, plazas, squares. Available at <http://commpres.env.state.ma.us/content/glossary.asp>, Accessed March 31, 2007.

⁸ **Conservation/ Cluster Development:** A development pattern - for residential, commercial, industrial, institutional, or combination of uses, in which the uses are grouped or "clustered," through a density transfer, rather than spread evenly throughout the parcel as in conventional lot-by-lot development. The local jurisdiction may authorize such development by permitting smaller lot sizes if a specified portion of the land is kept in permanent open space to provide natural habitat, agricultural or open space uses through public or private dedication. Available at <http://www.dnr.state.md.us/criticalarea/glossary.html#h>, Accessed March 31, 2007.

⁹ **Affordable housing:** The generally accepted definition of affordability is for a household to pay no more than thirty (30) percent of its annual income on housing. Available at <http://www.hud.gov/offices/cpd/affordablehousing/index.cfm>, accessed March 31, 2007.



conditions require such design (for example- hilly terrains, heavily wooded areas, and environmentally sensitive areas)

- Where cul-de-sac streets are unavoidable, traffic volume and the number of housing units per street are recommended to be factors in determining cul-de-sac length. It is preferred that the cul-de-sacs serve not more than 20 to 24 homes (assuming a “double loaded street configuration” meaning 10-12 homes on each side) due to the traffic generated
- Use of efficient parcel shapes that reduce street length per parcel is recommended to maximize the number of units per acre and lower infrastructure costs. Rectangular and elongated rectangular parcel shapes that result in small street frontages per parcel may be more efficient compared to square shaped or irregular shaped parcels
- Provisions for multiple entries off collector streets into neighborhoods are recommended to reduce congestion at single ingress and egress points. However, these entries are recommended to follow the access management principles so as not to block traffic on collector streets
- When block patterns differ from the existing neighborhood fabric, entry features that define its boundaries become essential; such features will help the changes in density be and will give some neighborhood identity
- Promote efficient site layout in terms of vehicular and pedestrian circulation patterns
- Within each neighborhood, a mix of housing types is recommended
- Housing types are to vary by lot size and form to break up monotonous streetscape patterns and to create design diversity in the neighborhood
- Designs are to be well-integrated and share some commonality in aesthetic elements
- Strategies that create diversity in housing while maintaining a homogenous neighborhood character are encouraged, including:
 - Modulating building mass to minimize boxiness
 - Partial story additions
 - Setbacks for upper story volume
 - Varied roof designs
 - Use of porches and extended roof designs
- Buildings are to relate appropriately to surrounding development and street configurations are to create a cohesive visual identity for the neighborhood and attractive



streetscape patterns (Refer to the recommendation for local streets in the transportation section for more information on street design)

- Adequate provisions are to be made for parks and recreational activities within neighborhood developments
- Insure occupants' privacy through careful site layout of buildings within residential developments (e.g., address sightline from sidewalks, orientation of including attention to windows between adjacent structures)
- All new infill development or developments adjacent to existing uses are to be designed to achieve a reasonable level of continuity with the existing structures regarding setbacks, density, building height and massing
- Each residential building to contain street-facing architectural features which provides human scale to the facade, enhances the "curb appeal," and reinforces local building traditions including architectural features such as bay windows, covered porches, second floor balconies, dormers or cupolas
- Alleys are recommended to enhance streetscapes in small lot neighborhoods to eliminate the need for interruptions along residential streetscapes such as driveways and the clutter of street-facing garages
- It is recommended that alleys be designed to encourage landscaping and other aesthetic amenities that promote safety and curb appeal
- Alley configurations to avoid dead ends and sharp turns that create "blind" intersections or create unsafe conditions
- Residential neighborhoods developed with or without alleys and without on-street parking to provide "small areas or "pod parking" accommodate no more than 4 to 5 cars for visitors to park their cars
- "Pods" are recommended to be constructed at a maximum of 2 to 3 minutes walking distance (500 to 600 feet) from the homes that are served by this type parking accommodations
- In those areas of transition between commercial and residential uses, provide landscaping and other common area elements that allow for changes in massing, land use, and physical impact such as sound, lights, street congestion and odors



Examples of estate type housing



Source: <http://www.winnepesaukee.com>,
Accessed May 23, 2007

ESTATES/ VERY LOW DENSITY RESIDENTIAL

Land uses in this category contain agricultural uses or “estate” type single-family residences. The lots are to be a minimum two (2) acres of contiguous land or more.

Estate type housing that is allowed within this category includes houses and outbuildings surrounded by farmland, woods, lakes or gardens and grounds associated with very large property, such as a country homes or mansions. This type housing allows for larger open spaces and variety in an otherwise dense urban setting. “Cluster” or conservation development principles can be applied to this type of housing as well. This would include land conservation planning around lakes or along the Mississippi River bluff area.

Cluster development in estate type housing



Source: <http://www.winnepesaukee.com>, Accessed May 23, 2007



Figure 8.3: Example of Low Density Residential Land Use
The graphics are 2 acre parcels



Source: Arcturis

LOW-DENSITY RESIDENTIAL

Low-density residential areas are generally denser than the preceding Agricultural/ Estate type uses but are unlikely to contain any agricultural uses. This category represents subdivisions with residential lots of varying sizes and houses including varying design amenities.

The allowable density in this category is usually one (1) to three (3) units per acre, with most homes being of stand-alone design. Examples of block layouts are shown in Figure 8.3. A two (2) acre parcel has been considered in these diagrams. This land use includes developments that currently fall under the City's "R-1" and "R-2" Single-Family District. The minimum lot size is 10,000 SF and 7,000 SF with 80ft and 60ft lot width for R-1 and R-2 respectively.

Higher density homes in this land use category (example, 3 units per acre) are to be located in proximity to adjacent and similar land uses while lower density homes (1 unit per acre) are to gradually merge into agricultural and estate type uses described above. This adjacency placement will help create necessary buffers for lower density homes for commercial or higher density residential. Development densities are not to exceed twenty five percent (25%) of the adjacent neighborhood density and units in this category are not to be stacked vertically. Infill of vacant parcels in existing neighborhoods is to be consistent with the density and character of the neighborhood.

The redevelopment and preservation of some of the established older and well-maintained neighborhoods are essential to long-term sustainability of the City. Some areas of the City are in decline and tend to be somewhat isolated from the "mainstream" of the amenities and services provided by the community. It is recommended that a redevelopment plan be specifically developed for these areas that addresses:

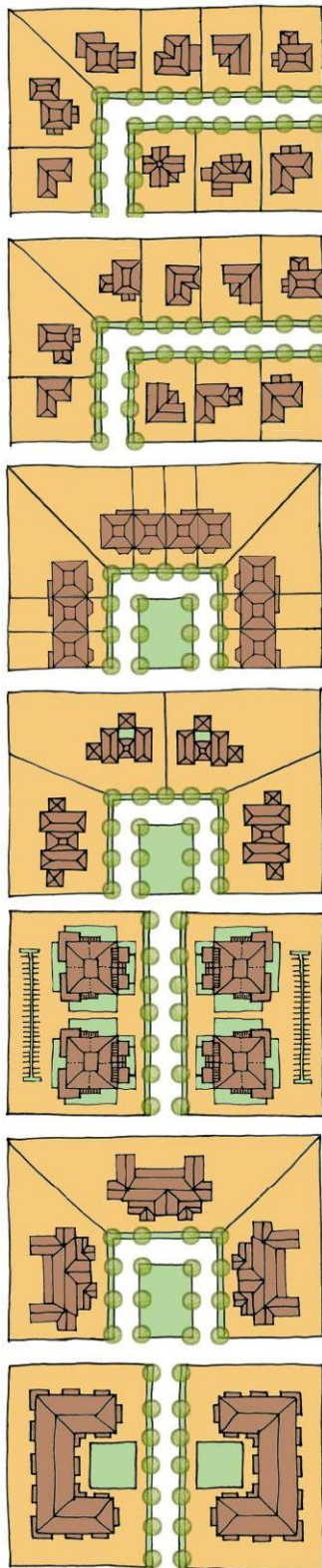
- Planning for existing infrastructure that includes methods to upgrade street configurations, parks, and trails within redevelopment areas
- An in-fill program in association with the City's policies
- Evaluation of tenancy to ownership ratios
- City enforcement of building upgrades and rehabilitation through the inspection and permitting process when tenancy changes or when property is bought and sold



- Design guidelines established for residential redevelopment areas
- Planning for community amenities in concert with in-fill programs



Figure: 8.4: Example of Medium Density Residential Land Use- 4-12 units per acre



Source: Arcturis

MEDIUM-DENSITY RESIDENTIAL

Development meeting requirements for this land use category include single-family detached housing, single-family attached housing, townhouses, duplexes, live-work units¹⁰, apartments or condominium style planned unit developments. More compact than low-density development, these subdivisions produce higher volumes of commuter traffic. The allowable density in this category includes four (4) to twelve (12) dwelling units per acre.

Examples of block layouts are shown in Figure 8.4. A quarter (1/4) acre parcel has been considered in these diagrams. It is recommended that these dwelling units be stacked vertically. However, the overall buildings are not to be more than three (3) stories high. This height may include parking provided on the

Example of converting historic structures into live-work units- Columbia, SC



Source: <http://www.skyscraperCity.com/showthread.php?t=321342>, Accessed May 19, 2006

ground floor or within a parking garage. Design quality and amenity levels can vary quite widely. This land use category

¹⁰ The term “live-work” effectively describes accommodations that are specifically designed to enable both residential and business use. This differs from ordinary “work from home conditions” in its nature and in the intensity of business use that may be involved. While in “work from home”, the work use of a unit is small scale and usually secondary to the domestic use, in a “live-work” unit amount of space devoted to the work use or that the work element is designed to accommodate more workers than just the resident and may be designed in a flexible form to encourage business expansion. Available at <http://www.rics.org/Environmentalandlandconsultancy/Sustainability/Sustainabledevelopment/liveworkarticle040906.html>, Accessed on April 04, 2007



includes development that currently fall under the City's "R-3" (duplexes) and "R-4" (multi-family) zoning category.

It is recommended that the modulations in density not be abrupt. An increase of twenty five percent (25%) of adjacent density is to be considered to ensure that the changes in density are gradual. Higher density (example- 12 units per acre) residential uses are recommended to be located closer to the highway or major streets carrying heavy traffic. Medium-density homes (example, 4 units per acre) are recommended to be located away from the highway, gradually merging with the low-density residential land uses described above. This land use category, when planned appropriately, can act as an excellent buffer investment between single family and high density residential developments. It is recommended that planning for this category allow for the gradual merging of low to medium density developments enabling pyramid type development. Each neighborhood is to have a mix of housing types such as stand-alone construction, zero lot lines, live-work unit duplexes, town homes, triplexes, fourplexes, courtyard

Example of medium density townhomes- Orenco Station, Hillsboro, Oregon



Source: http://www.walkermacy.com/projects/planning/projects_planning_orenco3.html, Accessed May 25, 2007

Example of medium density condominiums- Sanderling Condos, Centreville, VA



Source: <http://www.donohoeconstruction.com/fmulti.html>, Accessed May 25, 2007

and garden type apartments or condominium units.



High Density Residential Development in downtown areas up to 8 stories



Source: <http://www.designadvisor.org>, Accessed April 19, 2006

High Density Residential Development - 4-6 stories



Source: <http://www.beyonddc.com/features/kentlands.html>, Accessed April 19, 2006



Source: <http://www.donohoeconstruction.com/fmulti.html>, Accessed April 19, 2006

HIGH-DENSITY RESIDENTIAL

Development contained within this land use category include townhouses, duplexes, villas, live-work units¹¹, apartments or condominium style planned unit development, assisted living facilities, restored structures, multi-storied buildings and loft-type downtown residential units. For downtown development, more information is provided under the downtown commercial land use category.

More compact than medium-density developments, these structures produce high volumes of commuter traffic. Therefore, locating them in proximity to streets with high traffic volume such as secondary arterials or major and minor collectors is preferred. The allowable density in this category is recommended to be thirteen (13) to thirty (30) dwelling units per acre. It is also recommended that these dwelling units be stacked vertically. However, the overall buildings are not to be more than four to five (4-6) stories high in the City but can be eight (8) stories high in downtown urban environments when developing new structures or restoring old buildings is an option. The physical characteristics of this type development encourage decked parking and commercial activities at street level if appropriate within the existing market conditions.

Locating High-density development in proximity to streets with high traffic volume such as secondary arterials major and minor collectors is preferred.



It is recommended that commercial activities be allowed and encouraged in this category when the density is more than twenty (20) units per acre or when the units are specifically designed as

¹¹ Refer footnote 10



live-work units. Surface parking or decked parking in this category needs to be sensitive to street character and not result in large blank facades. Therefore, parking garage design is recommended to be incorporated into the overall building design when possible to avoid safety and aesthetic conditions such as pedestrian passage(along sidewalks) being perpendicular to traffic flow in and out of the parking structures. It is recommended that facades be designed that are pedestrian friendly and make walking a pleasurable and safe experience.

Design quality and amenity levels can vary widely. This land use category includes developments that currently fall under the City's "R-4" zoning category. It is recommended that the modulations in density not be abrupt. An increase of 40 percent of adjacent density is recommended to ensure that the changes in density are gradual.

ADDITIONAL GUIDELINES FOR MEDIUM AND HIGH DENSITY HOUSING

When developing larger tracts of land under this land use category a mix of housing types such as townhouses, duplexes, villas, live-work units, apartments or condominium style housing is recommended. Recommendations for large tract development follow:

- Development of more than fifteen (15) acres but less than forty (40) acres to provide at least two (2) housing types
- Development of more than forty (40) acres but less than seventy (70) acres to provide at least three (3) housing types
- Development of more than seventy (70) acres but less than one hundred (100) acres to provide at least four (4) housing types
- Residential Development above one hundred (100) acres to be developed as mixed density and mixed-use planned development



RESIDENTIAL MIXED DENSITIES

Residential mixed densities is a medium to develop large tracts of unimproved land in the City and to ensure that the residential development in these areas have a mix of various residential densities¹² and housing types¹³. In addition to design principles listed for low, medium and high density residential land use,

- Developments of more than fifteen (15) acres but less than forty (40) acres to provide at least two (2) housing types. It is not necessary for this scale of developments to have mixed residential densities.
- Developments of more than forty (40) acres but less than seventy (70) acres to provide at least a mix of two (2) residential densities (example Low and Medium density residential) and at least three (3) housing types.
- Developments of more than seventy (70) acres but less than one hundred (100) acres to provide at least a mix of three (3) residential densities (example Low and Medium density residential) and at least four (4) housing types.
- Residential Development above one hundred (100) acre to be encouraged as mixed density and mixed use planned development. Development options to include commercial and mixed use areas (follow General Mixed Use category land use for commercial development). Larger development to cater to the recreational needs of the surrounding community and to follow the Parks and Recreation Land Use guidelines for the provision of such facilities.

Facilitating the development of mixed housing densities and types creates greater housing choices for residents including first time homebuyers and seniors. It is recommended that developers be encouraged to provide a range of housing types to promote diverse community characteristics including family composition, income levels and age groups.

¹² Residential Densities mean low, medium and high density residential development described above under respective land uses

¹³ Housing types include single-family detached, single-family attached/ villas, townhouses, duplexes, live-work units, triplexes, fourplexes, apartments or condominium-style planned-unit developments, assisted living facilities, restored multi-storied buildings and loft-type developments



Housing types need to vary by lot size and form. However, it is suggested that homes be well-integrated and share some commonality in design elements. Diversity in housing types breaks the monotony of singular design patterns, adds value to the land and creates a sense of “place” to the neighborhood.

Example of developing a mix of housing types- Harbor Town, Memphis,



Source: Great Planned Communities, by Jo Allen Gause



GENERAL MIXED USE AND NODAL COMMERCIAL

Example of infill, mixed-use development with commercial uses at ground level and residential above



Source: Great Planned Communities, by Jo Allen Gause

Example of “live-work” unit with chain restaurant on the ground floor adapting to urban fabric



Source:

http://bootsintheoven.typepad.com/boots_in_the_oven/traveling_heading_out_of_the_usa/index.html, May 24, 2007

Mixed use areas are generally transitional zones between residential and commercial uses or “investment nodes” that are economic development opportunity locations created by the intersection of major streets. These areas are meant to augment larger commercial areas and businesses preferring to locate at major intersections or investment nodes due to ease of access and high visibility. Buildings enjoying corner retail and commercial space provide an opportunity to improve the character and continuity of retail into residential neighborhoods. It is recommended that the planning and overall design of these commercial areas remain sensitive to access, visibility, and traffic flow issues within established neighborhoods. Commercial transitional or nodal opportunity areas are labeled “Mixed Use” on the Future Land Use and Infrastructure Map CP-8.

Mixed use development includes public right-of-way improvements. Planned right-of-way improvements are necessary for safe, convenient pedestrian and vehicular accessibility to economic development opportunity sites for commercial and retail development. It is recommended that the individual parcels of land falling into this category be used for a variety of planned compatible land uses ranging from residential to retail, commercial and institutional uses to create a diverse urban fabric. It is recommended that these uses be mixed horizontally as well as vertically.

The commercial and retail development within this land use category is designed essentially to serve the residential areas surrounding them. Just as in the case of mini and neighborhood parks, these commercial areas are typically within walking distance of the neighboring residential areas. Sometimes known as nodal development, a quarter to half (0.25 to 0.5) mile distance is desirable for their success. These commercial areas, located in conjunction with parks begin to accumulate public activities in specific areas and take advantage of multi-purpose traffic and pedestrian economic access. Commercial mixed use characteristics at these locations vary and the desired density will change from node to node. (See Figure 8.5) The following recommendations apply to all nodal developments shown in the Future Land Use and Infrastructure Map CP-8:

- The character of the mixed use development is planned to respond to the economic development characteristics of



Figure 8.5: Examples of Development at nodes (intersection of higher traffic carrying streets)



Source: Arcturis

existing development surrounding each location in terms of building height, appropriate use, and proportion

- Mixed use developments have zero setback from sidewalks
- Density of mixed use development is to be higher than the of the average density in a quarter (1/4th) mile radius area from the center of each node
- All ground floor development need not be used for retail and commercial purposes
- A mix of residential, retail and commercial uses vertically and horizontally integrated is encouraged
- Streetscapes are to be similar to neighboring areas and it is recommended that no abrupt interruption in the streetscape environment occur (Refer to the future transportation section for streetscapes recommendations)
- If the area is commercial and retail in purpose the recommendations for storefronts related to transparency, awnings, setbacks and signage are to be as recommended in the downtown commercial area land use category
- If the parcels are used for commercial and retail purposes, all tenant space is to be planned based on market driven tenant needs including access and visibility from pedestrian and vehicular corridors
- Commercial and retail area planning to include the preparation of a “tenant mix analyses” to assure market driven placement of stores and shops to create a successful environment for access and adjacency to supportive uses

Example of nodal mixed use development with commercial at ground level and residential above - Orenco Station, Portland, Oregon



Source: <http://www.planetizen.com/node/92>, May 24, 2007



Downtown commercial district can embrace larger “big box” stores by having design guidelines in place. Wider sidewalks allow for outdoor seating and pedestrian activity



Source:

http://www.pps.org/info/newsletter/April_First_2004/april_first_2004_feature,

Accessed Aug 11, 2006

Example of integrating modern chain restaurants with older historic buildings



Source: Carol Gossett – Lugarno, Switzerland

DOWNTOWN MIXED USE

This classification includes small businesses and service establishments in the urbanized areas of the City, also known as the “downtown commercial district.” It is recommended that these commercial locations allow for a pedestrian-friendly environment with traffic calming devices.

Neighborhood characteristics that are important to the “Downtown Commercial Land Use Areas” are¹⁴:

- *Increased connectivity to all aspects of daily life with the district*
- *Strategic locations for parking garages and street parking*
- *A mixture of business, retail, dining, entertainment, residential, trails and social activities*
- *A strong sense of community among business owners that translates into cooperative marketing for the area*
- *More attention to the business environment including the implementation of amenities that attract new investment, customers and visitors to the area*
- *The experience and enjoyment of shopping and dining*
- *The opportunity to build a cohesive and economically solid business community within the City that will sustain and grow the overall economy of the region*
- *The opportunity to establish a strong merchants' association that can bring unity and cooperative advertising to the businesses, restaurants, entertainment and community venues*
- *Design guidelines that are consistent with the overall businesses, entertainment venues, and retail establishments in the district*
- *Provide ownership and tenancy that services the needs of diverse market demands including, office workers, municipal staff, residents, tourists, university students, hospital workers, workforce that lives outside the City*

The uses allowed in this proposed area are to serve the day-to-day needs of Cape Girardeau residents and surrounding communities as well as attracting outside, transit market bases. Examples of retail businesses that can thrive in this environment include dry cleaners, bakeries, restaurants, coffee shops, wine and cheese shops, boutique-type stores, smaller offices, spas, banks etc.

¹⁴ Beyard Michael D., Michael Pawlukiewicz. 2006. *Ten Principles for Reinventing America's Suburban Strips*. Urban Land Institute Publication.



Example of infill Downtown Commercial Development with commercial at ground level and residential above- Edwardsville, Illinois



Source: Arcturis

Corner elements such as a flower bed or fountain creates interest and seating area for pedestrians- Legacy Village in Lyndhurst, Ohio



Source: www.greenwaycenter.com,
Accessed Aug 14, 2006

Occasional open spaces throughout downtown areas render breathing space in an otherwise dense urban fabric and satisfies the need for mini parks that are important for encouraging residential activity in Downtowns



Source: www.greenwaycenter.com,
Accessed Aug 14, 2006

Those uses (or businesses) that have their own style architecture and signage are recommended to modify their “corporate” images to confirm with the existing architectural character of the area (for example fast food chains such as McDonalds, Subway etc). Residential units are also suggested to be included in this category provided they fall within the high-density residential category (13 to 35 units per acre). Residential use is suggested to include commercial uses in storefronts or at street level.

The uses that are allowed in this category are typically minor traffic generators compared to large box stores and regional retail development. However, any planning for downtown commercial areas is recommended to include careful placement of vehicular parking and possibly stacked or decked parking that is augmented by pedestrian friendly circulation and connectivity. Thoughtful planning for supportive infrastructure adds to the desirability of mixed use areas and enhances potential for economic success for those who choose to invest in Downtown Commercial Districts. Some of the design guidelines that are recommended for this land use are as follows

- Downtown commercial buildings are to have little or no setbacks from property lines.
- Establish design standards that accommodate existing conditions and allow constructive modifications.
- Address overall architectural, awning and signage issues to create a unified image throughout the district
- Assure branding that attracts customer participation in the area as well as adding graphic character within the district
- Establish a merchants’ association to represent the collective investment, coordinating advertising, promotions, and distribution of marketing materials through various media
- Prepare a tenant mix analyses to assure market driven placement of new businesses and retail uses that compliment existing businesses and encourage new investment
- While 100 percent lot coverage may be allowed in the downtown commercial land use category, it is recommended not to be less than 70 percent.
- Building structures are suggested to be higher than three (3) stories but less than (7) stories.
- Strip commercial development, particularly single-use or pad site configurations are not recommended in the commercial downtown area

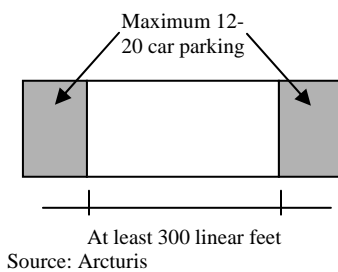


On street parking renders flexibility and convenience of parking closer to the retail stores.



Source: <http://www.beyonddc.com/features/kentlands.html>. Accessed Aug 14, 2006

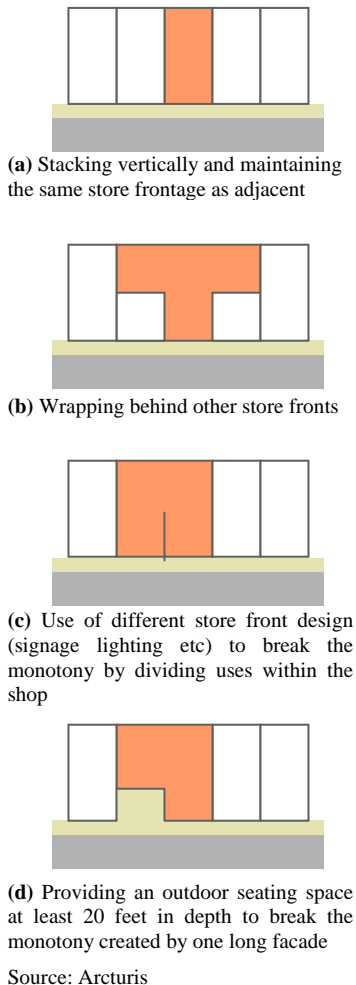
Figure 8.6: Grouped Parking



- Parking is to be provided by metered on-street parking or surface lot groupings of not more than 12 to 20 cars in a parking area.
- Parking spaces to be at least 300 linear feet away from the nearest secondary street or other grouped parking space. (See Figure 8.6 on this page)
- Parking areas are to be separated from sidewalks by parapet walls, landscaped flowerbeds, fences or designed common area elements
- Provide for the removal of trash and the delivery of goods and merchandise behind building structures to avoid congestion, noise, and unsafe conditions at the storefronts
- A mixture of uses is recommended including retail and offices on ground floors and housing or offices above.
- Building style adds scale, commercial variety, and additional investment opportunities to commercial entities
- Residential uses are not recommended on the ground floor of commercial buildings within the downtown commercial area
- Housing above street level, if provided, may have setbacks for the creation of balconies, porches, patios or other structural elements that add interest and marketability to the building
- The streetscape along the downtown commercial district is described in detail in the transportation section of this document
- Buildings within this type of land use are to be at least sixty (60) feet in depth to appeal to retail users' space needs
- While it is expected that retail space will not be greater than five thousand (5,000) square feet in size, a minimum of fifty (50) feet frontage is proposed for the storefronts on



Figure 8.7: Plan views of various retail and office layouts



the ground floor to provide visibility from the street and interest to the overall streetscape in the downtown commercial area

- For those retail spaces that require more than five thousand (5,000) square feet, it is suggested that one or more of the following design elements be considered for the area (See Figure 8.7: Plan Views of Various Retail/Office Layouts)
 - *Stacking vertically and maintaining the same store frontage as adjacent storefronts or combining adjacent space as shown. Refer Figure 8.7 (a)*
 - *Wrapping around other storefronts. Refer Figure 8.7 (b)*
 - *Use of different store front designs (signage, lighting, etc.) to break the monotony by dividing uses within the shop. Refer Figure 8.7 (c)*
 - *Providing an outdoor seating space at least twenty (20) feet in depth. Refer Figure 8.7 (d)*
 - *In all cases, consideration of tenant spaces are to remain sensitive to the requirements and specific space needs of small retailers that translates into access and visibility for customers and the delivery of goods and material to the stores*

Building alignments are recommended to form a defined edge along the sidewalk area, although some interesting structures, such as patios for eating establishments and common rest areas and public gathering areas are encouraged:

- When interesting building alignments are combined with sidewalks, rows of trees and other plantings, creative signage and way-finding elements create an environment for small commercial investment that adds to the overall success of the area
- A zero frontage setback from the sidewalk is to be required to achieve the above mentioned streetscape character, however, open seating spaces, entry steps to storefronts, flowerbeds or other landscaping along the storefronts, public gathering areas and patios used for café service are to be included as part of the structures from the zero setback
- Ground floor store frontage is to be a minimum of sixty percent (60%) transparency, beginning within 24 inches from above the sidewalk, to enable visibility into the stores and/or display windows, to create a human scale to the street characteristics, and to enhance visitor



Appropriate placement and design of signage and street furniture with zero setbacks encourages pedestrian activity in commercial areas



Source: <http://www.slate.com/id/2116246/>,
Accessed Aug 14, 2006

- interrelationship with goods and services presented by the various retailers
- Store frontage to relate to human scale in terms of building proportion, signage, and all common area elements including seating, planting, and other decorative amenities
- Matching, retractable, fire-retardant awnings are suggested to provide thematic character within the downtown commercial district, providing for creative and consistent signage and other branding, as well as shelter from climatic conditions
- Awnings structures are to be mounted at a consistent height of seven (7') to seven and one half (7.5') feet above the sidewalk
- Awnings are temporary structures and are exempt from setback requirements although their placement, material, and color are to be approved by downtown merchants and City regulations as required
- Commercial signage of individual establishments is recommended to be centered above each respective storefront only, two (2') feet above the awnings
- Monument signs appropriately approved for the downtown to be no higher than five (5') feet above the ground (including any base or mounting structure) and set back from the sidewalk area at least five (5') feet
- Monument signage will be installed within common area and open lawn areas adjacent to restaurants or larger retailers
- As an alternative, signage may be permitted on awning fronts or slopes if consistent with the overall aesthetics of the building and appropriate to the overall design of the awning
- Hanging signs at storefronts are to be installed perpendicular to buildings
- Neon signs are discouraged but are not to be restricted, if appropriate to the commercial use desiring neon signage
- All signage to be complimentary to the streetscape
- Carved wood and similar traditional signs are desirable
- All signage to be approved by the body that implements signage and design guidelines
- Electronic reader board signs are not recommended
- Street finishes are encouraged and may include decorative pavers, tile, sculpture or other finishes that are tastefully designed and installed and which work in harmony with the landscaping elements within the district to create a distinctive sense of "place" for the downtown commercial area



GENERAL COMMERCIAL

Areas depicted by the Future Land Use and Infrastructure Map Cp-8 as suitable Highway Commercial development include:

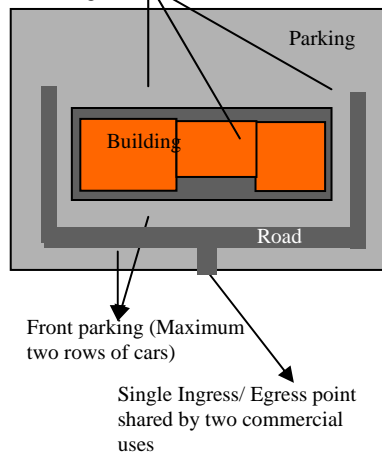
- The intersection of Kingshighway and William Street
- Lexington Avenue and Hopper/New Madrid Streets
- Potential redevelopment areas immediately adjacent to major intersections or within other existing commercial areas

Additional recommendations (See Figures 8.8 and 8.9 on this page) that apply to highway commercial development areas are:

- Sidewalk set backs to be not less than forty feet (40') nor more than eighty feet (80') from the street serving as the point of ingress and egress to buildings along the interior circulation road of development areas (access and interior circulation roads)
- Major point(s) of ingress and egress at major roads into development areas to include wide curbs cuts designed to accommodate truck traffic
- Points of ingress and egress are to be landscaped and may be a location for water retention designed to serve as an aesthetic visual feature or as bio-retention and landscaped areas
- Extra parking areas are to be provided at the side or back of buildings
- A maximum of one hundred feet (100') of continuous façade is necessary before providing access to the rear parking area(s), this width is to be included in the side setback of buildings
- Continuous façade is to be determined by one building façade or by joining two (2) or more commercial uses
- Side setbacks are to be not more than eighty feet (80') allowing for 2 rows of parking; this distance is to be combined with adjacent commercial setbacks resulting in a maximum one hundred sixty feet (160') between structures
- Common wall adjacency is recommended to create a continuous, undisturbed façade providing for aesthetic appeal and safety to pedestrians by limiting structure separation with drives and loading dock areas
- Shared side and rear parking, points of entry and exits are highly encouraged resulting in the reduction of infrastructure costs and efficiency in long term management of development areas

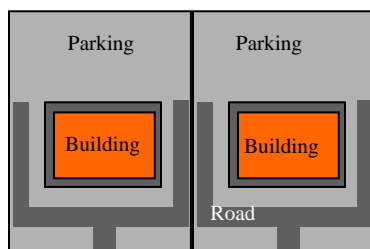
Figure 8.8: Preferred Parking Configuration

Shared "additional" parking can be provided on the side or rear of the building

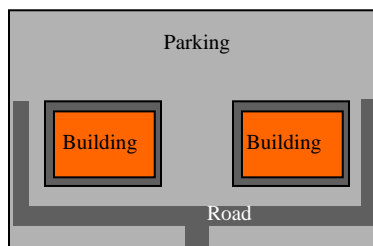


Source: Arcturis

Figure 8.9: Side Set back Configuration



Individual parcels having side roads and entry



Shared entry & parking reduces infrastructure and is an access management tool

Source: Arcturis



- Drive-through windows are suggested within setback requirements
- Zoning requirements related to acceptable parking requirements are to be applied to the development area
- Adaptive reuse of existing buildings is encouraged
- Commercial retail uses are to be buffered from residential development with a transition buffer consisting of green space and the use of greenways, trails and heavily landscaped areas, and higher density housing where appropriate
- Common areas and parking lots to be landscaped



HIGHWAY COMMERCIAL

This land use is typified by stand-alone, service, commercial, office and hotel businesses, usually within a “master planned land use concept”. These areas generate higher traffic and require accessibility and visibility from major arterial corridors. The development proposed in this land use category is along Interstate-55 corridor around the interchanges and relies on transient market access generated by traffic traveling along I-55.

Any development of highway commercial investment is to include consideration of dense land use characteristics and its impact on the City, its residents, impact on secondary and tertiary infrastructure corridors resulting from increased traffic generated by connectivity to highway commercial development, the quality of life within the City. Examples of highway commercial include:

- large grocery stores
- power centers
- big box stores
- fast food restaurants
- fine dining
- banks and ATMs
- office buildings
- medical office parks
- office buildings
- retail stores
- pharmacy
- hotels and motels
- filling stations
- entertainment venues
- car sales
- home care centers

It is anticipated that this type investment will bring important sales tax generation to the City. However, highway development areas require many acres of land to implement and usually include a planned, mixed-use area master plan. Developers often seek tax incentives for infrastructure improvements in open, unimproved “greenfield” areas around highway interchanges, including the need for adequate ingress and egress to development sites and other essential utility services needed to enhance investment. It is recommended here that the City develop an implementation strategy that allows for significant investment within “Highway Commercial” areas while enjoying some return to the municipality in the form of immediate tax benefits.



Areas depicted by the Future Land Use and Infrastructure Map CP-8 as suitable Highway Commercial type development are:

- William Street at Mount Auburn Road
- William Street at Siemers Drive
- Kingshighway and Interstate 55
- New Interchange on I-55 , north of the City

Proposed development may include the redevelopment of existing property and the cooperation of numerous landowners to implement larger development opportunities. As a priority, it is recommended that initial development planning and implementation be concentrated within the City limits and its growth areas as depicted on the Future Land Use and Infrastructure Map CP- 8. This strategy results in the effective reuse and enhancement of public and private land and infrastructure prior to investment in annexation and expanded City services into area now un-served. Although significant areas adjacent to the City limits will remain as agricultural land, this type of planning allows for development investment to be driven by market demand within City limits rather than extensive front-end infrastructure development, annexation expense, and the assumption of land and improvements that may not meet City standards beyond the City's borders. There are several locations within the City's present boundaries that require immediate attention prior to expansive development beyond its present borders, including:

- Continued reinvestment in the downtown business district
- Planning and reinvestment in the Kingshighway and William Street area
- Aging residential areas
- Infrastructure reinvestment throughout the City
- Upgrade and preservation of existing and new parkland, trails and greenways
- Updated water retention and water quality control systems throughout the City

However, as development outgrows municipal limits, the City may wish to annex additional property and provide utilities, roads, and services to ensure development through public or public/private partnerships. In general, commercial land uses are to be concentrated within predetermined and carefully defined limits to consolidate the level of services and infrastructure needed to support these denser uses within expansion areas. Consolidation will result in more efficient traffic circulation and protection of



open space and residential areas. To assure expansion areas become vital commercial destinations that support the City's downtown commercial land use, future planning of street improvements for the "highway commercial district" areas in relationship to the City's downtown commercial area will become necessary.



Example of Mini Parks as neighborhood squares– Squares of Savannah



Source:

http://www.pps.org/great_public_spaces/one?public_place_id=609, Accessed July 07, 2006

Example of Mini Parks - Circle Park, Prospect Town, Colorado



Source:

<http://www.prospectnewtown.com/TourProspect>, Accessed May 24, 2007

Example of Neighborhood Parks



Source:

<http://www.scapeshapes.com.au/?p=11&project=40#image>, Accessed Sept 12, 2006

PARKS AND RECREATION

These parks and recreational land-use recommendations include locations for future parks, trails, recreational facilities, and natural resource areas. A few locations for parks and recreational facilities though recommended in Future Land Use and Infrastructure Map CP- 8 are susceptible to change depending on the neighborhood layout and new development planning. In these cases, the parcels that are recommended for parks in the Future Land Use Plan will adopt the land uses of neighboring parcels. It is recommended that these facilities be distributed throughout the City in locations that provide both active and passive recreational opportunities to citizens and visitors and provide pedestrian and biking connectivity throughout the various community land-use areas.

Current parks within the City include:

- seven (7) mini-parks
- seven (7) neighborhood parks
- five (5) community parks

Currently there are trails within the community parks, in addition to Cape La Croix Trail (4.5 miles) and Riverfront trail (1.0 Mile). At this time these trails do not connect various sectors of the community although there is a desire on the part of the City and community generally to develop hiking, biking, and walking trails that will connect neighborhoods, commercial investment, parks and industrial area. Future proposed trails are shown in the Future Trails Map CP-8.3 and are explained in greater detail in the Transportation Enhancements Section. The following levels of park development¹⁵ to be attained for any future development include:

Mini-Parks providing limited, isolated or unique recreational needs (dog parks, children's parks etc). These parks work well within the community when disbursed throughout neighborhoods within a five (5) minute walk from the majority of homes in the neighborhood or within ¼-mile radius. The size of "Mini-Parks" range from 0.5 to 1.0 acres.

Neighborhood Parks serve as recreational and social focus points for neighborhoods and are accessible within a ten (10) minute walking distance of the majority of homes in the neighborhood or

¹⁵ These recommendations are based on National Recreation and Park Association Guidelines. Mertes James D, James R. Hall. 1995. *Parks, Open Spaces and Greenway Guidelines*. NRPA.

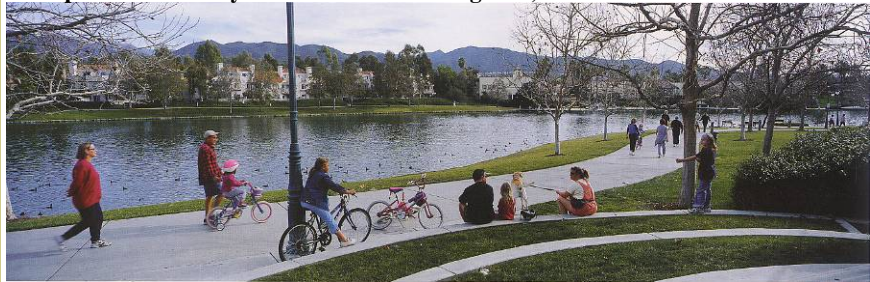


within a ½-mile radius .The size of “Neighborhood Parks” range from 5.0 to 10.0 acres.

Community Parks serve broader community purpose and recreational needs while preserving unique landscaping and open spaces. “Community Parks” serve multiple neighborhoods or larger portions of the community and are serviced by arterial/collector streets. “Community Parks” are generally accessible within half (½) to three (3)-mile radius and range from 30 to 50 acres in size. Parks of this size and range are usually available in communities with populations greater than 5000.

Greenways¹⁶, hiking, bike paths, and walking trails link park system components together to form a continuous park environment, provide an alternative method of transportation, and help make neighborhoods more walkable.

Example of Trail - City of Rancho Santa Margarita, CA



Source: Great Planned Communities, by Jo Allen Gause

Example of Overlooks



Source: Available at http://www.proap.pt/site/L_eng/projectos/0567_mondego.html. Accessed on May 31, 2007

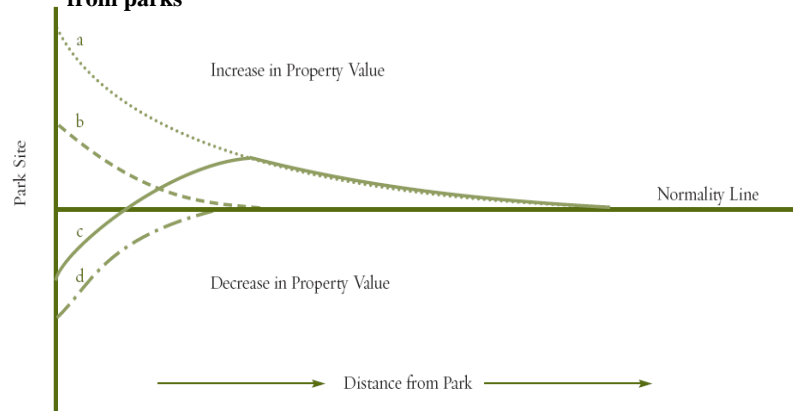
Parks such as “Mini-Parks”, “Neighborhood” and “Community Parks” are to be available for residents in locations that are easily accessible and that ultimately add value to all neighborhoods

¹⁶ **Greenways:** A network of largely car-free off-road routes, connecting people to facilities and open spaces in and around towns, cities and to the countryside. For shared use by people of all abilities on foot, bike or horseback, for car-free commuting, play or leisure. Available at www2.cheshire.gov.uk/countryside/prow/other_terms.html, Accessed April 02, 2007.



within the City, existing and planned. Both positive and negative impacts on property values are possible. The Graph 8.1 shows four alternate scenarios reflecting the range of impacts that parks and open spaces may exercise on proximate property values:

Graph 8.1: Increase or decrease in property values depending upon distance from parks



- a) A large, high-quality, natural resource-based area may have historic or natural amenity features that results in intense interest or devotion by the public. The measurable positive impact on property value may extend out to 2,000 feet.
- b) A smaller high-quality, natural-resource based area such as a Neighborhood Park, may have charm that is regarded with affection by the community. The measurable positive impact on property values may extend out 500 feet.
- c) A large, intensively used "Sport and Recreational Park" with athletic facilities, floodlights, noise, and the potential for congestion at entrances to the facilities within the park. These factors may lead to negative values for those properties in close proximity to the park, but benefits accrue to those living away from the immediate area but within easy access, typically two or three blocks away.
- d) A dilapidated, dirty, blighted park with decrepit facilities and broken equipment in which undesirable groups congregate. The community will reject such facilities. The negative impact does not extend as far as the positive impact of scenario (a) because people avoid it.

In scenarios (a) and (b) property value benefit increments associated with proximity and accessibility decline as distance from the park increases. Scenarios (c) and (d) suggest that any negative values are likely to be limited to properties in close proximity to the park, and the impact will decline more rapidly than positive impacts as distance from the park increases—that is, the positive curve is likely to be flatter than the negative curve.

Source: The Trust for Public Land. 2007, *the Economic Benefits of Land Conservation*. Available at http://www.tpl.org/tier3_cd.cfm?content_item_id=21251&folder_id=175, Accessed on May 31, 2007,



INSTITUTIONAL/PUBLIC UTILITIES

Institutional uses include schools, churches, hospitals and public facilities such as sewer and water treatment plants, stormwater facilities, post offices, community centers and City Hall. The locations of and potential for such services are determined by the physical growth of the City and therefore are directly related to population and commercial needs. The expansion of school facilities depends on the decision of school boards based on the projected numbers for yearly enrollment and the age levels of the student body. Planning recommendations for future expansion of institutional facilities are given below:

- Community centers, recreational areas, parks and greenway development to be planned recreational facilities and alternative means of transportation including enhanced sidewalks, paved trails, common area amenities, and services
- Any parking associated with activity centers to be placed adjacent to but not in front of facilities
- Public utilities such as water and sewage treatment plants and storm-water facilities to be expanded to accommodate future growth when possible, rather than relocating and constructing new public facilities within alternative sectors of the City
- Cost benefit analysis is recommended to understand the profitability of creating new facilities or expanding existing facilities
- Any new facility will require professional planner(s)/engineer(s) to be consulted before procuring property or locating new sites
- It is recommended that the Public Works Department continue to pursue alternative methods of stormwater control and management that compliments new and existing development and street configurations



LIGHT INDUSTRIAL AND HEAVY INDUSTRIAL

Industrial developments typically consist of single-story structures of either tilt up or pre-engineered building quality and may include the outside storage of material, equipment and employee parking. Due to their use and purpose, industrial development areas may produce conditions that are incompatible with adjacent uses. Therefore, industrial areas (light and heavy industrial) are recommended to be separated from residential, retail and commercial investments by landscaped buffer zones, which may include greenways and trail development.

Heavy truck traffic resulting in high traffic volumes, increased vehicular traffic during shift changes, and increased customer and vendor traffic common at industrial sites are additional reasons to isolate these activities through infrastructure placement, landscaping and aesthetic elements. Proposed development intended for this land use currently falls under the City's "M-1" and "M-2" Industrial Zones.

As industrial land uses increase, it is recommended that potential land assembly areas be master-planned to assure land value sustainability and appropriate infrastructure investment needs are successfully included in the targeted development areas. Immediate access to the highway, unimproved parcels for future growth potential and the availability of utilities and other infrastructure create opportunities for industrial development.

Recommendations for future planning around industrial use of the land include the following:

- Market future areas as a "planned" industrial development area
- Determine an infrastructure needs assessment, an implementation plan, and a finance strategy to assure market driven elements of the master plan are completed
- Define State and Local incentives that encourage investment in industrial development and job development ventures
- Encourage the use of Low Impact Design (LID)¹⁷ such as pervious surfaces through innovative stormwater management and landscaping. LID is an approach to site

¹⁷ **Low Impact Development (LID):** Refer <http://www.epa.gov/owow/nps/lid/> for detail information on site development using Low impact techniques, Accessed April 02, 2007.



design and stormwater management that seeks to maintain the site's pre-development rates and volumes of runoff.

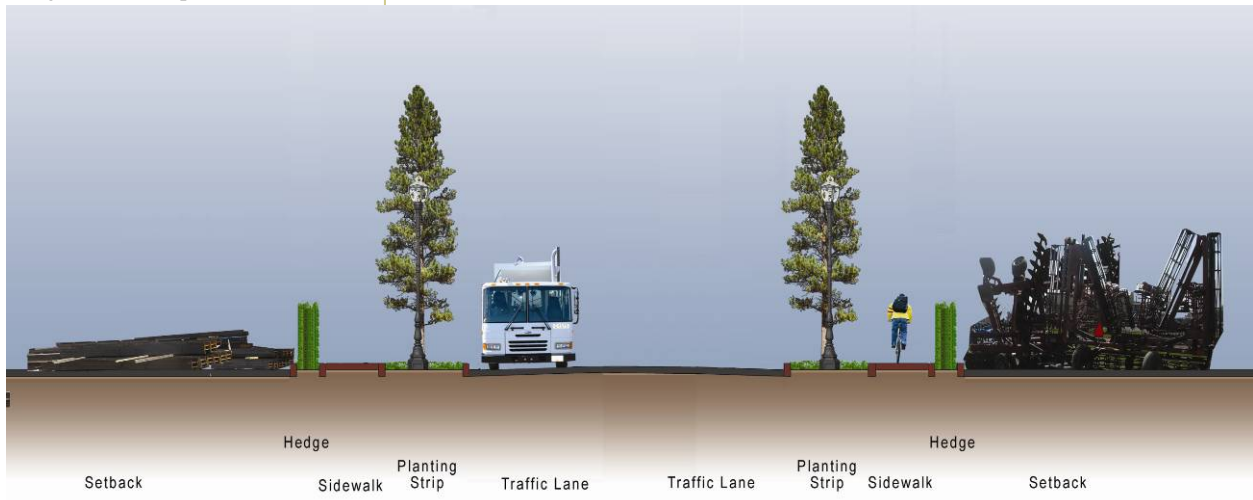
- Require building and site lighting to enhance perception of safety
- Architectural design planned to create visual interest using different textures, complementary colors, shadow lines and shapes
- The use of walls in a single color with little detailing or left completely blank is to be discouraged
- Monotony of design in single or multiple building projects is to be avoided
- Variation in detail, form, and site design is to be used to provide visual interest
- Careful consideration of durable materials, proportions, and shapes, emphasizing the importance of roofs and other changes in plane as integral and embracing elements of the over-all design is particularly important
- Landscaping is to be used to complement and enhance building design, color and material
- Exterior mechanical, electrical, rooftop equipment and other exterior equipment are to be placed so that it is screened from highway, street, and any residential development along adjoining streets
- Screening material to be compatible with building material and installed at a height that is equal to or slightly exceeds the height of the roof mounted mechanical equipment
- Use of Greenscreen¹⁸ to visually hide any unpleasant structures or equipments is encouraged (See Figure 6.11)
- Shared use of points of ingress and egress is encouraged and is to include streetscape improvements. Access management techniques are explained in detail in the transportation section of this document
- Street widths to be increased to accommodate large, semi-tractor trailer traffic and curb cut radii to be wider and set back to provide for wide turning movements
- Landscaping to frame all curb cuts adjacent to planted areas to protect landscaping from truck movements
- Master plan industrial sites within the context of market driven need and land use management techniques

¹⁸ **Greenscreen:** A Greenscreen is a landscape trellis system for fencing, wall-mounted applications or freestanding enclosures. When combined with a variety of vines, green screen becomes living wall that can provide privacy, shading cooling, security and spatial definition. The main component of this system is a 3 dimensional welded wire trellis panel. Available at <http://books.google.com/books?vid=ISBN1568985630&id=IhSfzEqb-cC&pg=PP66&lpg=PP66&ots=Yzyp1liPRz&dq=green+screen+landscape+definition&sig=rzdLU99bmPpGLm7WbbeP-pe9d3M>, Accessed April 02, 2007.



- Consider incorporating a levee district to protect hundreds of acres of land along the shore of the Mississippi River south of the downtown commercial district

Figure 8.10: Industrial area streetscape (Techniques such as use of hedge/ green screens and evergreen trees can be used to mitigate visual impact of industrial uses from the street)



Source: Arcturis



DESCRIPTION OF SECTIONS

The configuration of the City's layout along the I-55 corridor and the complexity of the make up of the various uses within the existing City limits warrant the definition of "Sections" within the City to facilitate discussion related to land use. As a review, the districts that have been created for discussion are:

- City Core Section
- Commerce and Levee Section
- Northern Expansion Section
- Western Expansion Section

Core City Section

An area of the City bounded by Lexington Avenue on the north, the Mississippi River on the east, Southern Expressway on the south, and I-55 on the west (Refer Map 8.4).

Existing Conditions:

- River frontage and historic venues at or near the river
- Dense, urban downtown district
- New federal building
- New Southeast Missouri State University River Campus
- Older residential neighborhoods north and south of downtown
- Southeast Missouri State University
- Southeast Missouri Hospital Complex
- Saint Francis Medical Center
- Under-utilized commercial development at Kingshighway and William Street
- Dense residential neighborhoods with cul-de-sac road design as part of internal circulation
- Highway commercial at I-55 and William Street
- Light industrial development

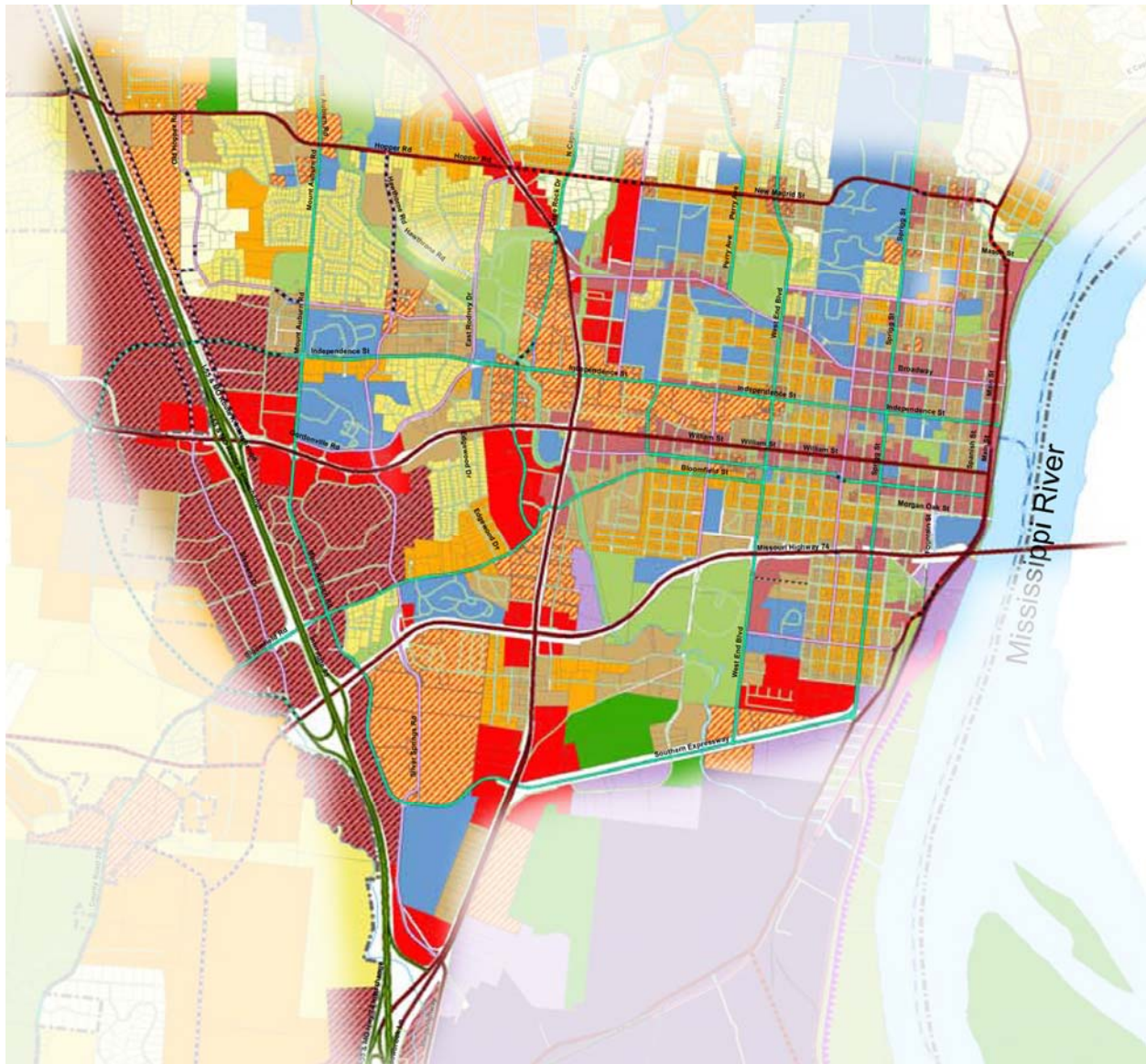
Infrastructure Upgrades to Facilitate Development:

- Infrastructure: This "Section" of the City is ideal for redevelopment and infill of both commercial and residential development within certain areas of the described section. The continued enhancement and success of the downtown area is essential to the long term success of the City. Providing land for the expansion of the university and the hospitals also, is essential to the future of



the City and the regional role it will continue to play in southeast Missouri. As discussed elsewhere, the City's market base is primarily to the north, south, and west of the City with the eastern section (half of the City's market ring) being in the State of Illinois. The market "draw" of the downtown area and the services provided by the university and the hospitals will continue to provide market viability to the region if these elements of the market are allowed to prosper and grow. Access provided by the new bridge feeding into the downtown areas and the creation of a proposed circumferential roadway around the City will assure long term viability for the City into the future by providing improved access and varied points of access to the City. Infrastructure upgrade recommendations within

Map 8.4: Core City Section



Source: City of Cape Girardeau



this section of the City include:

- Connect Bloomfield between Sheridan and Koch
- Extend Sprigg Street to intersect with Cape Rock Drive
- Create a Transportation District that widens and enhances William Street from I-55 to the river
- Continue to push for a national east west interstate highway (Commonly called as transcontinental highway) that will pass through Cape Girardeau, insisting that an interchange be constructed at Shawnee Parkway and Pacific Street to serve the downtown business district, the university, the hospital, residents and industry/distribution development

The most important infrastructure recommendation within the “Core City Section” is the William Street enhancements. It is recommended here that this street be the first project undertaken by the City due to the importance of this street within the entire network of streets and roads in the City. William Street is of critical importance to the City for the following reasons:

- William Street intersects with I-55 becoming a major access interchange providing connectivity and visibility to highway commercial development on both sides of the highway
- William Street extends westward from its intersection with I-55, providing vital access to the City from the west, an important market resource for those working in the City but living elsewhere, and those seeking goods and services provided within the City limits
- William Street intersection with Kingshighway provides access and visibility to one of the major commercial redevelopment areas in the City
- William Street is one of few streets in the City that provides direct, uninterrupted access to the downtown business district and the river

Future Land Use Recommendation:

- *Establish a series of “Districts” within this section of the City that specifically addresses the enhancement of residential, commercial, and institutional assets in the City, including a proactive approach to development of the downtown commercial district*



- *Develop a greenway and landscaped environment along the open, paved drainage channel running on the west side of Kingshighway at William Street that creates an environment of inclusion in any future development rather than exclusion and limited access*
- *It is recommended that the City work with major institutions to master plan future land use needs around the university and the two hospitals*
- *Parks and Recreation Department is to plan for expansion of private facilities mentioned above to provide alternative transportation options, trail connectivity and greenway concepts*
- *In the area bounded by Good Hope on the north, Pacific on the west, Linden on the south and Giboney on the east, master plan a recreational complex to include a new community center, a minor league baseball complex, soccer fields, hiking, biking, and walking trails along the proposed levee and throughout the sports fields and recreational complexes suggested*
- *Establish a City/private entity that provides technical training and job opportunities related to all new development being implemented in the City including:*
 1. *landscaping jobs generated by public parks, streetscapes buffered areas and private home and businesses in need of such services*
 2. *construction jobs generated by the development of public infrastructure, parks, sidewalks, and amenities that create opportunities for private investment*
 3. *Management and maintenance jobs generated by the development of ball fields, soccer fields, and community centers*
 4. *Grounds and street cleaning and maintenance jobs associated with public streets, water and sewer facility grounds, and special City projects*

Southern Commercial Section (Commerce and Levee Section)

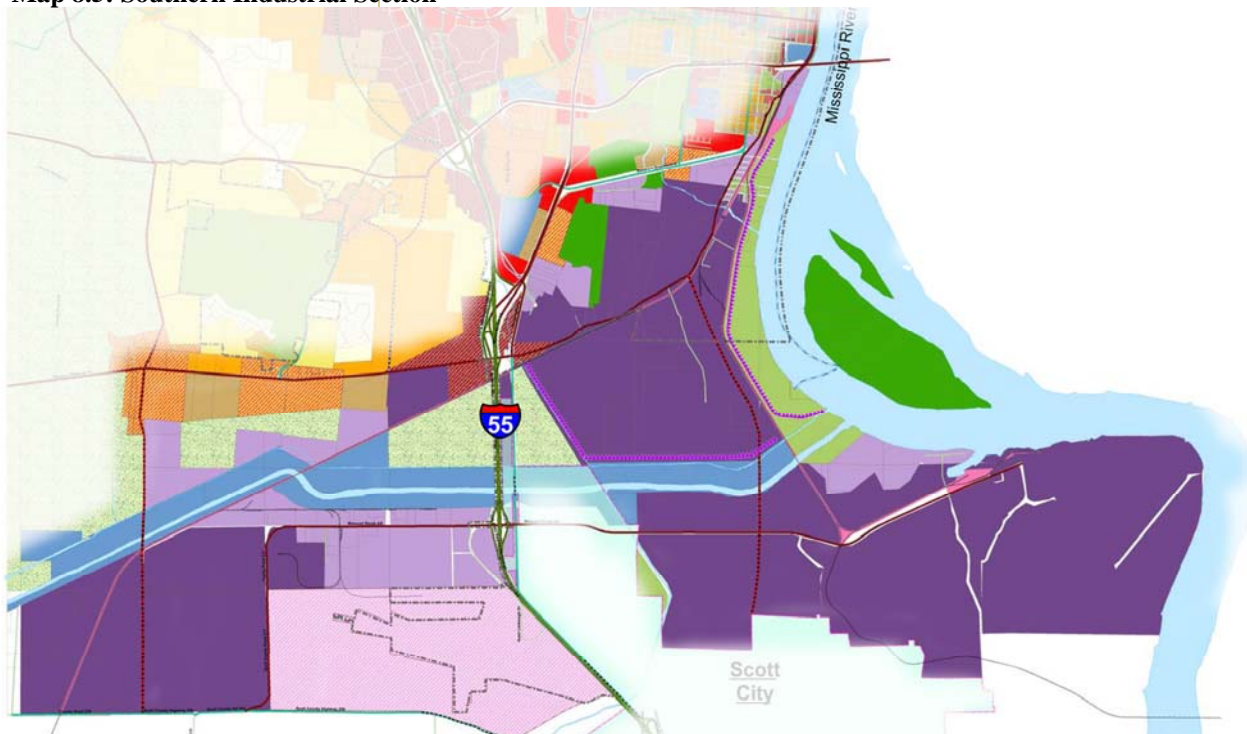
An “L” shaped “Section” bounded by County Road 204 on the south, County Road 218 on the west; Mississippi River on the east and an irregular northern boundary that extends from Southern Expressway on the east to southward along I-55 to Giboney to its intersection with County Road 218 on the west (Refer Map 8.5).

Existing Conditions:



- River frontage
- Dock facilities in the vicinity of Giboney and Locust Streets
- Floodplain conditions
- Existing industrial development along Nash Road, including an interchange at Nash Road and I-55
- Cape Girardeau Municipal Airport
- Little River Drainage District which included two drainage canals north of Nash Road
- A significant grade change north of the drainage canals
- Railroad junction near the river at Nash Road

Map 8.5: Southern Industrial Section



Source: City of Cape Girardeau

Infrastructure Upgrades to Facilitate Development:

- Infrastructure: In order to facilitate industrial investment in the “Commerce and Levee Section” of the City, certain improvements will be required related to highway and access points to improve the distribution of goods and service as required by market demand. In order to facilitate the development of a new levee, it is recommended that the City consider working with the Little River Drainage District or, alternatively, establish a separate levee district to protect land and investment along the Mississippi River to a point of intersection with the existing canals north of



Nash Road. The investment of upgraded roads and levee in this area will facilitate new industrial development and the expansion of the existing airport

- It is recommended that the City of Cape Girardeau work cooperatively with the Scott City (intergovernmental agreement) to finance the upgrade and extension of County Road 204, including the improvement of the existing I-55 interchange. This includes the extension of a new alignment from the existing interchange east and northward to connect to Giboney just south of the waste transfer station
- It is recommended that financing be sought for the following infrastructure enhancements as well:
 - The extension of County Road 218 from Nash Road northward to County Road 618 as part of a circumferential roadway around the City
 - Upgrade of the existing Outer Road alignment extending from I-55 interchange at Southern Expressway southward to the I-55 and County Road 204 interchange
 -
- Research and plan a tax free port for the warehousing of goods at the existing port location
- Master plan the area around the port location to include state of the art port facilities and amenities necessary to attract market demand
- Facilitate the incorporation of a levee district under the statutes of the State of Missouri to protect hundreds of acres of land suitable for industrial development and mixed use investment adjacent to the Mississippi River. This district may be organized as part of the existing Little River Drainage District or as a separate *levee district*. There are approximately 685 acres of land within and approximately 1,525 acres of land outside the City limits that are in the floodplain and would be affected by the new levee

Future Land Use Recommendations:

- Assemble and set aside land around the existing airport for the addition of a new runway southwest of the existing facility. As industrial investment occurs, the demand for the airport facility will increase and it is recommended that any land use planning in this area recognize increased land needs for the airport



- Prepare a master plan and assemble land for expansion of the existing office warehouse development west of I-55 at Nash Road. This land is ideal for growth of the existing investment and recommended road system and highway upgrades that will help make this possible. A well planned and executed promotions program targeting specific companies and uses is recommended as part of the master planning process.
- Assemble land and create a levee district designed to parallel the SEMO Railroad tracks from approximately Shawnee Parkway southward to the Little River Drainage District. This levee system, requiring engineering and appropriate permitting, is recommended to protect that land south of Shawnee Parkway that lies between the Mississippi River and I-55.

It is further recommended that the land between the Mississippi River and the proposed levee, running parallel to the existing SEMO tracks, be developed as a river greenway, including trails, river lookouts, telescopes to view Marquette Island, and other public amenities that enhance open, wetland areas and greenways

It is recommended that the property on the land side of the levee be master planned as a large industrial/office warehouse site including the following uses:

1. *Interior road system designed to service land parcels from Southern Expressway southward to connect to Nash Road by way of a new road running parallel to the existing railroad tracks*
2. *Master plan large industrial sites served by interior road systems and utilities*
3. *Master plan a 200-acre golf course and recreational site near the proposed greenway along the riverside of the levee, including restaurants and other amenities*
4. *As part of master planning, prepare a marketing strategy that promotes this site nationally, presenting the entire industrial, levee, river, railroad, and airport multi-modal advantages*
5. *Work with the Missouri Department of Transportation (MoDOT) to assure interchanges and the Outer Road are upgraded consistent with the Infrastructure Plan*
6. *Assemble a team of experts and businesses to actively pursue and facilitate the east/west highway corridor*



route, planned to extend from the East Coast to the West Coast of the United States

Western Expansion Section

A triangular shaped area west of I-55 bounded by Giboney on the south, realigned County Road 218 on the west, and I-55 on the east (Refer Map 8.6).

Existing Conditions:

- Open, unimproved farm land
- Highway commercial development- William Street & I-55
- Secondary retail and commercial development
- Jackson City municipal boundaries- Kingshighway & I-55
- Residential development including tract style housing around the Jackson boundaries and large estate type housing south of William Street, including a new golf course
- A new Catholic High School

Infrastructure Upgrades to Facilitate Development:

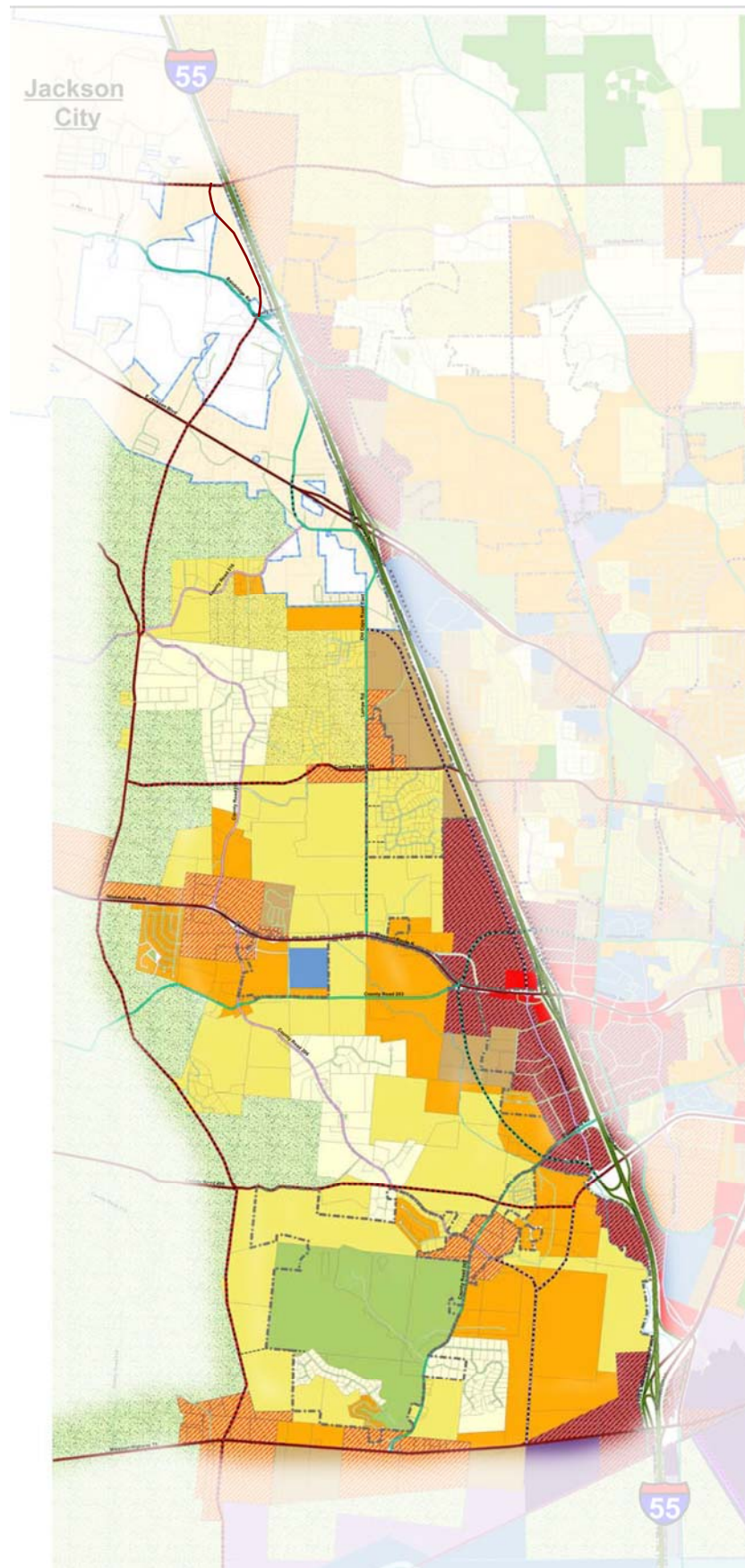
- Infrastructure: This section of the City and county is a logical future annexation area and is vital to the long term sustainability of the City. As discussed elsewhere, the City's market base is primarily to the north, south, and west of the City with the eastern section (half of the City's market ring) being within the State of Illinois.
- Highway upgrade and connectivity in this "Section" of the City is essential to the long term market growth of the community. As part of the overall infrastructure strategy for the City, it is recommended that a circumferential roadway be constructed around the City using existing alignment extended or enhanced to provide access and connectivity throughout the community, including upgrade and extension County Road 218 from the Little River Drainage District northward to connect with County Road 618.
- It is recommended that the property on the west side of I-55 at William Street be master planned for future annexation, including:
 1. The extension of large, highway type commercial development



2. Multi-family residential development
3. Single-family residential development – tract housing and estate homes
4. Parks and public services including: stormwater management, sanitary sewer plant, parks and greenway enhancements, additional schools, community centers, and other City services necessary to provide quality of life and governance to growth areas

Planning and targeting appropriate areas for annexation is highly recommended due the costs associated with the annexation process, including the actual legal process of annexation, providing for upgrades to existing infrastructure, schools, public works services, hospitals, and other public amenities such as parks. There as also less definable costs associated with the annexation of land into the City such as bringing into the City property that has been developed within the county permitting process. Although the county may have certain permitting requirements and design standards associated with commercial and residential property, those standards may be lax when compared to City standards and methods of permitting. Therefore, costs may be borne by the City related to research, inspection, public engagement, and permitting of property in the annexed area. It is recommended that financing be sought for the following infrastructure enhancements as well:

- Extend County Road 318 southward along its existing alignment to intersect with Nash Road
- Extend Independence over/under I-55 arcing the alignment around the existing highway commercial on the west side of the highway development tying into William Street, this configuration creates an inner ring road to the west that begins to distribute traffic from the east side of the highway to the west side near the highway commercial hub
- Extend Shawnee Parkway west to connect with County Road 208
- Extend Hopper Road west under I-55 to intersect with the Circumferential Roadway (County Road 218)

**Map 8.6: Western Expansion Section**

Source: City of Cape Girardeau



These recommendations for the creation of a “Circumferential Roadway” and the extension of existing roadways to the west of I-55 create a grid pattern that increases connectivity to the City’s commercial activities and enhances market growth in this section of the City.

Future Land Use Recommendation:

- *Assemble and set aside land for the future development of City services such as sanitary and stormwater retention combined with police and fire station and City hall annex facilities and parks around a municipal complex which may include a post office and other community service options, including the potential for another community center in the western section*
- *Begin planning for annexation of this section of the City to the eastern boundary of the Circumferential Roadway – along with annexation planning, prepare design guidelines and open land development standards that can exert quality expansion parameters in the area, including a methodology for dealing with existing structures within the annexation area*
- *Enter into an intergovernmental agreement with the City of Jackson addressing cooperative development for the area around their existing municipal boundaries – including design guidelines and building standards and quality control of uses in the area*

Northern Expansion Section

Defined as an area of the City bounded by I-55 on the west; LaSalle Avenue on the north; the Mississippi River on the east and Lexington Avenue on the south (Refer Map 8.7).

Existing Conditions:

- Open, unimproved farm land
- Construction of a new interchange at I-55 and Mile Marker 102
- Ongoing planning and development of mixed use around the new interchange
- Jackson City municipal boundaries west of I-55, near (at) the new interchange
- Residential development including tract style housing extending into this section of the City from the south



- Older, residential development along the river near the downtown business area
- A large stormwater detention area between Cape La Croix Road and State Route W
- A large county park
- Ample land for residential and nodal commercial development north of Lexington Avenue

Infrastructure Upgrades to Facilitate Development:

- Infrastructure: This section of the City and county is a logical future annexation area for the City and is vital to the long term sustainability of the region due to the availability of land for development adjacent to the ongoing development around the new interchange at I-55. As discussed elsewhere, the City's market base is primarily to the north, south, and west of the City with the eastern section (half of the City's market ring) being within the State of Illinois. Interstate upgrade and connectivity in this section of the City is essential to the long term market growth of the community as well as in the "Western Section" as discussed above.
- As part of the overall infrastructure strategy for the City, it is recommended that a circumferential roadway be constructed around the City using existing alignment enhanced to provide access and connectivity throughout the community, including the construction of LaSalle Avenue between I-55 and Route W, continuing east to connect with state Route 177
- Connect the Circumferential Roadway to Cape La Croix Road by new alignment running west of the stormwater retention area
- Make an alignment connection at State Route W and Boutin Road to County Road 642
- Extend Belleridge Pike eastward to connect to Cape Rock Road
- Extend Sprigg northward to connect to the Circumferential Roadway and then from that intersection eastward to intersect with State Route 177 (leading to the Procter and Gamble facility north of the City)

These recommendations for the creation of a "Circumferential Roadway" and the extension of existing roadways on the east side of I-55 create a grid pattern that increases connectivity to future growth areas in this section, provides additional access to State Route 177 and the Procter and Gamble site and

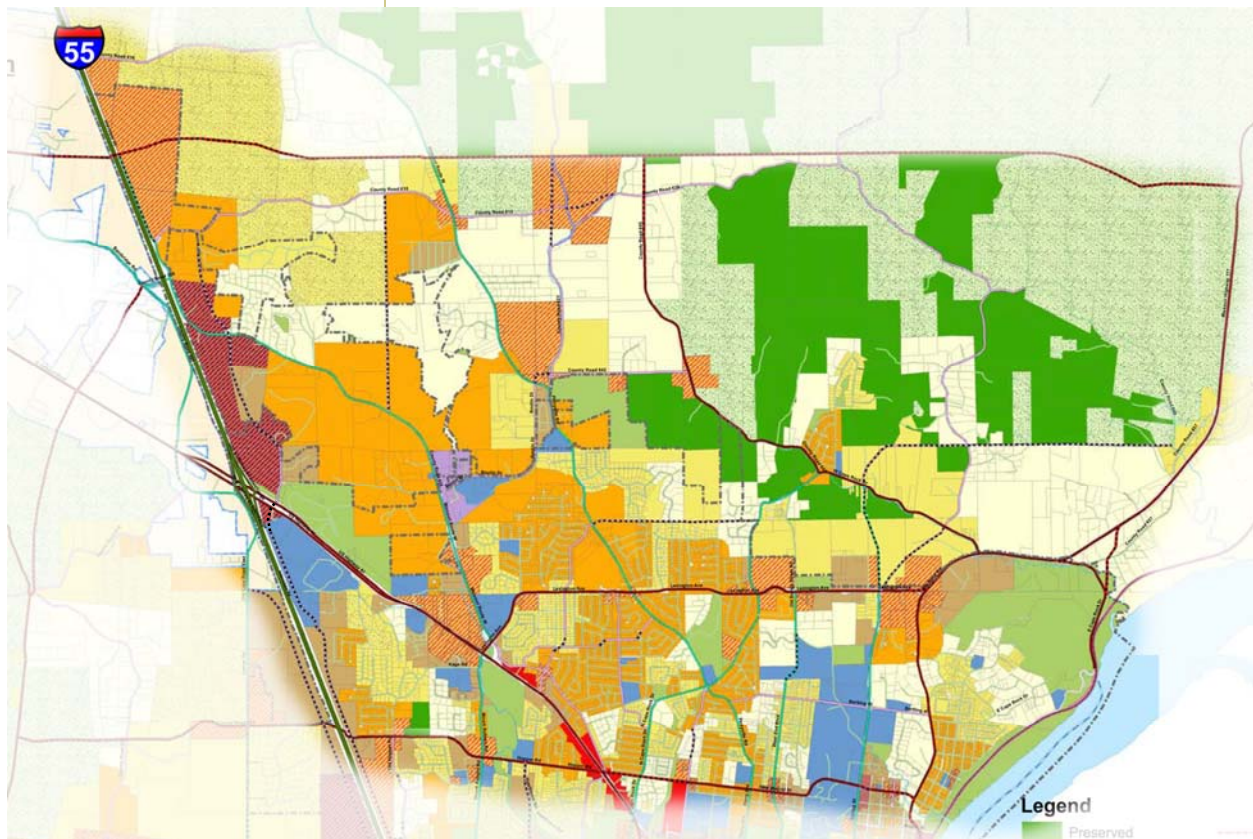


enhances future residential growth. It is predicted that the investment being made by Southeast Missouri State University along I-55 will positively impact this entire section of the City and the attention to road alignments in this area will need to be planned and implemented in advance of increased residential development in this area to assure traffic flow volumes are controlled and well-planned.

Future Land Use Recommendation:

- *Assemble and set aside land for the future development of City services such as sanitary and stormwater retention combined with police and fire station facilities and parks around a municipal complex which may include a post office and other community service options, including the potential for another community center in the western section*
- *Begin planning for annexation of this section of the City to the “Circumferential Roadway” – along with annexation planning, prepare design guidelines and open land development standards that can exert quality expansion parameters in the area, including a methodology for*

Map 8.7: Northern Expansion Section



Source: City of Cape Girardeau



- dealing with existing structures within the annexation area*
- *Master plan development along Lexington Avenue, Cape La Croix, and the “Circumferential Roadway” to assure market driven development, planned residential areas, preservation of certain land, and set aside land for municipal services*



PROPOSED DISTRICTS

Riverfront Development

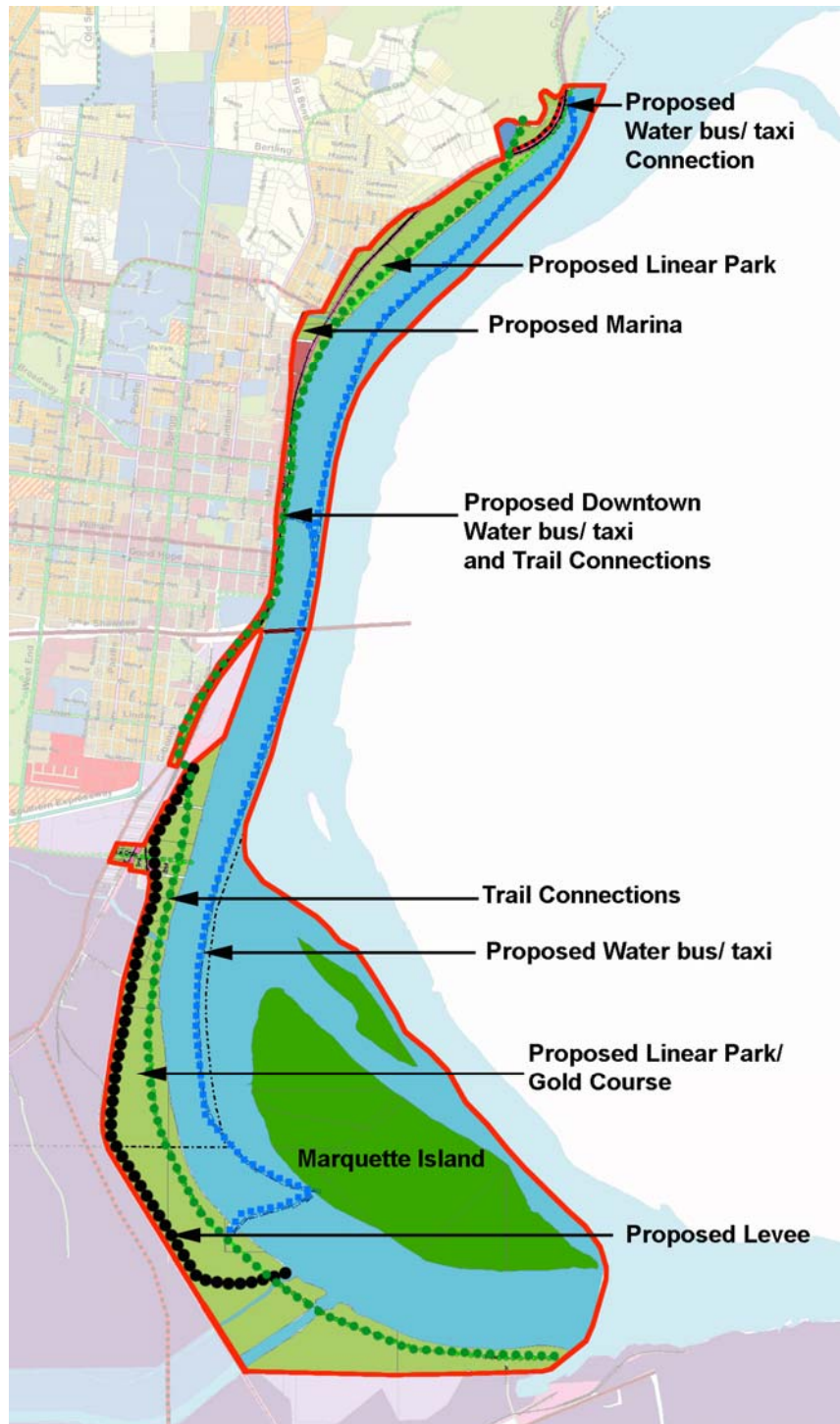
Defined by the Mississippi River on the east, Sprigg Street and flood walls on the west, Cape Rock Park on the north and the

Map 8.8: Riverfront Development - Current Conditions



Source: City of Cape Girardeau

Map 8.9: Riverfront Development - Future Land Uses



Source: City of Cape Girardeau



secondary canal north of Nash Road on the south, this district is specifically characterized by its adjacency to the Mississippi River and its diverse land use along that major river corridor. The area around Cape Rock Park provides wide vistas of the river due to its location atop a bluff along the river. At the bottom of the bluff, the Burlington Northern Railroad spans the entire length of the City as it moves southward from this point of discussion (Refer Maps 8.8 and 8.9).

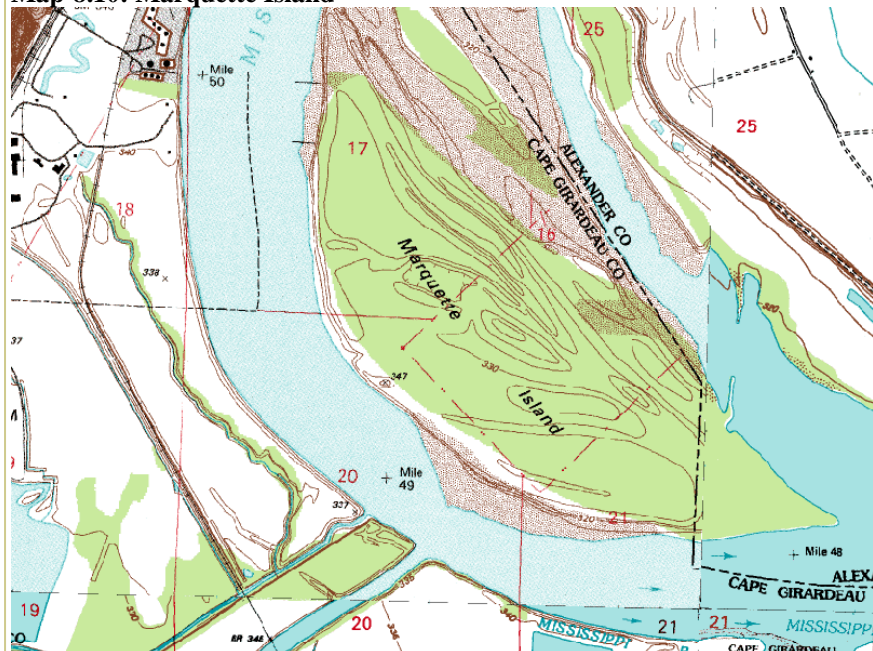
As the topography changes just north of the downtown area, the land uses changes as well from bluffed green space to small commercial and office warehouse buildings. Continuing southward, the downtown area of the City is located behind the floodwalls that define the western boundary of this particular district.

Marquette Island: An island in the Mississippi River, Marquette Island lies between the 50 and 49 River Mile Markers and is substantially within the boundaries of Cape Girardeau County in the State of Missouri (Refer map 8.10).

Future Land Use Recommendations

The island is heavily vegetated with accreted shorelines on the north and south sides of the land mass. The island, although subject to flooding from the Mississippi River from time to time, offers an excellent and convenient area for river recreational

Map-8.10: Marquette Island



Source: Accessed August 8, 2007



planning and park facilities. Its location at a major “bend” in the river, accounts for the elliptical shape of the island as it follows riverside land configurations. The island is located near the SEMO Port and the Little River Levee District channels, south of the City.

The recommendation for park development on the island and the need for communication with the shoreline by boat or other means is substantiated by several natural conditions that exist near or on the island:

- *Spring Cavefish: inhabits two small sites in Scott County approximately two miles north of Scott City, both being small spring fed pools within an inaccessible cave that drains into a drainage ditch that empties into Cape LaCroix Creek – in 1980 this species was designated by the State of Missouri as an endangered species since the two pools mentioned represent the only location the fish are found in the State*
- *Bald Eagles: Bald eagles are regularly observed on Marquette Island, hunting in the Mississippi River waters and along the river flyway corridor*
- *Pallid Sturgeon: breeding in the Mississippi River near Marquette Island in rock and gravel along the main channel of the river and on wing dams in the river.*

Least Tern: a small shoreline bird makes its home on Marquette Island and is among several endangered species that take up residency on the island



Levee District

Pursuant to the statutes of the State of Missouri, it is recommended that a levee district be incorporated to plan and build a structure capable of protecting hundreds of acres of floodplain land suitable for development as recreational facilities, a golf course, and multiple sites for manufacturing, warehousing, and commercial investment. The protection of this land allows for the preparation of a master plan and implementation strategy suitable for the capture of industrial companies ranging from numerous small to mid-sized business to several larger corporations seeking rail and river infrastructure as well as interstate connectivity to larger markets.

Market opportunities include:

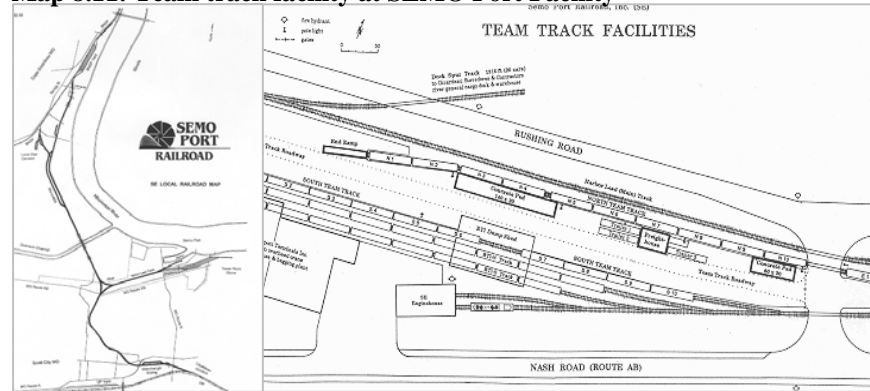
- Manufacture and warehousing of medical industry products, attracted by the two regional hospitals in Cape Girardeau
- Bookbinding, and paper storage facilities
- Sand and Gravel company
- Farm products
- Bio-Fuel research and warehousing needs
- Housing industrial material supplies and warehousing
- State of Missouri distribution and warehousing needs
- Missouri Department of Transportation distribution and warehousing needs

Port Authority District: The Southeast Missouri Regional Port Authority (SEMO Port) is a political subdivision of the State of Missouri, authorized pursuant to Chapter 68 RSMo. It was formed in 1975 by the agreement of the counties of Cape Girardeau County and Scott County and due to the intergovernmental cooperation between these two political entities; the port qualifies as a “regional” port authority.

SEMO Port, a slack water harbor, is on the Mississippi River, midway between St. Louis and Memphis. The SEMO Port Railroad (owned and operated by the SEMO Port) is a common carrier switching railroad serving the port and nearby industries. This private line connects with the two major rail systems serving the City, Union Pacific Railroad and the Burlington Northern Santa Fe Railway.



Map 8.11: Team track facility at SEMO Port Facility



Source: www.semoport.com, Accessed August 8, 2007

Examples of existing companies developed around the port include:

- Girardeau Stevedores – a public cargo dock operation
- Consolidated Grain and Barge Company – owning and operating a 350,000 bushel grain elevator
- Twenty Harbor Road – a bagging plant
- First Missouri Terminals – owning and operating a barge conveying system for the loading and unloading of fertilizer, salt rock, decorative rock, and mulch
- Tower Rock Stone Company – known as Gray's Point Quarry, with ramps for loading and unloading construction equipment and machinery, a large crane, and dock barges
- Fibre Corporation – a wood *chipping mill*

The SEMO Port is multi-modal by design, including the following forms of transportation immediately available to the site:

- River transport and barge transport
- Railroad, including two major national lines and a port-owned spur for loading & unloading products and material
- I-55, an interstate highway system (north/south axis only) with connectivity to I-57 and I-24
- Cape Girardeau Airport facility
- Texas Eastern pipelines and *natural gas lines nearby*

Land at the park is owned and operated by the SEMO Port Authority and is available for lease to port-related industries, terminals, and distribution facilities. Team tracks are available for rail-truck transfer of cargo. Several companies operate terminals and provide cargo transfer between barge, rail, and truck.

**Aerial picture of SEMO Port Facility**

Source: www.semoport.com, Accessed August 8, 2007

Pursuant to the statutes of the State of Missouri, it is recommended that a tax-free warehousing zone be established for the warehousing of rail and river transported goods including the master planning of warehouse structures to house materials within the tax-free zone. Incorporating this zone near the proposed levee allows for access to the river and its strategic advantage, the levee providing protected land, and the railroad(s) in the area - all within an existing port facility.

As discussed above, the recommendation to establish a “Levee District” for the protection of additional land, west and adjacent to the SEMO Port facility adds additional value to this existing facility although the port property is not within the proposed protected land area. The protection of land for the development of office warehouse and industrial uses further enhances the port and creates expansion opportunities for the City to attract new investment, infrastructure, and jobs to the community.

In order to facilitate this concept on a more timely basis, it is recommended that the existing port, and proposed “protected area” within the levee district, be master planned; with specific implementation planning, finance strategies and a national marketing plan devised to assure success for this area. For instance, due to the existing infrastructure and the possible need for additional investment associated with the master planning process, the establishment of a Transportation Development District may be appropriate for certain areas within the proposed district.



Downtown Commercial District

Recommendations for the revitalization of the Downtown Business District must always be preceded by discussion of infrastructure providing access to the urban core of Cape Girardeau and the location of the downtown area in relationship to the infrastructure and the downtown position within the overall market ring of the City (Refer Maps 8.12 and 8.13).

These conditions affect the downtown in a profound way as follows:

- Downtown is approximately 3.5 Miles east of I-55
- Larger, newer development has occurred around I-55 and will continue to do so
- Enhancement of I-55, including new interchanges, will continue to attract new development decreasing the need to travel downtown
- Highway development influences the expansion and annexation potential for the City away from the downtown area
- The community is involved in discussions related to the creation of new interstate infrastructure that will span from

Legend

	Preserved
	Agricultural
	Large Lot/ Estate
	Low Density Res
	Medium Density Res
	High Density Res
	Mixed Density Res
	General Mixed Use
	Downtown Mixed Use
	General Commercial
	Highway Commercial
	Institutional
	Parks and Recreation
	Airport
	Light Industrial
	Heavy Industrial
	Railroad ROW
	Approximate location of Future Parks

Map 8.12: Downtown Commercial District- Current Conditions



Source: City of Cape Girardeau

Map 8.13: Downtown Commercial District- Future Land Uses



Source: City of Cape Girardeau



East Cape Girardeau is an example of the size communities that populate southwest Illinois around Cape Girardeau and the extensive floodplain adjacent to the Mississippi River in this location. East Cape Girardeau in the 2000 Census had a population of 487 individuals; today the population is projected to be around 350 individuals



- The downtown district is the epicenter of Cape Girardeau's market ring (5, 10, 35 miles) and ½ of the market ring is in the State of Illinois, a large portion of which is a floodplain and characterised by small, rural communities
- As buildings age in the downtown district, revitalization and the costs associated with rehabilitation of buildings and infrastructure will increase

As discussed in this document, half of the City's economic market falls within the State of Illinois. In this sector of Illinois, floodplains and minimal highway access and configuration impact Cape Girardeau in that limited economic support is provided.

Historically the City's downtown would have benefited from river traffic and overland routes, today the City benefits from its relation to I-55. William Street (State Route K) provides the only direct access to the urban areas of the City and as recommended elsewhere, the upgrade, aesthetic treatment, and way-finding along this corridor is essential to the sustainable revitalization of the Downtown Business District.

Negotiations and follow-up related to the proposed interstate highway is also important for future growth and sustainability of the downtown areas as well in that this infrastructure holds the promise of interstate connectivity, trade, access, and visibility to the downtown. As mentioned, any new infrastructure resulting from these discussions need to provide for two interchange configurations in Cape Girardeau, one at the river and one at I-55.

Although downtown is presently a mixed use environment, it is primarily characterized by restaurants, small shops and antique stores. Its boundaries too are somewhat extended, with the core of the district being located between William Street on the south and Broadway on the north. Main Street is the north/south distributor running through this area on the land side of the levee wall. This configuration, typical of smaller towns developed at the turn of the century, contains three and four story buildings with storefront space at street level and office space above.

Future Land Use Recommendations

Assuming William Street will be enhanced from I-55 eastward to Main Street; the following recommendations are made related to the ongoing revitalization of the Downtown District:

- Establish a "Business District" under the laws of the State of Missouri that includes the entire area shown above



- *Set up a “Business District Board” pursuant to the laws of the State of Missouri relevant to the business district, that meets regularly and has the time and influence to effect change in the district*
- *Masterplan the district pursuant to William Street access, including wayfinding and aesthetic improvements that include:*
 - *Land assembly and funding for strategically placed parking structures in the downtown area*
 - *Parking garages located and designed to include retail space at street level to increase tenancy and provide new streetscape infill*
 - *Establish design guidelines and permitting procedures that are consistent with the City’s vision of this area and within market driven development parameters*
 - *Through establishment of a special taxing district, it is recommended that the City develop incentives to offset revitalization efforts without weakening building standards and permitting*
 - *Property inspection to occur at the time buildings are put up for sale and prior to the time any tenant moves in*
 - *Masterplan landscaping to enhance the overall vision of the area and to provide gathering places throughout the commercial uses in the district*
 - *Plan for an Amtrak Station and amenities (structure parking location)*
 - *Locate street-side areas within the masterplan that can accommodate outside dining*
 - *Connect the downtown area with the river by providing paths to the river*
 - *Construct a park- like setting along the river side of the levee wall that connects to the downtown district “paths”, enhanced by landscaping, wayfindings, and art*
 - *The murals, although a good idea, appear to be sterile and in need of landscaping, seating areas, gathering locations and physically drawn into the downtown activities*
- *Prepare a variable marketing strategy that includes a local, regional, state, and national interest approach to promoting the downtown district as well as other amenities around the City. Make the area an event, a place to be, a place to enjoy*



- *Actively work as a City to attract Amtrak to the City, including a station downtown*

William Street- Corridor Enhancement District

As stated, William Street is one of the most important collector streets in the City due to its relationship with I-55 eastward to the Mississippi River and westward as a collector within Cape Girardeau's expanded market area. The corridor is complex in its make-up as it extends across the face of the City (Refer Maps 8.14 and 8.15) and includes the following uses:

Legend

	Preserved
	Agricultural
	Large Lot/ Estate
	Low Density Res
	Medium Density Res
	High Density Res
	Mixed Density Res
	General Mixed Use
	Downtown Mixed Use
	General Commercial
	Highway Commercial
	Institutional
	Parks and Recreation
	Airport
	Light Industrial
	Heavy Industrial
	Railroad ROW
	Approximate location of Future Parks

West of I-55:

- Farmland
- New Catholic High School
- Rural Residential
- Highway Commercial at William Street and I-55

East of I-55

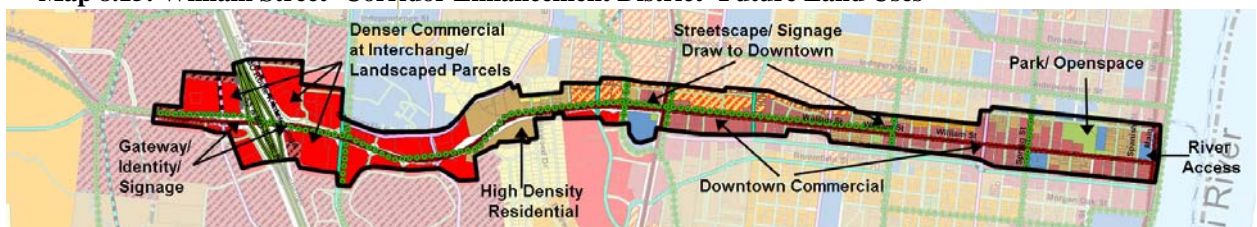
- Highway Commercial at William Street and I-55
- Strip Centers, Banks, Small Retail
- Saint Francis Medical Center (Set back from William Street, however traffic from the hospital impacts William Street)
- Residential
- Older Downtown Residential
- Commercial buildings in the downtown area
- Mississippi River Water Front

Along this corridor there are constraints to consider as well as great opportunities for renewal and economic development

Map 8.14: William Street- Corridor Enhancement District- Current Conditions



Map 8.15: William Street- Corridor Enhancement District- Future Land Uses



Source: City of Cape Girardeau



possibilities. However, the compelling reason to take action is economic. There are important elements to this corridor that will continue to influence the City:

1. William Street at I-55 is congested and difficult to navigate, especially for those visiting the City from time to time. As new interchanges are created, their configuration may be less complicated to navigate and adjacent property developed at the interchanges may be accessed differently and with less access points, for instance. As enhancements and new interchanges are created along I-55, development will gravitate to these locations, changing the market priority William Street at I-55 now enjoys. It is recommended that this interchange be master planned in conjunction with a traffic study that looks at: a) the mall circulation, b) adjacent property development around the mall, c) the impact the hospital has on this interchange and its future planning for expansion, and d) the effective use of frontage roads to connect interchanges
2. There are approximately 200 acres of land at William Street and Kingshighway that require master planning and an implementation strategy and finance plan to facilitate reinvestment in this area. Traditionally a retail location, this document has suggested alternative use of the land, including the possible development of a community college campus on a portion of the site complemented with smaller retail, commercial, and park uses. As growth patterns in the City shift northward and westward, this “epicenter” of the City will remain vulnerable and will impact the economy of the entire City.
3. The residential characteristics along William Street are diverse. Homes range from dilapidated to well maintained structures. The imposition of residential development set among commercial operations devalues both uses. And the enhancement of William Street is proposed to encourage increased traffic along the corridor to the river in order to increase traffic and tourism in the downtown district.
4. The Downtown District is an essential economic element of the City’s overall economy and as the City expands northward and westward, its location becomes more vulnerable to decline and William Street enhancement and re-marketing as a major corridor is essential to the long term sustainability of the Downtown District.



Future Land Use Recommendations

It is recommended that William Street be made a priority for the City and with the preparation of an implementation plan and finance strategy, this corridor be enhanced as soon as possible. Although this document has chosen to divide the City within sections and then districts within sections, the William Street corridor impacts the entire City due to its relationship with I-55.

It is also recommended here that the City look at the possibility of creating a wider right of way along William Street, not for pavement but for the creation of a lawned and landscaped buffer extending from Kingshighway to the downtown area. Through the acquisition of additional land along the corridor the following improvements can be realized, all resulting in cost savings over the long term for the City related to water retention, economic development, and added options for tourists. It is recommended that the master plan study the various market elements of the corridor and create incremental, market driven segments along the 3.5 mile corridor that provides incentive to stop, visit, purchase or experience some activity. Master planning of the corridor may include:

- *Creative, “green” solutions for stormwater control and retention such as rain gardens, bio-swales, fountain areas or other water features, and piping as required*
- *Throughout stormwater areas create paths, trails, public gathering places and amenities with park like landscaped areas*
- *“Promotional Areas” along the way with clusters of kiosks from which water, bike repair, food, and information can be accessed or purchased by walkers and riders alike*
- *Creative, specifically designed signage and way finding graphics that lead traffic and pedestrians from I-55 to the river*

Kingshighway- Corridor Enhancement District

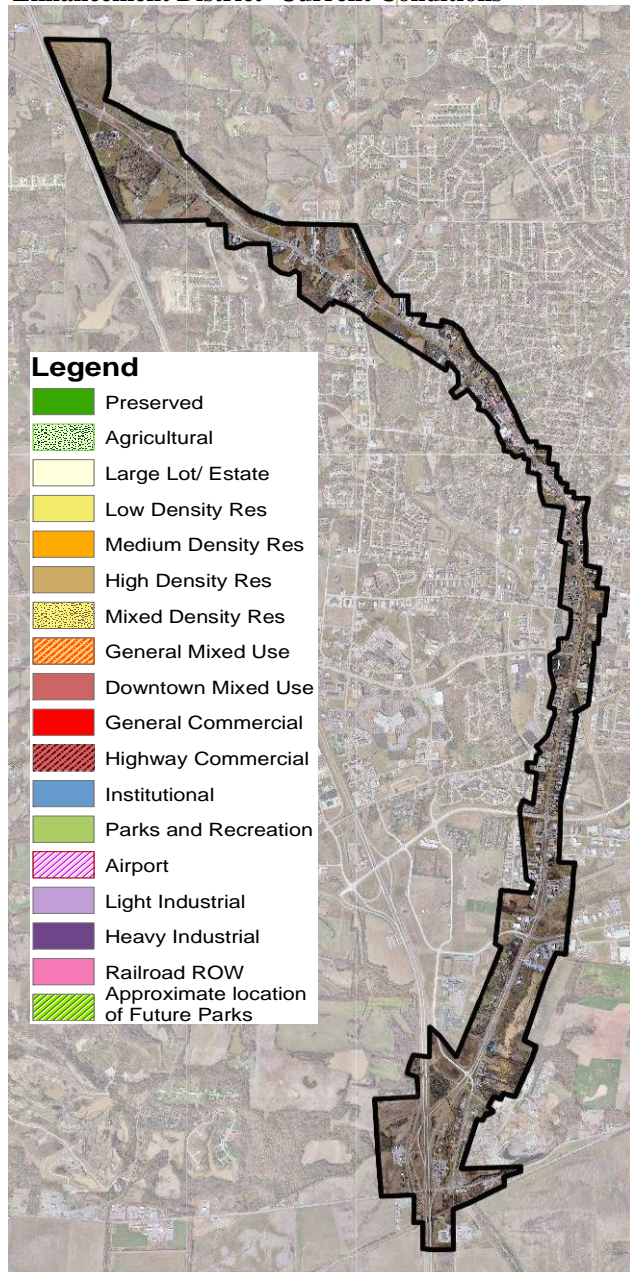
The Kingshighway corridor is an important market resource with connection to the I-55 corridor at two locations as shown in the Map-8-16. This infrastructure predates I-55 and was the primary source of vehicular connectivity for the City. Today, this corridor is a physical snapshot of development throughout the past few decades, with small, more rural like development phasing into larger stores with parking lots at the street, to more modern



facilities around Mount Auburn Road (Refer Maps 8.16 and 8.17). Existing uses along this corridor include:

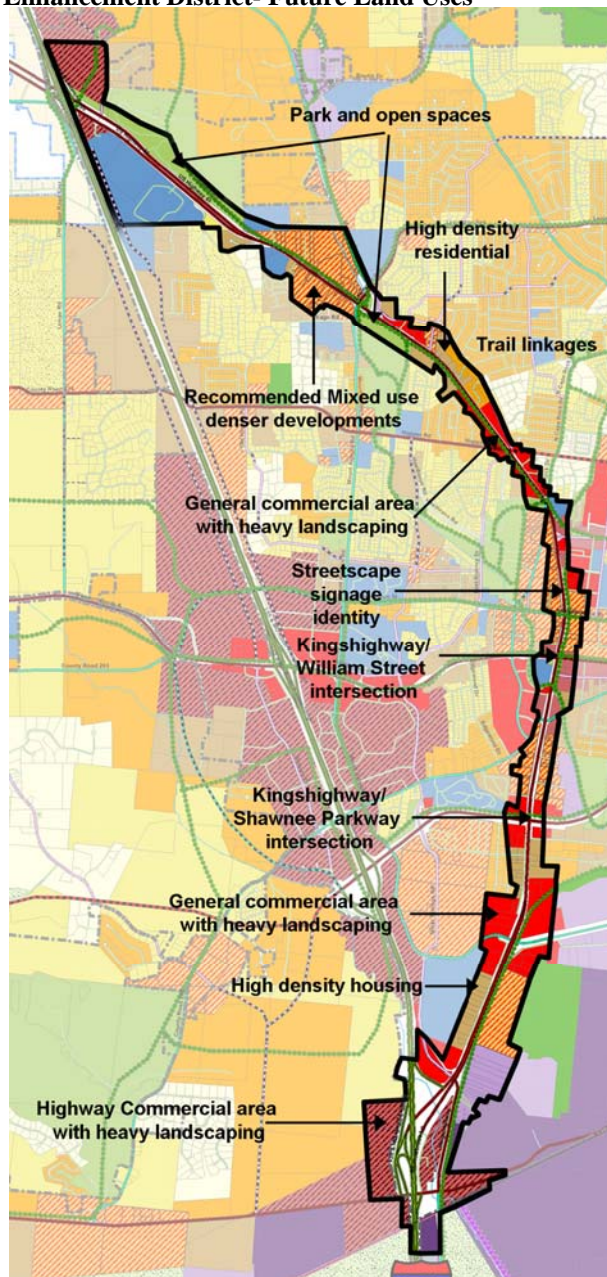
- Industrial
- Small Commercial
- Mid-sized commercial
- Residential
- Community Center
- Filling Stations
- Parks
- Cemetery

Map 8.16: Kingshighway- Corridor Enhancement District- Current Conditions



Source: City of Cape Girardeau

Map 8.17: Kingshighway- Corridor Enhancement District- Future Land Uses



Source: City of Cape Girardeau



Future Land Use Recommendations

The following recommendation are suggested as a phased planning and implementation effort related to upgrading and enhancing the complex economic composition of this corridor:

- *Work with the Missouri Department of Transportation (MoDOT) to plan an infrastructure enhancement project along the entire corridor*
- *Establish a “preservation corridor” with the cooperation of MoDOT to provide immediate notification of land ownership changes, planned redevelopment, closures, or any other change in property status during the master planning of the corridor*
- *Conduct public meetings with owners along the corridor to explain the master plan and the impact on their property*
- *Prepare a traffic model at each intersection to reduce access points, control congestion at certain location, provide safe access to the corridor, enhance commercial access and visibility*
- *Upon completion of master planning work with MoDOT to determine financeable consecutive segments of the corridor or consider corridor enhancement in its entirety*

Although this corridor is dated, economic development remains an option for this street. Possible options include:

- *Redevelopment of closed and obsolete uses*
- *Assembly of multiple, adjacent parcels for larger, more contemporary development*
- *Planning that incorporates stormwater drainage into access and visibility options for property impacted by the open stormwater channel*
- *Growth options for existing business and a coordinated effort to attract new business to the core City areas*

William Street Commercial Redevelopment District

The William Street redevelopment area is one of the most dynamic, economic opportunities within the City today. Historically this section of town was the natural growth corridor west from the river and the downtown area. Today, it is experiencing disinvestment reflected by the condition of the commercial areas at William Street and Kingshighway.



The area contains approximately 200 acres and represents a significant possibility for creative reuse of land and infrastructure that will sustain the City's urban core (Refer Maps 8.18 and 8.19). It is anticipated that without immediate, market driven reuse of this location, market forces will drain the downtown and core area of the City, depleting the City of a tax base generated by the existing City limits and requiring annexation to sustain the cities budgetary needs. The offset to this condition is the demand for new infrastructure and the cost to development services for new areas of the City; versus the effective reuse of land and services at the City's core. By developing the core area of the City and making it economically sound again, it will be the City's option to annex, not an immediate need due to declining sectors within the City. The importance of this sector of the City includes:

- A declining tax base at the core of the City

Map-8.18: William Street Commercial Redevelopment District- Current Conditions

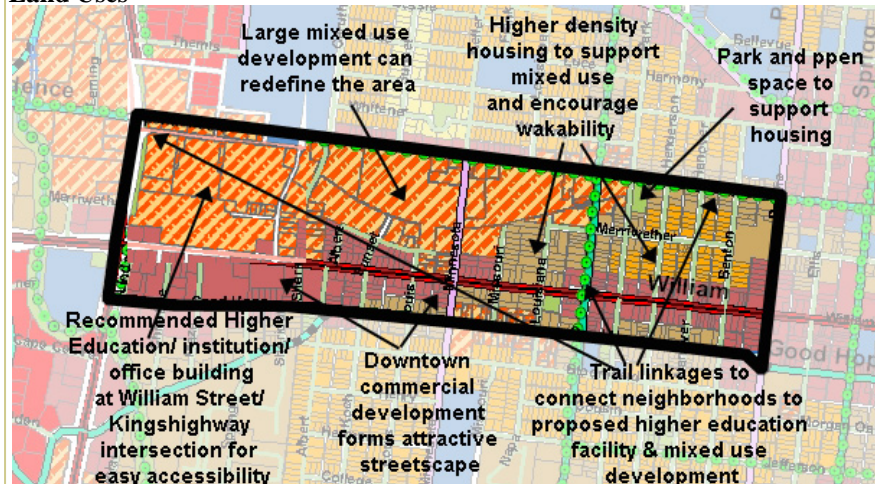


Source: City of Cape Girardeau

Legend

	Preserved
	Agricultural
	Large Lot/ Estate
	Low Density Res
	Medium Density Res
	High Density Res
	Mixed Density Res
	General Mixed Use
	Downtown Mixed Use
	General Commercial
	Highway Commercial
	Institutional
	Parks and Recreation
	Airport
	Light Industrial
	Heavy Industrial
	Railroad ROW
	Approximate location of Future Parks

Map-8.19: William Street Commercial Redevelopment District- Future Land Uses



Source: City of Cape Girardeau



- Aging population and housing stock
- Design and functional obsolescence of existing retail and commercial buildings
- Need for enhanced infrastructure for market and safety reasons
- Stormwater retention issues
- Need to provide an enhanced doorway to the river front using William Street as the City's front door in order to draw citizens and visitors to the downtown area
- Consistent and ongoing vacation of tenants to other locations (example: Pendleton Shop's recent move to a store near I-55)
- Existing and planned development along I-55 will continue to sap the economy of this area
- Substantial market entities within the City will need expansion and growth options near the core area

Future Land Use Options

This area has historically been mixed use which has included commercial, retail, and residential development. It is recommended that this land use mix remains appropriate for the core area of the City and, with redevelopment, can be a dynamic economic base for the City. The entire proposed district is recommended for implementation strategies and finance strategies in order to facilitate negotiations with various developers and entities interested in reinvestment. A finance strategy is recommended in order to identify and negotiate funding that is available to facilitate the infrastructure enhancements needed and to provide incentives needed to redevelop the area.

Potential uses include:

- *Locating a community college at the intersection of William Street and Kingshighway on the northeast quadrant*
- *Development of a medical campus including doctors buildings, medical research, and medical services and clinics*
- *Small retail and services on the southeast quadrant of the intersection*
- *Multi-family, condos*
- *Office buildings*
- *Restaurants*
- *Book Store, Kinko's and other campus related services*



The importance of this district is that it allows for the future growth and expansion of existing businesses and institutions in the City while more national entities invest in highway uses. Highway investment will occur, urban renewal will need planning and creative solutions for the future.

Kingshighway Commercial Redevelopment District

The Kingshighway Commercial Development District is composed of primarily commercial investment that ranges from structures dating from the 1960's through the 1980's. Land uses too vary from smaller restaurants and storefronts to more expansion commercial developments such as Walgreen's and K-Mart. The southeast quadrant of the intersection of Kingshighway and William Street contains a sparsely planned development with wide open parking lots servicing small retail and commercial operations (Refer Maps 8.20 and 8.21).

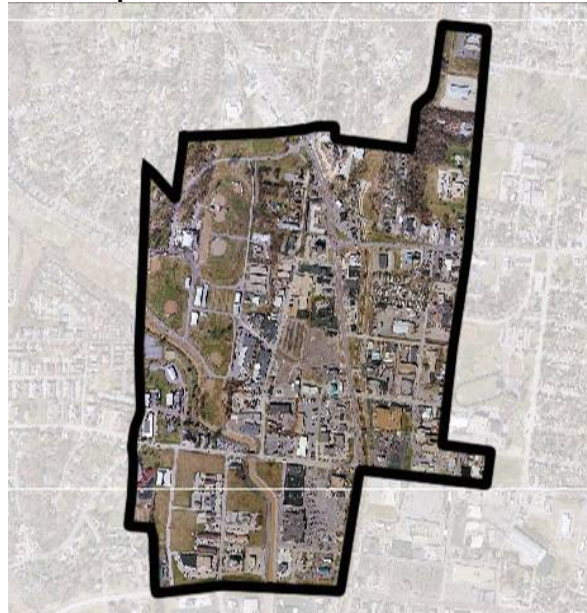
A large park is located within this sector of the City as well as supportive infrastructure in need of enhancement. It is anticipated that redevelopment of the downtown and William Street districts will facilitate new development within this sector as well.

Future Land Use Recommendations

- *Planning and construction of additional trails and public amenities within the existing park*
- *Landscaping, stormwater control, and trails along Kingshighway at the open channel*
- *Redesign of access points along the open channel to incorporate development closer to the street in this area*
- *Preparation of a planned corridor upgrade that includes participation of land owners and businesses*
- *Encouragement of more dense development on the southeast quadrant of William and Kingshighway*
- *Work with existing businesses to upgrade their property, add landscaping, and participate in City planning process*



Map-8.20: Kingshighway Commercial Redevelopment District-Current Conditions

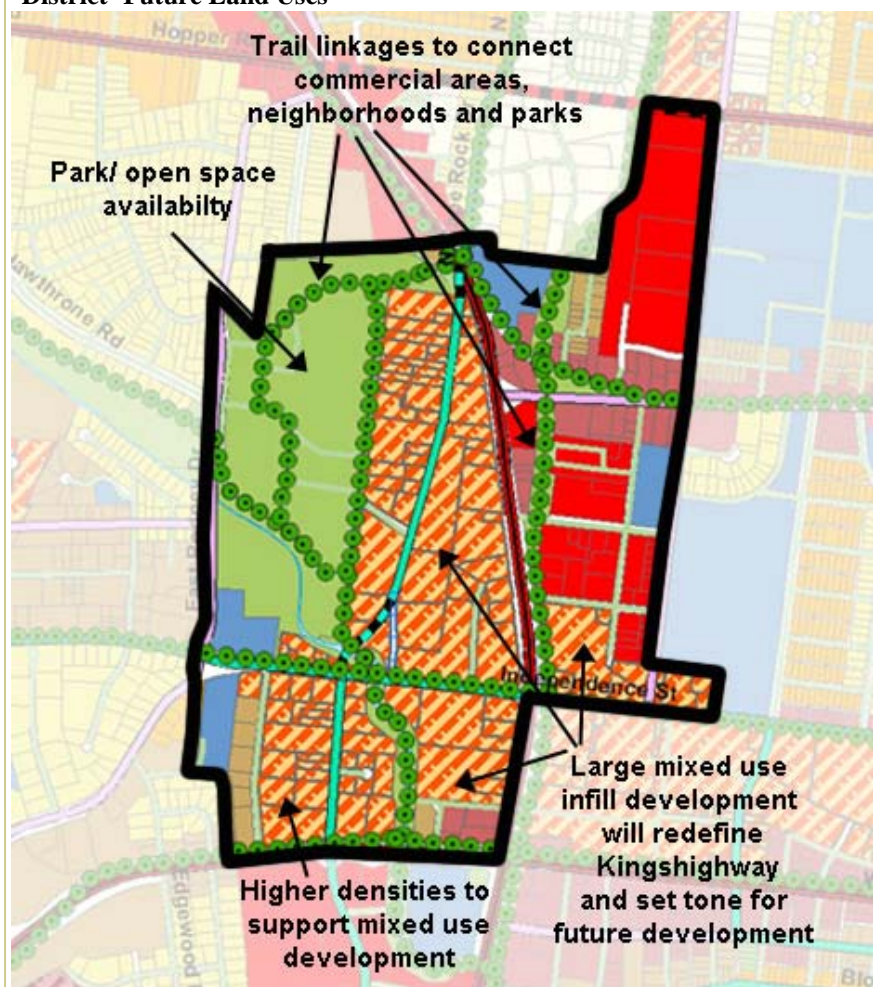


Source: City of Cape Girardeau

Map-8.21: Kingshighway Commercial Redevelopment District- Future Land Uses

Legend

- Preserved
- Agricultural
- Large Lot/ Estate
- Low Density Res
- Medium Density Res
- High Density Res
- Mixed Density Res
- General Mixed Use
- Downtown Mixed Use
- General Commercial
- Highway Commercial
- Institutional
- Parks and Recreation
- Airport
- Light Industrial
- Heavy Industrial
- Railroad ROW
- Approximate location of Future Parks



Source: City of Cape Girardeau



Southern Community Development Corporation District

The Southern Community Development Corporation District contains: historic structures as well as documented “historic places,” residential neighborhoods, commercial development, and industrial development. Its multi-tiered investment areas are typical of older towns that have expanded beyond its more traditional market areas, in this case facilitated by the construction of I-55 (Refer Maps 8.22 and 8.23).

New investment and existing businesses are presumed to stand the test of time and as the City expands north and west of its existing boundaries, these properties will remain sound. The neighborhoods, on the other hand are affected by time and City expansion and need special attention to secure downtown living options and increased tax base for the City.

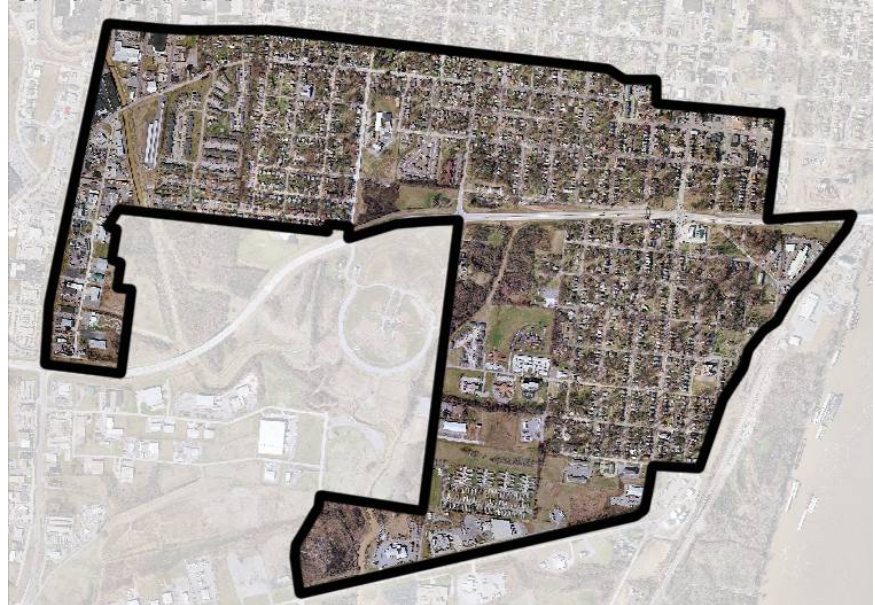
Many of the homes in the residential neighborhoods are physically in poor condition and appear to be design obsolete, although an interior inspection of housing in this area has not taken place. There is a high percentage of absentee landlords, and in many cases, the rental properties are subsidized by Housing and Urban Development (HUD), meaning landlords receive a higher rent for the units (houses), above market rates. Although HUD may inspect housing receiving this subsidy, it was discussed in the public engagement process that these inspections do not occur.

Recommendations for the residential component of this district include:

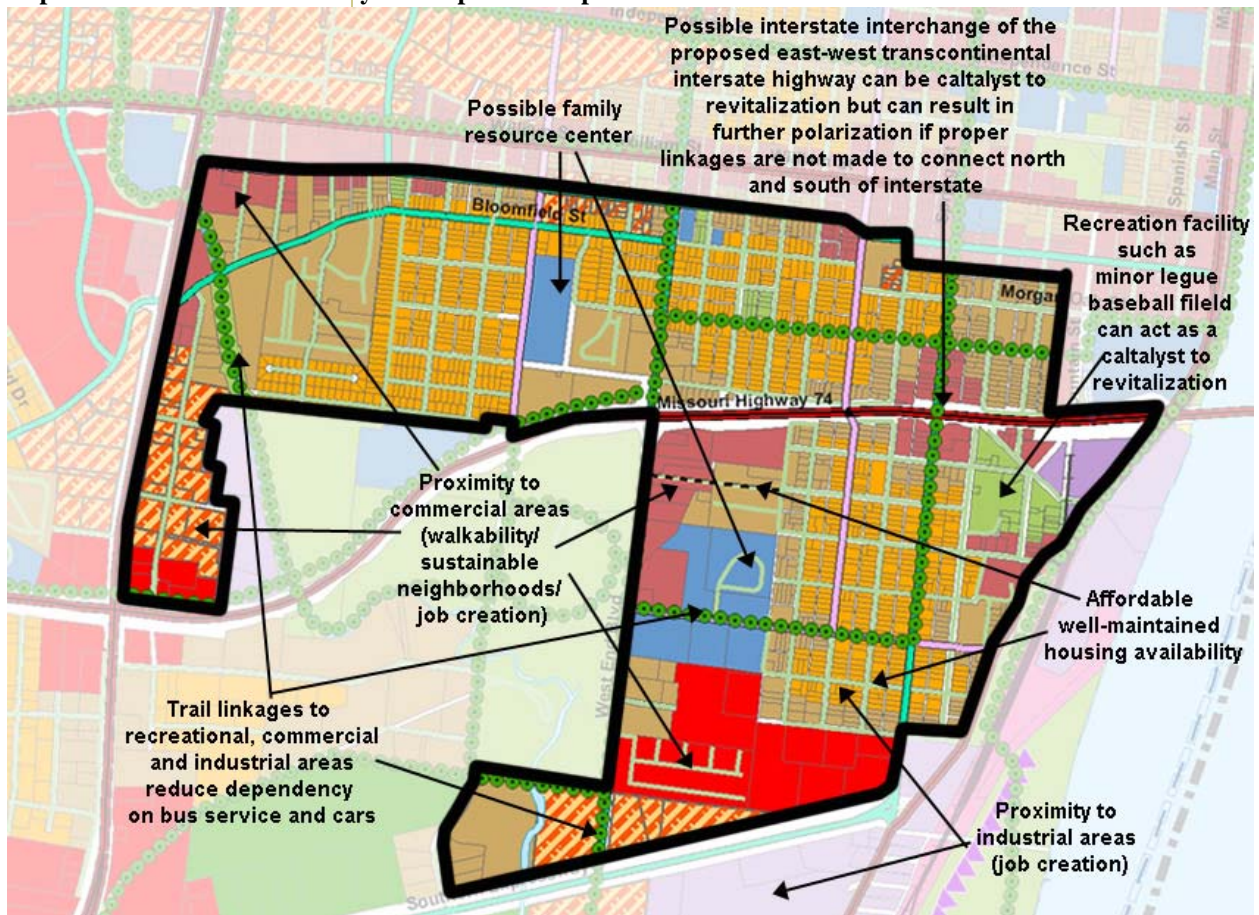
- A building by building catalog of land use, ownership, size, and condition of buildings
- Master planning of the neighborhoods with recommendations for redevelopment based on the building catalog
- Initiation of discussion with HUD to share the master plan and to seek funding for reinvestment in the area
- Initiation with the Missouri Department of Transportation (MoDOT) regarding funding for infrastructure enhancement along state maintained grid within the study area working in concert with the City and county related to streets maintained by these government bodies
- Establishment of a Community Development District (CDC) pursuant to the State of Missouri Statutes that allows for the incorporation of an entity to develop property within a designated area

**Legend**

- Preserved
- Agricultural
- Large Lot/ Estate
- Low Density Res
- Medium Density Res
- High Density Res
- Mixed Density Res
- General Mixed Use
- Downtown Mixed Use
- General Commercial
- Highway Commercial
- Institutional
- Parks and Recreation
- Airport
- Light Industrial
- Heavy Industrial
- Railroad ROW
- Approximate location of Future Parks

Map-8.22: Southern Community Development Corporation District - Current Conditions

Source: City of Cape Girardeau

Map-8.23: Southern Community Development Corporation District - Future Land Uses

Source: City of Cape Girardeau



- Pursuant to the CDC legislation, establish an active board that is composed of interested citizens, banks, the City, and a state representative(s) or senator(s)
- Assemble a team of banks to participate in lending and reconstruction of structures and public amenities
- Establish open lines of communication with the neighborhood to assure that the support and enthusiasm are maintained
- Development design guidelines for the area to be administered by the City
- Establish permitting requirements including inspections of property prior to sale and prior to occupancy
- Plan and assemble property for public amenities

Neighborhood stabilization and urban redevelopment require tough decisions to be made regarding various aspects of the community including land ownership, absentee ownership, public amenities, and desired level of redevelopment by the citizens, i.e, tear down and rebuild options versus rehabilitation. It is recommended that a dynamic team of citizens, the City, banks, HUD, and investors come together to work as a unit in order to effect change within this district.

Future Land Use Recommendations

- *Plan ahead for a new interchange location in anticipation of the new east-west transcontinental Interstate highway that is currently being discussed*
- *Consider this district for the location of a minor league ball park and recreational area*
- *Plan small parks, trails, and public amenities in this area to connect to other such facilities throughout the City*
- *Consider this district for the location of another City community center*
- *Master plan and implement upgrading and new housing options*
- *Put together a jobs program that hires citizens within the district to work on trail construction, rehabilitation of houses, maintenance of parks (this can be a landscape company set up with the City as an initial client) in the area (and throughout the City), road projects*
- *Establish a job training program in cooperation with the university*
- *Master plan an “ethnic” business area that provides for food and service unique to the community and expansive to*



the downtown area – this adds flavor to downtown and creates job opportunities for the CDC residents

Cape Rock Area District

The Cape Rock proposed District includes residential development, small businesses, historic sites, and a large, beautiful park overlooking the Mississippi River. Certain neighborhoods within this district are run down and the housing design is obsolete, reducing the value of the homes in general (Refer Maps 8.24 and 8.25).

This area within the City is generally located near the projected residential growth occurring northward. Therefore, redevelopment of this district including multi-family condo units adjacent to the downtown area is being recommended. As the elevation changes, the lots are recommended to become larger transitioning from multi-family dense residential to single family and further to estate type residential closer to the park area. This is done in keeping with the topography of the area. Besides topography this tiered housing suggestion is reinforced by the following existing conditions with this district:

- Cape Rock Park, historic in nature and dominate in size and scenic qualities
- An existing golf course
- Infrastructure
- Proximity to downtown
- Scenic overlooks of the Mississippi River
- Historic sites preserved and protected by new development opportunity for estate housing as a redevelopment option

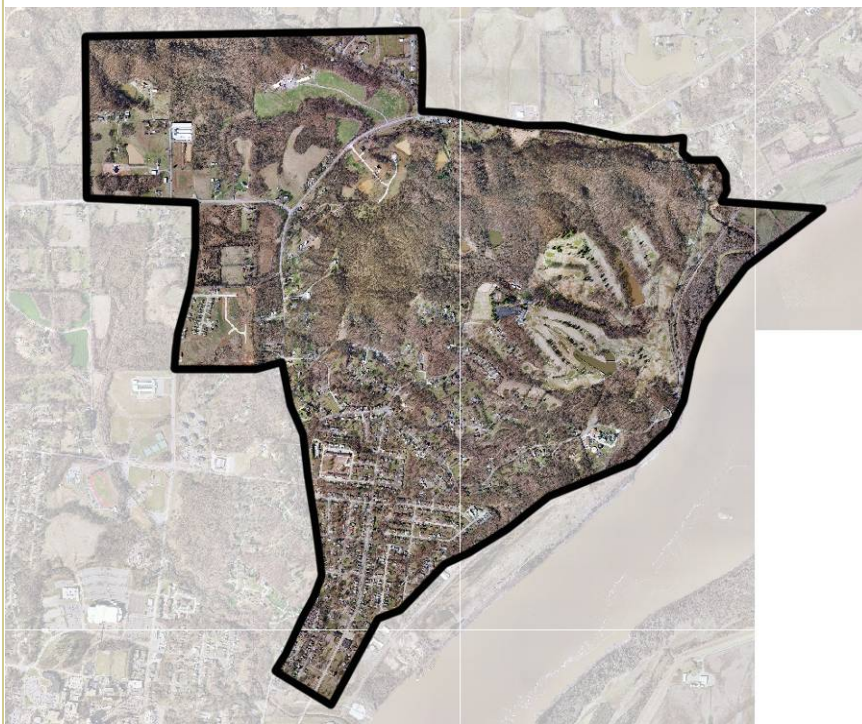
Future Land Use Recommendations

This district has immediate adjacency to the downtown district and is a place for logical transition from dense commercial land use to residential development. As mentioned, this district is also adjacent to future residential development areas in the City, primarily north of Lexington Avenue. Possible land uses include:

- *Expanded trails and paths around Cape Rock Park that extend into and connect with other parks and amenities throughout the City including the downtown area*
- *Nodal commercial development at intersection west of Cape Rock Park*



Map-8.24: Cape Rock Area Community Development Corporation District - Current Conditions

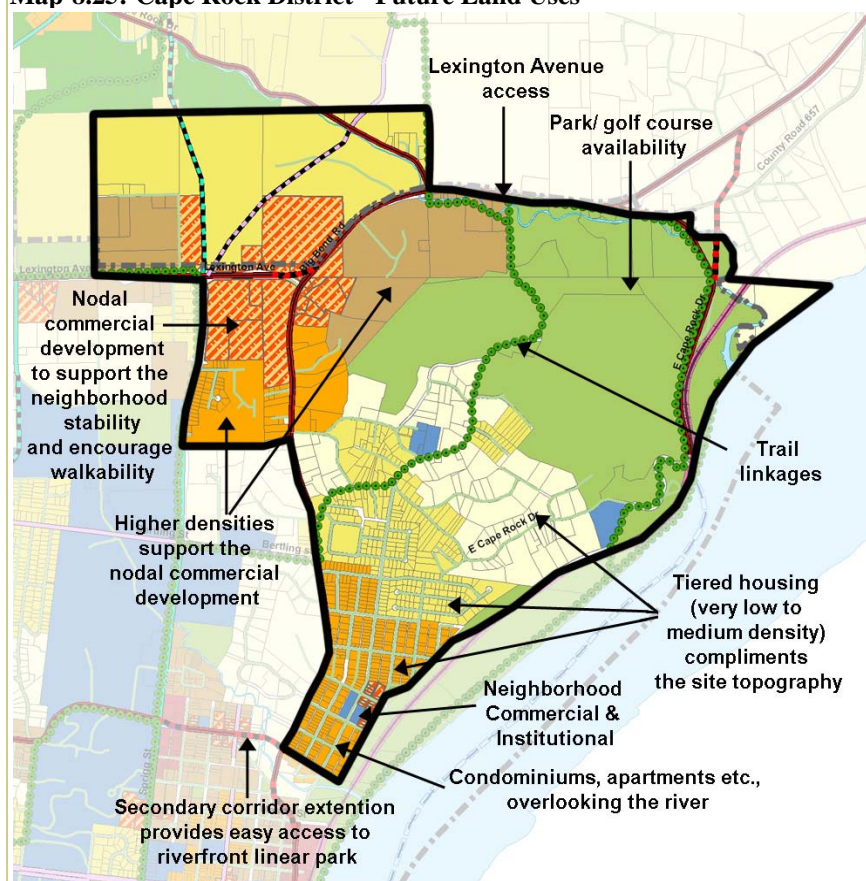


Source: City of Cape Girardeau

Map-8.25: Cape Rock District - Future Land Uses

Legend

- Preserved
- Agricultural
- Large Lot/ Estate
- Low Density Res
- Medium Density Res
- High Density Res
- Mixed Density Res
- General Mixed Use
- Downtown Mixed Use
- General Commercial
- Highway Commercial
- Institutional
- Parks and Recreation
- Airport
- Light Industrial
- Heavy Industrial
- Railroad ROW
- Approximate location of Future Parks



Source: City of Cape Girardeau



- *Estate type homes immediate adjacent to Cape Rock Park, convenient to City services and employers such as Procter and Gamble*
- *Multi-family condo units transitioning from downtown commercial to planned neighborhood development along the river*
- *More dense, multi-family development west of Cape Rock Park to support commercial development and increase land values in the area*

University Campus Expansion District

This Comprehensive Plan attempts to look at the City over a twenty year span. In doing so, it is anticipated that the university will need to expand at some time in order to accommodate growth and to remain competitive in the business of educating students. Housing for students may necessitate expansion of the university's existing boundaries, not taking into consideration educational laboratories, class-rooms, and other educational facilities.

Therefore, the University District (Refer Maps 8.26 and 8.27) has been established to discuss potential needs of the university although no specific information has been provided by the school. Existing conditions and amenities include:

- The present day campus of Southeast Missouri State University
- Well maintained residential neighborhoods around the near the campus
- Some residential areas in need of updating
- A "grand" entrance into the campus off Broadway
- Some dilapidated commercial areas along Broadway
- Broadway, an important corridor in the City but in need of updating and in some cases enhancement of alignment

Future Land Use Recommendations

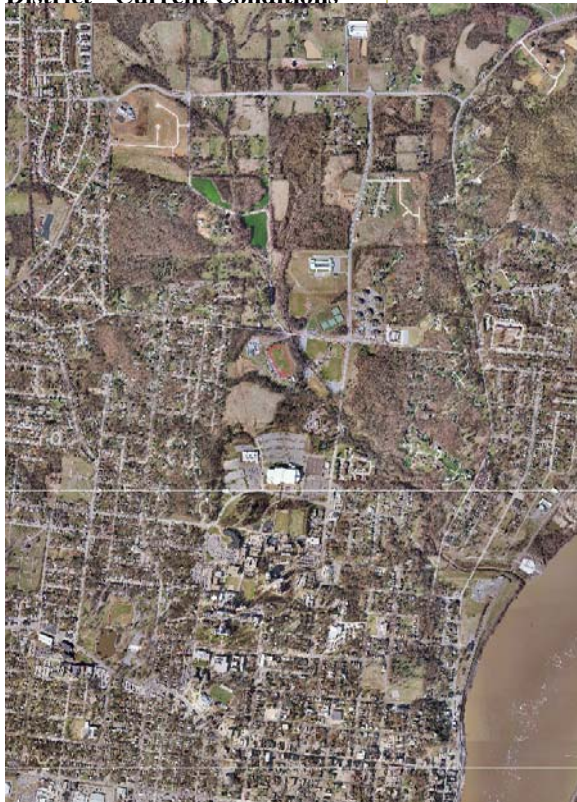
The campus is seen as a pivotal location situated between the downtown district and the proposed redevelopment area at William Street and Kingshighway intersection. Growth needs of the campus can influence the redevelopment of both areas and contribute to the long term economic health for the City. Possible future land uses for this proposed district include:

**Legend**

	Preserved
	Agricultural
	Large Lot/ Estate
	Low Density Res
	Medium Density Res
	High Density Res
	Mixed Density Res
	General Mixed Use
	Downtown Mixed Use
	General Commercial
	Highway Commercial
	Institutional
	Parks and Recreation
	Airport
	Light Industrial
	Heavy Industrial
	Railroad ROW
	Approximate location of Future Parks

- Master planning the area around the campus to catalog potential acquisition of land for future expansion, assuring contiguous assembly
- Nodal commercial development at major intersection providing goods and services for students and surrounding neighborhoods
- Corridor enhancement for Broadway from the river to Kingshighway- a portion of which passes through this district.
- Planning and facilitating new restaurants, goods, and services along Broadway that can serve the school and students as well as citizens in general
- Reuse of office buildings along Broadway for campus offices and administrative purposes, allowing for the preservation of campus buildings for class rooms
- Conversion of areas in need of redevelopment to new student housing immediately adjacent to the existing campus boundaries
- Development of bike trails and paths to connect the campus to parks and other amenities in the City, including the downtown district

Map-8.26: University Campus Expansion District - Current Conditions



Source: City of Cape Girardeau

Map-8.27: University Campus Expansion District - Future Land Uses



Source: City of Cape Girardeau



Conservation Overlay District

The land conservancy recently completed purchase of Windy Bar, an island stretching from just north of Cape Rock Park almost to Trail of Tears State Park. Along with Devil's Island on the Illinois side, the land conservancy has helped create a 10-mile stretch of river where both banks of the Mississippi River are open for public use. This governmental approach to land conservation can serve the City of Cape Girardeau as well. The district being recommended here (Refer Maps 8.28 and 8.29) allows for the planned, restrictive development of a portion of Cape Girardeau that is in a relative natural state and which, through careful planning can maintain the main characteristics of its nature state.

Conservation Districts do not prohibit development but more rely on the careful “husbandry” of land conservation to assure the land is not abused or development in uses that run contradictory to open, green space, parks, trails, and aesthetic design guidelines for residential and commercial development.

A concept called “Density Neutral” is applied to conservation districts. This means while the same density is allowed to be developed; the area of accommodating this density greatly reduced, thus, leaving rest of the land in its natural state. Consider the example of a developer who wants to develop 100 acres of land for single-family development with an allowable density of 3 units per acre. In a conventional scenario this will result in development of 300 homes with each house having a lot size of approximately 0.33 units. However, if the same land is developed as a conservation development the developer can develop 300 homes in possibly 50 acres resulting in reduced lot size but protecting valuable natural land for passive recreational purposes. Case studies have shown that the developers not only gain due to reduced infrastructure cost but also by increasing the value of development because of the availability of natural passive recreational areas.

As mentioned elsewhere, it is anticipated that the logical residential growth patterns for the City includes the infill of open, natural land between Lexington Avenue northward to CR-638. This infill is happening today and over the next twenty years it is assumed this area will be completed filled in.

Future Land Use Recommendations

- *Preservation of creeks, floodplains, floodways, and draws as greenways owned by the City and improved with paths,*



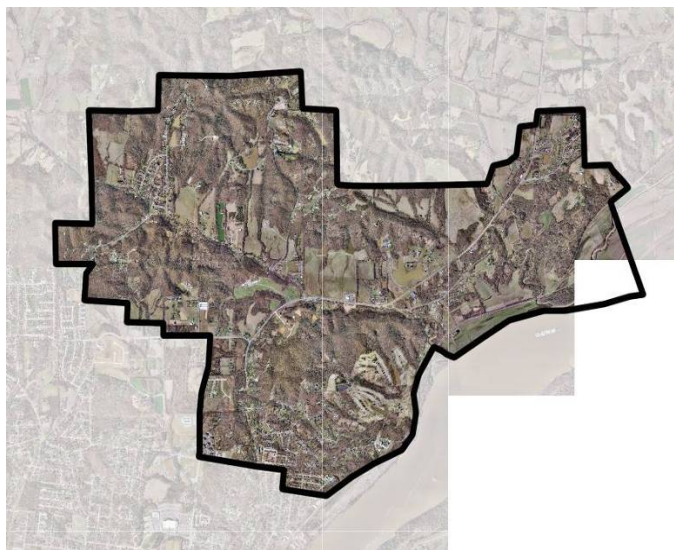
trails, and landscaped areas including stormwater control areas and other water feature options

- *Estate type housing*

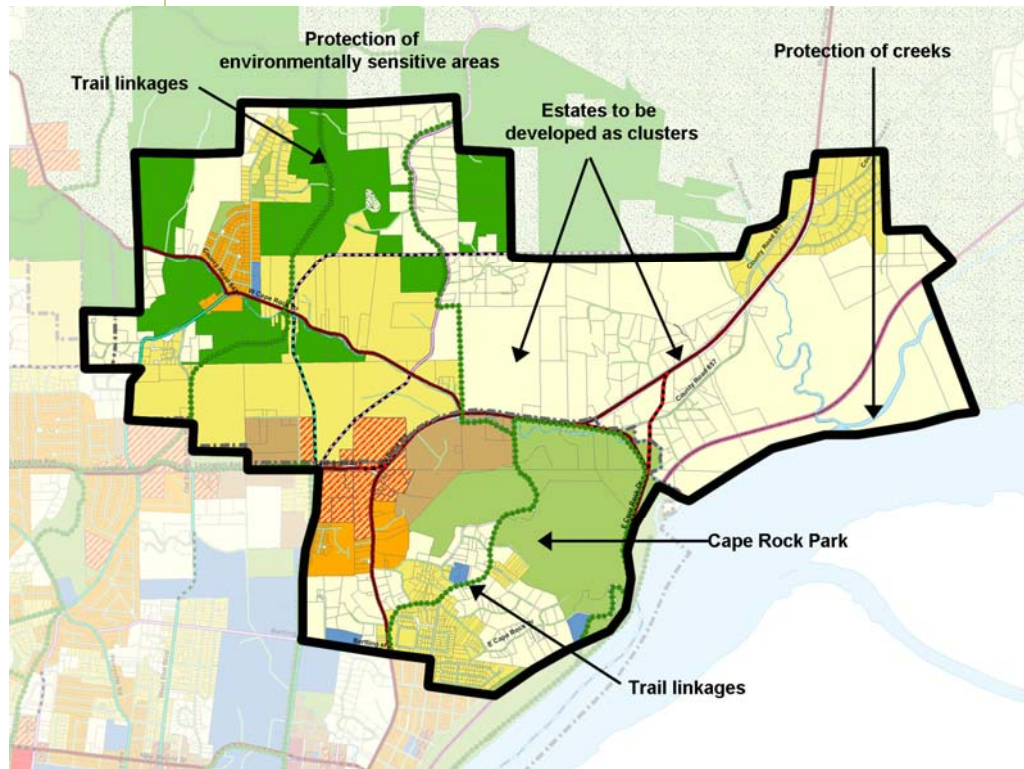
Legend

	Preserved
	Agricultural
	Large Lot/ Estate
	Low Density Res
	Medium Density Res
	High Density Res
	Mixed Density Res
	General Mixed Use
	Downtown Mixed Use
	General Commercial
	Highway Commercial
	Institutional
	Parks and Recreation
	Airport
	Light Industrial
	Heavy Industrial
	Railroad ROW
	Approximate location of Future Parks

Map-8.28: Conservation Overlay District - Current



Map-8.29: Conservation Overlay District - Future Land Uses



Source: City of Cape Girardeau

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 9 P o l i c e s a n d E v a l u a t i o n P a r a m e t e r s



PLACE MAKING

The opportunities presented within this Comprehensive Plan are not only to guide the future growth of Cape Girardeau and promote the general welfare of the community but also to create a “place” that is more livable, retains and attracts citizens, commercial enterprise, and tourism. By identifying the key attributes of “place” it becomes possible to list the intangible elements for development of policies and the evaluation of investment based on acceptable and market driven concepts. Figure 9.1 below summarizes the three tiers of “Place Making”, which include Goals (orange color), Policies (green color) and the Evaluation attributes (turquoise color).

Figure 9.1: Place Making Diagram



Source: <http://www.pps.org>, Accessed June 02, 2007

● Goals ● Policies ■ Evaluation Objectives

Goals and policies assist in establishing the conditions necessary to fulfill this purpose. Goals are broad statements that address four key attributes: Sociability, Uses & Activities, Access & Linkages, and Comfort & Image shown in the diagram above. These criteria provide a guide to the community's long-range plans and desired outcomes and provide the framework for the recommended



policies of the Comprehensive Plan. Policies are actions or procedures that help attain a specified goal. An evaluation criterion on the other hand allows the community to understand how well a policy has worked and what changes will be needed to improve development concepts for the future. The tier between policy and evaluation is implementation of the policy. Implementation techniques for specific aspects of the Comprehensive Plan are discussed in detail in the *Chapter 10 - Implementation and Finance Strategies* of this document.

Goals, objectives and policy statements are used in conjunction with the Future Infrastructure and Land Use recommendations and Implementation and Strategies discussed in the Comprehensive Plan, not in isolation.

The goals, objectives, policies and evaluations criteria presented in this document strive to identify Cape Girardeau's challenges and to provide recommendations, that when implemented, create a more livable community. Goals, objectives and policies are outlined to assist public officials in guiding their decisions related to the future development of Cape Girardeau. These decisions, along with public participation, are the ingredients necessary for successful implementation of this plan.

The Goals, objectives and policies developed for this plan respond to the critical issues discussed during the public engagement process (Refer *Chapter-6 Public Engagement Summary* of this plan) and the conditions observed and researched during the formulation of this Plan. The stability and growth of Cape Girardeau depends directly upon the community's ability to provide the desired public services, facilities, opportunities and community amenities necessary to attract investment. These and other factors that influence the growth of Cape Girardeau have been considered in the development of the following goals, objectives and policy statements. It is recommended that the stated goals and policies are to be used in conjunction with the future infrastructure and land use recommendations (Chapter 7 and 8) and implementation and strategies (Chapter 10) discussed in the Comprehensive Plan, not in isolation.



PLAN IMPLEMENTATION

Goal-1

THE CITY OF CAPE GIRARDEAU WILL ADOPT THIS COMPREHENSIVE PLAN AND FUTURE MODIFICATIONS TO THIS PLAN AS THE CITY GROWS AND RENEWS ITSELF PURSUANT TO THE COMPREHENSIVE PLAN

Objective 1.1

Plan and implement market driven strategies that encourage economic growth in the City while simultaneously improving the character and aesthetics of the community.

- Policy-1.1.1: The City should use goals objectives and policies listed in this chapter in conjunction with Chapter-7: Future Infrastructure, Chapter- 8: Future Land Use, and Chapter-10: Implementation and Finance Strategies, all included with the Comprehensive Plan
- Policy-1.1.2: The City will strive to encourage synergism between policies, and create opportunities related to the integration of policies to the benefit and common good of the community.
- Policy-1.1.3: Create various “*Districts*” in accordance with the Future Land Use Plan (Chapter 8) and Future Infrastructure Plan (Chapter 7).
- Policy-1.1.4: Based on the Implementation Strategies (described in Chapter 10), the City will actively seek grants and other sources of funding from State of Missouri and Federal resources and explore creative ways to fund recommended projects within this Plan.
- Policy-1.1.5: The City will master plan and strategize solicitation of funding sources such as the State of Missouri statutory development tools designed to define specific districts and fund redevelopment with those districts.
- Policy-1.1.6: The City will create a short term Action Plan that prioritizes specific projects for implementation. It will create master plans for focused, directed and systematic development of prioritized areas in the City that are market driven and appropriate for the solicitation of funds.



- Policy-1.1.7: The City will market the community to attract the development and promote existing and future attractions and investments through media, websites, personal meetings and making resources and incentives available for quality, market driven development to take place.
- Policy-1.1.8: The City should update its Zoning Code to create synergy between the Zoning Code and proposed land use and infrastructure contained with the Comprehensive Plan
- Policy-1.1.9: The City should create design guidelines according to land uses and districts to be adopted as a supplement to the Zoning Code
- Policy-1.1.10: The City should use evaluation parameters as listed in this section to evaluate progress periodically

SOCIAL AND CULTURAL ISSUES

Goal-2

THE CITY OF CAPE GIRARDEAU WILL STRIVE TO DEVELOP AN ENVIRONMENT THAT WILL STRENGTHEN COMMUNITY VALUES AND FOSTER A SAFE, SUPPORTIVE AND OPTIMISTIC ENVIRONMENT THAT WILL IN TURN LEAD TO PLANNED, MARKET DRIVEN COMMUNITY GROWTH.

Objective-2.1

Work toward creating awareness in the community concerning issues related to personal development and quality of life.

- Policy 2.1.1- Expand recreational programs to include after school and vacation activities that will use youths' energy and creativity in constructive ways to enable them to develop unique vocational skills. Examples of community participation in this program include the Parks Department, construction companies involved in the development of trails, community centers, and other public improvements in the City. Projects that may foster job training and community outreach include small trail development, maintenance of existing park and trail projects, and maintenance of City common areas such as right of way areas.



- Policy 2.1.2- The City should help create various Community Education Centers (CECs). These centers involve volunteers from the public and private sectors, concentrating on issues that deal with parent and adult education, neighborhood stabilization and programs that support services for youth and the elderly. Examples of volunteers for this program may include a hospital formed “community action” group interested in assisting certain demographic sectors of the City, local politicians, social service agencies and a housing task force. The City and participating corporate sponsors can supplement operating expenses by seeking Federal and State of Missouri grants, private donations and fund raising events. Cooperative participation with other non-profit organizations to establish such centers is also encouraged.
- Policy 2.1.3- Work with schools to develop programs that will make students aware of the risk and hazards of drug usage and teen pregnancies enabling students to take personal responsibility for their futures and to develop work ethics at a young age. Examples of volunteers for this program include police and fire department employees, City officials, and state politicians. Funding may be solicited through State of Missouri social programs and HUD funding at the state level.

Objective-2.2

Create an environment that motivates people to be less dependent on government grants and welfare while reducing unemployment.

- Policy 2.2.1- Partner with Southeast Missouri State University, the downtown business owners, and industries in the City to develop vocational training courses for adults with a non-technical background. This program will be of interest to City corporate sponsors and those companies that have specific job tasking that can be taught within a non-technical environment. Examples of participants include the City of Cape Girardeau and its various departments in need to maintenance and upkeep services, industrial companies providing non-technical jobs, the library, downtown businesses, the hospitals and the university, etc. Funding sources include the State of Missouri Department of Economic Development and “Community Development Block Grant” (CDBG) funds.



- Policy 2.2.2- Encourage start up businesses by using community resources to establish a network for new businesses that includes names and address of existing commercial businesses in the City, State of Missouri, and regional demographic area, schedule periodic City meetings to educate new businesses concerning communication with the various City departments and services provided by the City. Encourage the State of Missouri to conduct periodic business seminars in the City of Cape Girardeau for the benefit of new and existing business. Participants and sponsors of these meetings may include the Chamber of Commerce and large business owners.
- Policy 2.2.3- Strive to create a technical training facility or community college facility to provide education and training for people of various backgrounds. Encourage businesses to employ individuals trained in these facilities and promote this education option to new businesses looking to locate in the City. Such a facility should be located in an area that is easily accessible to sections of the City that require technical training. Examples of participants in this activity include various City departments, Southeast Missouri State University, the hospitals, large and small businesses and the housing task force. Grants and State of Missouri resources associated with technical institutions and education funding may be solicited to augment existing budgets and expand services.
- Policy 2.2.4- Plan for and establish a Community College facility by developing political support, coordinating meetings with required officials and making land available for a community college facility to locate in the City. The location and development of this education facility is to be located in those areas of the City that are most accessible to citizens interested in the curriculum offered by the community college.
- Policy 2.2.5- Provide incentives to businesses and industries based on the number of employees recruited from within the City. Incentives may include awards, scheduled tours for companies through historic downtown areas, and other public engagement type events. Additionally, as part of the negotiations associated with funding for joblessness at the state level, certain monetary incentive may be negotiated through certain funding



sources that allows for tax credits and other incentives associated with hiring of employees for a stated duration of time.

Evaluation parameters

- Reduction in high school drop-out rates
- Higher enrollment in schools of higher education and technical training centers when established
- Reduction in crime rates, vandalism, and destruction of private property
- Reduction in teen pregnancies
- Drop in unemployment rate
- Increase in median household income
- Increase in the number of start-up businesses
- Betterment of the City's economic status
- Increased tax base for the City

HOUSING AND NEIGHBORHOOD STABILIZATION

Goal-3

THE CITY OF CAPE GIRARDEAU WILL ENCOURAGE THE DEVELOPMENT OF HEALTHY NEIGHBORHOOD ENVIRONMENTS AND PROVIDE HOUSING CHOICES FOR PEOPLE BELONGING TO ALL WALKS OF LIFE WHILE RENDERING A UNIQUE CHARM AND CHARACTER TO THE CITY.

Objective-3.1

Work towards stabilizing established neighborhoods within the City for the healthy growth of the community

- **Policy 3.1.1-** Support efforts to improve and maintain Cape Girardeau's existing housing stock by adopting appropriate programs, creating districts as mentioned in the Future Land Use Plan (Chapter 8), and providing incentives and regulations that preserve existing neighborhoods. Examples of participants in this effort include certain departments within the City, including Code Enforcement, agencies specializing in elderly care, the Housing Task Force, construction companies, and public and private entities having investments near or around neighborhoods in need of rehabilitation. Neighborhood enhancement includes training related to home maintenance and long-term sustainability of neighborhoods. Funding source may



include donations of time and material from the private sector, training provided by Southeast Missouri State University, student home repair volunteers, Habitat for Humanity, CDBG funds, and the State of Missouri Economic Development Agency and the Department of Housing and Urban Development (HUD) funding sources.

- Policy 3.1.2- It is recommended that the City create a “Revitalization Master Plan” for the *Downtown Commercial District* shown on the Future Land Use Plan (Chapter 8) and Future Infrastructure Plan (Chapter 7). Conduct an inventory of vacant properties that are in disrepair within the *Downtown Commercial District* as identified in Future Land Use Plan. Owners of these properties will need to be contacted concerning their interest in selling the property or enhancing their investment(s). When properties are researched and found to be delinquent in payment of taxes, the City will pursue acquiring the property (ies) for back taxes. This property assessment, inventory, catalog and action plan to include City staff, outside acquisition consultants, title companies, appraisers and attorneys. Examples of participants for this activity include City staff, business owners, land owners, and tenants living or working within the assessed area. Potential funding sources include State of Missouri statutory development tools, the Department of Housing and Urban Development (HUD), and private owners willing to donate and/or sell their property (Refer to Chapter 10 Implementation and Finance Strategies for action plan).
- Policy 3.1.3- It is recommended that a “Community Development Corporation” (CDC) be created to implement suggested redevelopment options within designated development areas identified as, “*Southern*” and “*Cape Rock Area*” pursuant to the “*Community Development Corporation Districts*” (CDC) as identified by the Future Land Use Plan (Chapter 8, also referred to in the Implementation Strategies Chapter 10). Implementation of this statutory tool includes the establishment of a committee composed of the City leaders, community leaders, funding institutions, and property owners within the designed development area that assess, inventory, and purchase houses when they become available for purchase in the open market. Assembled properties may then be resold or rehabilitated and leased pursuant to the Districts



vision and the City's master plan of the designated area. Funding sources included various departments within the State of Missouri and HUD funding.

- Policy 3.1.4- It is recommended that a “*Conservation Overlay District*” be created as identified by the Future Land Use Plan (Chapter 8) to encourage planned, restrictive development that can maintain the natural characteristics of the land through master planning, specific design guidelines, incentives and regulation.
- Policy 3.15- Update ordinances related to the upkeep of residential property to assure that distressed properties are inspected and some action taken to facilitate upkeep and maintenance of the structure. Enact an ordinance procedure that includes inspection of property prior to sale and prior to occupancy of tenants and owners.
- Policy 3.1.6- Enforce property maintenance ordinances. Examples of participants include willing owners, City officials, construction companies and engineering companies willing to donate time and materials to educate owners and assist with maintenance type reconstruction. This policy may also include low interest loan programs through the State of Missouri.

Objective-3.2

Beautify existing and planned residential neighborhoods and create diversity in design and density in order to make housing available for people with different income levels and specific demographic needs.

- Policy 3.2.1- Assist and support residential growth of different housing types and density through programs, policies, regulations, oversight and incentives.
- Policy 3.2.2- Encourage a balanced range of good quality housing options that meet all socio-economic needs of the community and ensure a variety of residential uses, including assisted living and alternative living facilities for the elderly, multi-family units and planned residential neighborhoods.
- Policy 3.2.3- Encourage development of affordable residential units in existing and new neighborhood



developments through programs, policies, regulations, incentives and design guidelines.

- Policy 3.2.4- Develop design guidelines for low, medium and high-density residential neighborhoods to ensure that the established community character is preserved and new neighborhoods contribute to the unique charm of the City.
- Policy 3.2.5- Develop programs, policies and regulations that encourage quality infill development and different housing types that include density that coexists with existing neighborhoods.
- Policy 3.2.6- Encourage voluntary neighborhood groups for beautification through programs that involve competition and recognition on the City's website, special awards ceremonies and local newspapers.
- Policy 3.2.7- Create voluntary neighborhood organizations to assist in the education of housing maintenance programs and encourage the business community, Rotary Club other professional organizations, to participate with funds and community volunteer activities.

Objective-3.3

Encourage development of neighborhoods that promotes health and safety of individuals living in the communities as well as mitigating the effects of development on the environment.

- Policy 3.3.1- Develop planning and development regulations that protect residential neighborhoods from incompatible activities or land uses that may have a negative affect on the residential living environment and the value of property generally.
- Policy 3.3.2- Create walkable neighborhoods by adopting neighborhood guidelines that encourage pedestrian friendly environments.
- Policy 3.3.3- Encourage development that emphasizes open space planning, agricultural and environmentally sensitive land preservation through policies, regulation and incentives.



- Policy 3.3.4- Develop a plan and implementation strategy to extend basic utilities to all existing neighborhoods and new neighborhood developments.
- Policy 3.3.5- Create minimum standards and encourage the use of green infrastructure through programs, policies, regulations, and incentives (See Chapter 7 Future Infrastructure Plan section for “green infrastructure” techniques).
- Policy 3.3.6- Encourage development that utilizes built-in protection components, such as automatic fire sprinkler system, security alarm etc., as a strategy to maximize the protection of life, property, jobs, revenues, investment and business continuity of developed properties, while reducing the impact on needed infrastructure.

Evaluation parameters

- Population increases by age and income
- Impact of increased population on schools
- Number of new residential units built
- Number of infill housing built
- Number of units rehabilitated
- Increases in owner occupied housing
- Increase in rent levels and median mortgage payments
- Impact of increased population on utilities and City provided services
- Impact on land and property values
- Increase in public/private cooperative programs and volunteer programs
- Increase in trail and greenway development and other recreational activities
- Improved market perception associated with diversity of housing values and availability of housing units for all income levels

ECONOMIC DEVELOPMENT AND BUSINESS STABILITY

Goal-4

THE CITY OF CAPE GIRARDEAU WILL CONTINUE TO CONCENTRATE ITS EFFORTS ON THOSE ACTIVITIES THAT PROMOTE INVESTMENT AND REDEVELOPMENT IN THE CITY’S COMMERCIAL AREAS BY ATTRACTING A WIDE RANGE OF COMMERCIAL USES WHILE



RETAINING AND ENHANCING THE EXISTING COMMERCIAL COMMUNITY THEREBY REDUCING UNEMPLOYMENT IN THE COMMUNITY AND INCREASING LAND VALUES AND INVESTMENT POTENTIAL.

Objective-4.1

Enhance business development and retention through location sensitive planning and regulations.

- Policy 4.1.1- Develop detailed regulations and update the City's Zoning Code for commercial area developments to accommodate suggestions related to land use pursuant to the Future Land Use Section (Chapter 8) of this Comprehensive Plan.
- Policy 4.1.2- Prepare a market analysis, by a professional consulting firm, in order to target specific businesses and industries for the City's business districts. This activity may be completed with the assistance and funding of local businesses and merchants' associations, Southeast Missouri State University and the hospitals.
- Policy 4.1.3- Create and implement a coordinated business recruitment plan for the "*Downtown Commercial District*" along with a physical Master Plan and Streetscape Improvement Plan to create an environment that compliments the suggestions included in the market analysis. Encourage the development of mixed-use retail, offices, incubator spaces for startup businesses, residential uses, pedestrian friendly amenities and tenant diversity that offers excellent service, high quality products and brand recognition.
- Policy 4.1.4- Establish a "*Riverfront Development and Levee District*" as identified by the Future Land Use Plan and further explained within the Implementation and Finance Plan including making resources available for the creation of a levee district, master planning for a large industrial development protected by a new levee, and the creation of valuable recreational areas for the City at or near the river front.
- Policy 4.1.5- Create a market driven and financeable master plan for the "*William Street*" and "*Kingshighway*" *Commercial Redevelopment Districts*" as identified by the Future Land Use Plan and as further explained within the



Implementation and Finance Strategies. Formulate development constraints and opportunities for mixed-use high-density commercial development, an institutional complex, offices buildings, and infill retail etc. Funding sources include State of Missouri statutory incentives, private funding, and institutional funding.

- Policy 4.1.6- Enter into discussions with Amtrak to facilitate the introduction of passenger rail into the downtown business areas to attract tourists to Cape Girardeau. For discussion purposes, prepare a master plan for a new station area that includes building location plans and land use concepts for building and decked parking, landscaping enhancements, way finding, signage, tourist information center(s), recreational amenities and retail activities.
- Policy 4.1.7- Revisit and adopt or amend development regulations, incentives and guidelines for various “districts” to assure professional, coordinated, user-friendly Zoning Code modifications and Design Guidelines.

Objective-4.2

Create a business friendly environment through information availability, programs, process streamlining and incentives.

- Policy 4.2.1- Provide incentives to businesses and industries based on the number of employees recruited from within the City pursuant to established statutory development tools and incentives provided through the State of Missouri.
- Policy 4.2.2 - Develop an informational packet and extend assistance to small businesses and start up companies willing to locate in the “*Downtown Commercial District*”, “*William Street*” and “*Kingshighway*” *Commercial Redevelopment District*” and at various commercial nodes recommended in the Future Land Use Plan and Infrastructure Map CP-8.
- Policy 4.2.3- Assist in the master planning or facilitate master planning around I-55 interchanges to establish sound, market driven infrastructure configuration, limited assess locations, ingress and egress at development sites, land use concepts, massing, and future needs related to stormwater retention, sanitary sewers, and other utilities.



- Policy 4.2.4- Create and maintain a current database of commercial properties that are vacant or underutilized, and work with property owners to redevelop and lease these spaces.
- Policy 4.2.5- Prepare a promotional methodology that advertises and locates businesses related to the service industry, office/warehouse users, commercial businesses and retail operators. Provide incentives for the development of offices, facilities, and supportive businesses related to these industries.
- Policy 4.2.6- Streamline the permit approval process to foster a business friendly climate in the City.

Objective- 4.3

Encourage commercial and Industrial development that is sensitive to environment and pedestrians, and reduces infrastructure cost for the City.

- Policy 4.3.1- Provide sustainable infrastructure facilities in targeted areas pursuant to recommendations in the Future Land Use Plan to foster commercial and industrial development.
- Policy 4.3.2- Master plan commercial development areas based on market driven land use concepts and specific incentive programs consistent with the intended developments
- Policy 4.3.3- Encourage the use of “green” strategies and Low Impact development techniques by adopting minimum provisions in the Zoning Code and regulations associated with the development and long-term maintenance of commercial establishments.
- Policy 4.3.4- Encourage use of existing infrastructure facilities before creating new facilities, minimizing development costs and encouraging the effective reuse and redevelopment of populated areas in the City.

Evaluation parameters

- Increase in the number of new businesses and industries
- Reduction in unemployment rate
- Increase in sales tax



- Increase in median income
- Increase in new commercial construction/ improvements and permits
- Improved traffic flow throughout the City
- Reduction if accidents and public emergencies
- Increase in tourist activity in town
- Decrease in building vacancy rate

INFRASTRUCTURE AND COMMUNITY FACILITIES

Goal-5

THE CITY WILL CONTINUE TO INSURE THAT INFRASTRUCTURE AND COMMUNITY FACILITIES ARE UPGRADED ADEQUATELY TO SERVE THE COMMUNITY'S PRESENT AND FUTURE NEEDS AND ARE IN PLACE TO ENSURE HEALTH, SAFETY AND WELFARE OF ITS CITIZENS WHILE INCREASING THE OVERALL AESTHETIC APPEAL OF THE CITY.

Objective-5.1

Invest in transportation infrastructure projects that will enable better connectivity, safety and serve the needs of its citizens.

- Policy- 5.1.1: Enter into intergovernmental agreements with neighboring communities (Jackson and Scott City) to seek funding for construction of a secondary corridor system that will benefit the City and the entire region.
- Policy-5.1.2: Develop standards, design guidelines and the use of state statutory development tools to insure new developments and existing infrastructure improvements in accordance with the recommendations in the Future Transportation Plan.
- Policy-5.1.3: Enhance connectivity by creating a grid or modified grid-type road network within designated development areas (See Future Infrastructure Plan and Future Land Use Plan and Infrastructure Map CP-8 for details).
- Policy-5.1.4: Concentrate on the development of a hierarchy within the road network pursuant to the Future Infrastructure Plan.
- Policy-5.1.5: Conduct an existing roads assessment study to determine the conditions of pavement, alignment configuration, and proposed enhancement possibilities for



City streets. Develop a “road improvement” priority plan based on planned development districts and public need.

- Policy-5.1.6: Prioritize infrastructure projects that enable economic revitalization in the community.
- Policy-5.1.7: Create “*William Street*” and “*Kingshighway*” *Corridor Enhancement District*” to encourage redevelopment investment of commercial and high density residential uses along these corridors and simultaneously increase their aesthetic appeal by using landscaping techniques, way finding and better signage along these corridors.
- Policy-5.1.8: Use creative financing techniques, including Federal and State of Missouri grants and funding resources for new and existing transportation enhancement (See Implementation Strategies Section).
- Policy-5.1.9: Identify and analyze potential land dedications, impact fees, traffic generation assessments, excise taxes, or special service areas that will assist in funding transportation enhancements.
- Policy-5.1.10: Require developer dedication of roadway right-of-way in accordance with both the design and classification of the roadway and the future land use(s) proposed by the developer. Developer plan(s) to comply with the intent and purpose of the Comprehensive Plan.
- Policy-5.1.11: Implement access management solutions along Secondary Corridors as discussed in the Future Infrastructure Plan (Chapter 7 and Map 8) where curb cuts are closely spaced and/or unnecessary.
- Policy-5.1.12: Support the effort to fund east-west interstate (Trans-Continental Highway) and ensure that it passes through Cape Girardeau with an interchange at the intersection at Sprigg Street and Shawnee Parkway and at Shawnee Parkway and I-55.
- Policy-5.1.13: Master plan the proposed intersection of the Trans-Continental Highway and Shawnee Parkway to assure appropriate development concepts consistent with the City’s Comprehensive Plan recommendations.



- Policy-5.1.14: Research the frequency, location, and causes of road accidents and make necessary changes such as better signal coordination, installation of stop signals, possible realignment of streets etc.
- Policy-5.1.15: Identify specific development areas adjacent to prioritized infrastructure improvement areas and meet regularly with the State of Missouri Economic Development Department and the Missouri Department of Transportation to describe developments, identify the economic impact of the investments, and to plan for required infrastructure upgrades or realignments. Through the cooperative participation of these agencies and the City, seek funding appropriate to the size and needs of various projects throughout the City.
- Policy-5.1.16: Plan and implement an outer road system phased in coordination with City expansion. The outer road system will define City land areas for the next twenty years and increase connectivity to existing fragmented roads and off-set alignments.
- Policy-5.1.17: Assure that street and road names are consistent and do not change throughout the length of the alignment.

Objective 5.2

Expand or create as necessary utilities to serve the present and future needs of the City to insure the health and safety of its citizens.

- Policy-5.2.1: Expand existing and create new utility facilities (such as sewer and water treatment facilities, police and fire) to adequately serve the City's population. The capacity and location of these facilities are to be based on professional study and input.
- Policy-5.2.2: Ensure that water and sewer lines are well maintained and replaced or upgraded from time to time to ensure the health and safety of citizens.
- Policy-5.2.3: Require developers to provide underground electric lines by policy, regulation and incentives.
- Policy-5.2.4: Proposed developments outside the City utility and service jurisdictions are to be evaluated



according to the cost of infrastructure extensions, including those costs specifically attributable to investors' contribution to enhance or extend utility services and the benefit these improvements provide to the City. The assessment of costs associated with City utilities will include the costs associated with long-term maintenance of the facilities.

Objective 5.3

Encourage development that is pedestrian friendly, helps reduce strain on the City's utilities and is sensitive to the environment.

- Policy-5.3.1: Discourage low density developments (less than one (1) unit per acre) and "leapfrogging" development plats that add cost to utility development and other public services.
- Policy-5.3.2: Encourage implementation of low-impact development techniques explained in the Future Land Use Plan by adopting standards to reduce stormwater run-off.
- Policy-5.3.3: Provide and expand the City's park systems in accordance with the Land Use Plan
- Policy-5.3.6: Increase connectivity by integrating trail planning with streetscapes that create pedestrian and bike friendly environments that encourage hiking, biking, and walking trails as an alternative to vehicular modes of transportation. Refer Trail Location Plan CP-7 for possible trail locations.
- Policy-5.3.3: Plan for and facilitate a tax-funded organization such as Great Rivers Greenway in St. Louis that plans and implements a regional trail and greenway system that connects recreational area as well as employment locations and residential neighborhoods thus creating an alternative mode of transportation and reducing automobile dependency.
- Policy- 5.3.4: Expand the mass transit facility throughout the City and improve service by increasing hours of service to enable the population in need of mass transit to reach the areas of employment.
- Policy-5.3.5: Create signage standards to reflect the various commercial and residential areas within the City in accordance with the Land Use Plan. Minimize sign



variances and require any variance to be granted on hardship cases only.

- Policy-5.3.6: Create signage standards appropriate to the needs of various districts within the City, allowing for special or creative possibilities associated with the downtown business district, the various commercial districts, and the two corridor districts, William Street and Kingshighway.

Evaluation parameters

- Increased linear feet of new streets constructed and repaired
- Increased linear feet of sidewalks, hiking, biking, and walking trails
- Increase in number of visitors to town
- Increased number of new businesses
- Reduction in Unemployment
- Increase in number and location of parks
- Acceptable ratio of firemen and policemen to population
- Reduced Crime statistics
- Evaluate utility system capacities to population
- Reduction in carbon emissions

FUTURE GROWTH AND ANNEXATION

Goal-6

THE CITY OF CAPE GIRARDEAU WILL FORMULATE AN ANNEXATION STRATEGY TO INSURE PLANNED AND ENVIRONMENTALLY RESPONSIVE GROWTH OF THE CITY BY PROVIDING FOR ADEQUATE RESOURCES TO EXTEND AND ENHANCE INFRASTRUCTURE AND FACILITIES REQUIRED BY THE LAND USES IN THE ANNEXED AREA.

Objective 6.1

Expand City boundaries in such a way that does not impose any additional burden on the City and contributes to the economic growth and image building of the community.

- Policy-6.1.1: Develop an annexation plan addressing the provisions of infrastructure and the development of new growth areas in an environmentally responsive manner and in accordance with State of Missouri statutes.
- Policy-6.1.2: Ensure that any existing or future development that may be annexed complies with the City's



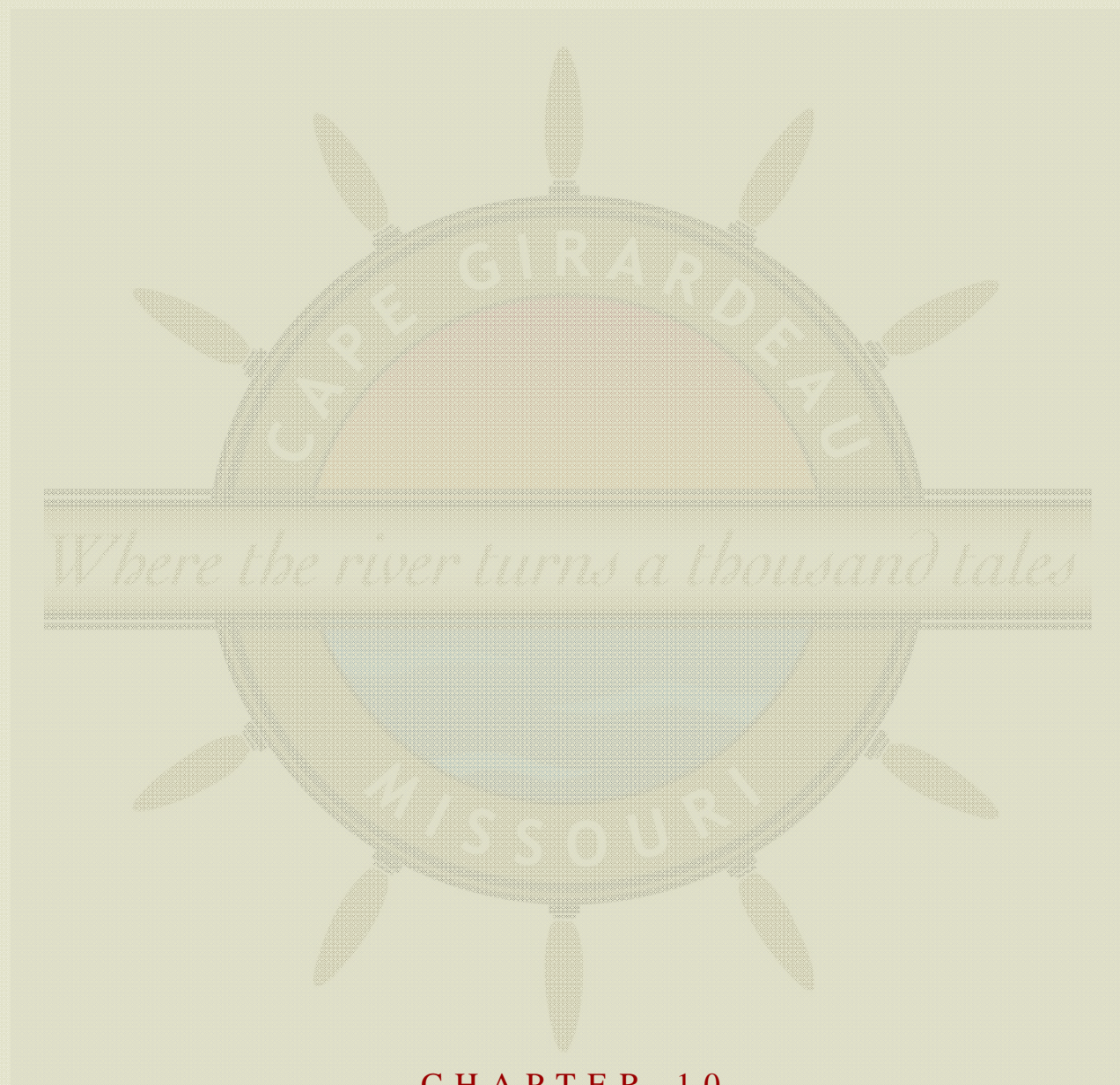
Zoning Code or is upgraded to the Code before it is annexed into the City.

- Policy-6.1.3: Formulate an annexation policy based upon future growth patterns, enhancement of public facilities and services, and suitability of land for development. Refrain from annexation patterns that create elongated boundaries and exaggerated City limit patterns.
- Policy-6.1.4: Concentrate public capital investments into areas that are contiguous with currently developed land and that are currently or can be easily served by utilities.
- Policy-6.1.5: Develop City Standards that ensure developers set aside land for future parks and trails as part of any new development.
- Policy-6.1.6: Require future development to provide easements for stormwater, right-of-way, utility improvements, and bicycle and pedestrian corridors as part of the Development Plan approval process.
- Policy-6.1.7: Create a program for the preservation of agricultural land and natural waterways and greenway areas for use as open space and recreational purposes. Acquire ownership and/or lease rights to said areas as well as the property designated as “Future Public Use Area” on the Future Land Use and Infrastructure Map CP-F when appropriate.
- Policy-6.1.8: Proposed development outside the City utility and services jurisdictions to bear all costs of infrastructure enhancement and extension of lines and facilities unless there is a significant and quantifiable public benefit to existing City services.

Evaluation parameters

- Tabulate acres of land annexed and evaluate the amount of land set aside for preservation and park land
- Evaluate population increase by age and income
- Evaluate increase in median household income
- Compare the number of new housing units
- Compare the linear feet of new utility lines
- Evaluate increase revenue to the City
- Determine the cost and benefit of new infrastructure

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



CHAPTER - 10

Implementation, Finance Strategies & Case studies



MARKET FACTORS

Market History

Cape Girardeau is a community defined by its history and its geographical position within the southeastern portion of the State of Missouri. When settled, the City relied on the Mississippi River as its primary source of infrastructure and connectivity to the outside world. Dependency on the river refocused to highway access and visibility and less importantly, railroad lines that provided alternative sources of contact and market communication. Initially the City market ring was served by Kingshighway (State Route 61) extending northward to St. Louis, Missouri and southward to Memphis, Tennessee. Interstate connectivity has historically been on a north/south axis for the City with limited connectivity eastward into the State of Illinois. Market access west of the City was limited to state and county road systems which remain the same today.

Recommendation: *Any presentation made by the City, including solicitation of funds for infrastructure or other State of Missouri and Federal resources will be enhanced by a discussion of the City's rich history and significant citizens that have crafted the character of the community. Historic figures have influenced the community over time ranging from Lewis and Clark to Civil War commanders, to modern, influential citizens.*

City's Strategic Location

The City's strategic location and close proximity to St. Louis and Memphis impacts its market trends and provides strength to the overall expanded market resources in that the market influence of Cape Girardeau overlaps both the St. Louis and Memphis market rings while attracting commercial investors to the City due to its immediate access to I-55. This duplicity of commercial development allows Cape Girardeau to develop its own, unique market characteristics while benefiting from national, commercial developers. Examples of duplicity include:

Steak and Shake	Talbot's
Applebee's	Pendleton Store
Cracker Barrel	Coldwater Creek
Lowe's	Outback Steak House
Wal-Mart	Sam's Club
Panera Bread Company	Kohl's



Over the years, the City has been sustained by its regional market and benefited by its proximity to St. Louis and Memphis. It is the regional market that has allowed the downtown district to flourish and remain substantially viable over time. Not until Interstate 55 was built and commercial development was drawn away from the downtown to Interstate 55, did the City realize the impact that infrastructure reconfiguration and market shifts would have on the original settlement area along the river.

Cape Girardeau has taken an aggressive role in attracting and cultivating corporations and institutions that clearly enhance its regional strength and go a long in the sustainability of the community's economic character. Examples of contributors to the City's overall economic strength include, but are not limited to:

- Southeast Missouri State University
- Saint Francis Medical Center
- Southeast Missouri Hospital
- Procter and Gamble
- Drury Industries
- Harts, Shaffner and Marx

Recommendations: *The City's strategic location along I-55 between St. Louis and Memphis is an important factor in attracting funding. Cape Girardeau's ability to sustain its economy beyond its local and regional draw translates into increased contribution to the State of Missouri economically. Seeking incentives and means to increase the City's market capacity is of importance statewide.*

PREPARING FOR REDEVELOPMENT

Infrastructure Intergovernmental Agreements

The most significant issue relating to the adjacency of the City of Jackson and Scott City is the need for Cape Girardeau to negotiate and enact intergovernmental agreements with these communities that provide support and cooperation for enhanced infrastructure and community redevelopment planning, and funding.

The Cities of Jackson and Scott City also play a role in future market growth for the City of Cape Girardeau. These cities, although much smaller than Cape Girardeau, do have an influence due to their strategic location adjacent to the existing Cape Girardeau City limits as follows:

The *City of Jackson* shares municipal boundaries with Cape Girardeau northwest of the City. A new interchange on I-55 is being constructed at this location, and when completed, Jackson will benefit from this major infrastructure investment equally with Cape Girardeau. Future economic planning, long term



maintenance of existing roads, streets, and highways, and the creation of economic growth in this area warrants an intergovernmental agreement with Jackson to assure all four quadrants of this important investment is cohesive, benefits both municipalities, and facilitates investment that fulfills economic expectations for the area. In addition to mutual finance strategies at this location, design guidelines, land use planning, zoning, and permitting are recommended as principal elements to be agreed upon in order to establish development standards for this location.

Scott City also shares municipal boundaries with Cape Girardeau to the south, adjacent to the Cape Girardeau Municipal Airport. This location is critical to future development options for Cape Girardeau and the physical as well as political influence exerted by this City on the planning and expansion of Cape Girardeau's economic opportunities in this area. Expansion of the airport, I-55 enhancements, and the marketing and development of industrial investments at this location will all be subject to Scott City boundary influence and acceptance of planned development activities.

"The Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is a six-year \$286.4 billion program in place at this time and scheduled for expiration September 30, 2009 or similar and future programs.

- \$228 billion for highway programs
- \$52 billion for transit programs
- \$6 billion for highway safety programs
- \$6 billion for highway safety programs

Recommendation: *I-55 enhancements desired for the future will be more attractive to federal funding sources with the cooperative participation of three municipalities soliciting funds for such highway improvements. The addition of an outer road system, enhanced intersections, realignment, and long term maintenance of this major corridor are all important aspects of this market resource. Cooperative planning and fund solicitation by the three communities create greater opportunities for each. This approach also reduces the risk of one community seeking and receiving funds for improvements that may negatively affect access or visibility for adjoining communities. Intergovernmental agreements may include:*

- Highway Configuration Realignment
- Interchange Configurations
- Outer Road Placement
- Local Road Enhancements or New Alignment
- Economic Development Planning
- Cooperative Sharing of Infrastructure Costs such as Stormwater Retention, Sanitary Sewers, Fiber-Optics, and other necessary services
- Acceptable Design Guidelines and Permitting Process to assure quality control and acceptable standards



CASE STUDY- **ESTABLISHMENT OF PARKS** **DISTRICT**

Great Rivers Greenway District

The Great Rivers Greenway District works collaboratively with a wide variety of municipalities, nonprofit organizations and private developers to connect existing public parks and recreational areas region-wide. Great Rivers Greenway is funded by a 1/10th of 1 cent sales tax. Great Rivers Greenway also is emerging as an inspirational model for comparable green space initiatives nationwide.

*Great Rivers Greenway is spearheading the development of **The River Ring**, an interconnected system of greenways, parks and trails that will encircle the St. Louis region, enhancing the quality of life for residents and visitors.*

Eventually, the River Ring will comprise a 600-mile web of more than 45 greenways that will crisscross the region and provide access to trail and greenway projects developed by the Metro East Park and Recreation District in Madison and St. Clair counties, Illinois.

Website Reference:
<http://www.greatrivers.info/default.aspx>, Accessed August 14, 2007

Establish a Multi-County Park District

The incorporation of Great Rivers Greenway (GRG) in the St. Louis region has outpaced any anticipated benefits this organization could have envisioned at its inception. This special taxing district, organized within the Statutes of the State of Missouri was established in November 2000 by the successful passage of the Clean Water, Safe Parks, and Community Trails Initiative (known as Proposition “C”) in St. Louis County, St. Louis City, and St. Charles County. The organization is funded by a 1/10th of 1 % sales tax and since 2002; GRG has implemented many projects across the district, often in partnership with municipalities, governmental and public agencies, as well as private and nonprofit organizations.

Half of the funds received from the sales tax allocation is divided on a pro rata basis between the contributing counties, with the remaining half of the allocation being used by GRG for the management of the district, planning and development of trails.

The influence of a multi-county district is related to participation of jurisdictions. The planning and construction of trails is founded in the organization’s structure, financial resources, and specific dedication to trails, parks, and infrastructure in general.

Recommendation: *It is recommended that the City of Cape Girardeau, working in association with adjacent counties both in Missouri and Illinois work with legislators to craft and pass legislation to set up a “park district” using the GRG model.*

Strategy:

Preparing for economic development includes making choices based on priorities agreed upon by the City; and setting up development and incentives tools that can facilitate investment in both the public and private sectors. Implementation is also enhanced by creating a support system formulated to attract politicians, new legislation, and other incentives that can create the platform for new investment. The following is a procedural outline that is intended to give guidance only. Ultimately, implementation is realized based on a market-driven, specifically studied, implementation plan and a finance strategy that is then executed by the City and its partners:



- City to prioritize economic development areas (in this document there are three areas that are specifically identified that are recommended as initial projects)
 1. William Street Enhancement,
 2. Kingshighway & William Street Redevelopment
 3. Residential Redevelopment south of William Street
- Upon establishing priorities, pull together a consulting team capable of defining specific market-driven concepts and finance strategies for the prioritized areas
- Consulting Team and City to work closely to determine exact planning for the designated areas. As the plan evolves, identify specific strategies for identifying and documenting funding resources available, as well as the names and contact information for agencies, politicians, and private funding sources applicable to the development areas
- Consulting Team and City to prioritize funding contacts and make presentations based on sound market-driven development concepts that can meet the test of finance parameters and long term sustainability
- Formalize agreements, pledges, and resources for funding
- Designate State of Missouri statutory tools, districts, locations pursuant to property need`

ECONOMIC DEVELOPMENT OPTIONS

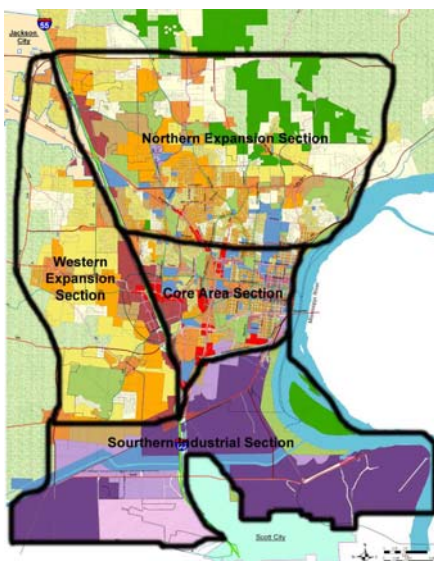
City “Sections”

“Sections” were defined within this document to bring focus to areas of the City related to their relationship to the I-55 and their market status within the City’s environs. The Sections (Refer Map 10.1) defined include:

- *Core Area Section – a Priority*
- *Southern Industrial Section (Commerce and Levee Section)*
- *Northern Expansion Section*
- *Western Expansion Section*

Recommendation: *The “Sections” described on Pages 8-44 to 8-56 provide a succinct and well defined description of constraints and opportunities throughout the City that translate into development options for the community. Seeking funding for projects, whether conventional financing, leveraged financing or*

Map-10.1: Quadrants of the City



Source: City of Cape Girardeau



incentives - requires focused parameters related to the location, use, market, and means of sustaining investment. The "Sections" defined make suggested development opportunities, based on potential lending sources that are achievable in the public and private marketplaces.

City "Districts"

It is the intent of this implementation strategy to create enhancement districts that allow for the planning and implementation of physical improvements that will stabilize and ultimately sustain the economy of the City and the value of private property.

"Districts" were analyzed within each "Sector" in order to specifically highlight certain areas of the City in need of redevelopment or some enhancement to the betterment of the overall community. The procedure for preparation of solicitation of funds within the "Districts" includes:

- Prepare schematic plans showing concepts for the proposed District
- Identify a consulting team to work with the City in the execution of the implementation plan and finance strategy pertinent to each "District"
- Preparation of a budget for staff and consultants to create all preliminary materials and develop a methodology for solicitation of funds
- Hire a Consulting Team that will become the City's partner in the planning, preparation of economic benefits, engineering, legal support, and presentation of material as needed to various funding sources
- Seek City Council authority to meet and discuss the proposed plans with top level representatives from the City of Jackson and Scott City pertinent only to those "Districts" containing municipal boundaries of these two Cities
- Seek City Council approval to discuss, negotiate, and formalize an intergovernmental agreement with these communities to seek financing for and construction of the improvements
- Seek City authority to meet with State and Federal Senators and Representatives regarding the proposed improvements and the economic impact and benefit of the Plan to the City of Cape Girardeau (Jackson and Scott City when appropriate)
- Prepare a time line and a schedule of contacts and meetings needed to receive federal funding for the project based on preliminary meetings with legislators
- Prepare documentation, attend meetings, and prepare specifically requested documentation needed to finalize funding requests and finalization of funding allocations



Within each “District” it is recommended that consideration be given to underground electrical lines, upgraded storm and water lines, and any other utility services at the time negotiations are proceeding so that these long lead budget items are accomplished at the time funding is received. The value created here is the consolidation and upgrade of utilities that anticipate existing and future usage needs of the City.

Negotiation terms to be considered and incorporated into the Plan include consideration being given to the following:

- Determine the exact location of existing infrastructure and existing conditions within the “Districts”
- Meet with various utility companies to discuss the proposed upgrades and future development plans
- Discuss and seek grants, participation, future planning needs with each utility company which can result in utility companies becoming stakeholders in the project and participating as needed to facilitate the project
- Seek utility contributions ranging from donation of land and easements for infrastructure enhancements to grants, bond financing, Clean Water Act allocations, and other resources
- Include discussions related to the use of innovative and environmentally sound designs, such as creative water retention concepts and the creation of greenways for the dual purpose of preservation of natural land and land for trail development
- It is recommended that any agreements with utility companies include a job training program for residents of Cape Girardeau in cooperation with Southeast Missouri State University (and the new Community College if established), including construction related training such as scheduling, field work, secretarial services as an example of job training scopes of work

Zoning and enhanced code enforcement strategies within the districts are recommended to be prepared and accompany the plan including the restriction of billboards and establishment of a sign code particularly designed specifically for each “District”. It is recommended that the sign code include provisions for banners, hanging flower pots, or other decorative elements that can add aesthetic, visual upgrade to the areas identified and define the “image” of Cape Girardeau.



It is proposed that the entire zoning ordinance be critiqued and consideration given to the uniqueness and economic benefit that the suggested “Districts” can bring to the City. Parking requirements, ingress and egress requirements, and design guidelines may be established as designed for the specific needs of each “District”:

- Set up a special task force to review the existing zoning ordinance including City staff members, consulting team, commercial property owners, MoDOT representation (highest level possible), and citizens at large
- Add/modify the zoning code to accommodate zero set backs and lot lines, deck parking, ingress and egress parameters, commercial corridor signage, landscaping, trails, trailhead location placement for greatest economic impact, and safe, attractive cross walks throughout each “District”

Within each “District” proposed in the plan, it is recommended that all buildings be inspected and recommendations made for the upgrade, redevelopment, or demolition of unsafe structures and those needed for infrastructure or purposes defined within the specific market driven needs of the “District”. The proposed inspection of property and subsequent decisions related to unsafe structures can benefit the future identification of land assembly for future development needs and enhanced infrastructure projects.

- City staff and Consulting Team to prepare an assessment of structures within the defined areas and an inventory of all physical conditions that may affect future development
- Inventory to include size of property, fee owner, tenancy, easements, mortgages, existing conditions on site such as structures, cisterns, out buildings, alleys, special landscaping conditions, historic trees and structures, special plantings, and any other encumbrances that may affect the future development of “Districts”

Understanding that the majority of property within the defined area is privately owned, the planning and scheduling of the “Districts” for redevelopment includes a recommendation that meetings with home and commercial owners be ongoing to discuss the concepts and to learn the needs of the owners in relation to the plan. Any strategy for redevelopment must include options and special consideration for the elderly, relocation services as required, façade and low interest loan programs, and other assistance necessary to facilitate the project and meet the needs of the



impacted properties. Any communication with the owners needs to make clear that it is not the intent of the plan to displace owners; all acquisition of easements and property is recommended to occur within the federal guidelines for these activities as established by the “Uniform Relocation Assistance and Real Estate Property Acquisition Policies Act of 1970, as Amended”. A brief explanation of this document follows at the end of this section.

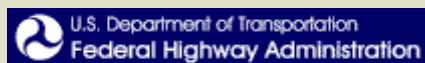
In summary, facilitation of the “District” plan needs to include:

- An intergovernmental agreement among the City of Jackson, Cape Girardeau and Scott City for those Districts that share municipal boundaries with these Cities
- Authority of the City of Cape Girardeau to negotiate and create agreements for development pursuant to plans specifically developed for the various “Districts”
- Representatives of the State of Missouri (both state and federal political representation)
- Missouri Department of Transportation and various State agencies providing grants, funding, and legislative support

Due to the complexity and forward thinking of the plan, the concepts may be presented as a model for redevelopment, urban renewal and economic development investment as well as a solicitation of federal funding for infrastructure improvements. The concept of a “model” plan separates the solicitation from all others by creating a unique approach to urban renewal, infrastructure upgrade and may qualify the plan for alternative sources of funding not applicable to typical development plans and road improvement plans. This comprehensive plan recommends the enhancement of those road projects recommended in the Future Infrastructure Plan (Chapter-7) of this document as a key element in the success of the City of Cape Girardeau for the next twenty years.

In summary, a well organized and market driven process for upgrade of federal and state roads in Cape Girardeau is recommended pursuant to this Comprehensive Plan at the time the various “Districts” are planned and implemented.

AN ACT...The Transportation Equity Act for the 21st Century



To provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by Federal and federally



assisted programs and to establish uniform and equitable land acquisition policies for Federal and federally assisted programs.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970".

One of the fundamental precepts of acquiring private property for public purposes is that an owner of private property must be paid just compensation as required by the Constitution of the United States. The fifth amendment of the Constitution provides that private property may not be taken for public purposes without the payment of just compensation.

The Constitution also requires the States to follow due process when they acquire privately owned property. On January 2, 1971, Public Law 91-646, the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," was signed into law. This law was amended in 1987 as part of the Surface Transportation and Uniform Relocation Assistance Act of that year and is commonly referred to as the "Uniform Act." The Uniform Act applies to all real property acquisitions for projects where Federal funds are involved. All agencies acquiring property with Federal funds must be familiar with the provisions of this Act as well as applicable State law. A Final Rule and Notice, issued March 2, 1989, promulgated these provisions.

Reference website: www.fhwa.dot.gov/legregs/legislat.html

Fifth Amendment – U. S. Constitution

"No person shall ... be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use without just compensation."

The Uniform Act defines what an acquiring agency must do to assure that property owners are receiving their constitutionally mandated reimbursement. Noncompliance with Federal law can result in ineligibility for reimbursement of project cost.

The Uniform Act contains three titles:

- Title I contains the general provisions of the law;
- Title II covers uniform relocation assistance;
- Title III concerns uniform real property acquisition.

Acquiring agencies are also subject to the laws and requirements of their State as well as any applicable local ordinances. State and local requirements must be followed but are not included within this guide.



DISTRICT FUNDING OPTIONS

Riverfront Development and Levee District

The “Riverfront Development and Levee District” area is defined by its frontage along the Mississippi River extending from Cape Rock Park southward to the Little River Levee District. Components of the proposed district include:

- Proposed Park Land at the river’s edge
- Existing SEMO Port Authority
- Trail connections and Levee Trail
- Proposed levee
- Marquette Island within Cape Girardeau County

Potential Partners Include:

- City of Cape Girardeau
- Parks District – if established
- Old Town Cape
- Existing Port Authority
- Existing Levee District(s)
- State of Missouri Conservation Department
- U.S. Fish and Wildlife

Recommendation: *It is recommended that the City work with consultants to prepare an Implementation Plan and Finance Strategy for this multi-faceted redevelopment proposal along the riverfront.*

Funding options for this recommendation include:

- Parks District Funds if enacted
- Chapter 246, Missouri Revised Statutes – Provision Relating to All Drainage and Levee Districts Section 246.271 Allows any county, City, town or village to construct and operate a county or municipal levee system to protect the roads, streets, and public facilities of the area and to protect the life, safety and property of residents. Any planning for levee districts should include an attorney experienced in the process. Other statutes relevant to levee districts, planning, construction, and maintenance include:
 - Chapter 245 – Levee Districts, Section 245.390
 - Chapter 245 – Levee Districts, Section 245.483



- Chapter 246 – Provisions Relating to All Drainage And Levee Districts, Section 246.271
- Chapter 245 – Provisions Relating to All Drainage and Levee Districts, Section 246.275

State funding for the ownership and maintenance of Marquette Island through

- the Missouri Conservation Department
- CDBG Program – Industrial Infrastructure Grant, 42 USC Paragraph 5301 et seq., 24 C.F.R. Part 570; and Missouri “Consolidated Plan” submitted to the U.S. Department of Housing and Urban Development. Eligible Areas including

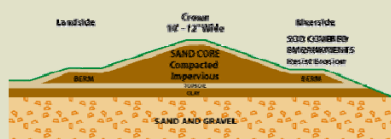
CASE STUDY- LEVEE DISTRICT AND INDUSTRIAL DEVELOPMENT

Earth City levee District, St. Louis County, Missouri

Located on the east shore of the Missouri, the 1,891-acre District is situated in St. Louis County, just 5 minutes west of Lambert-St. Louis International Airport and less than a mile west of the busiest major highway intersection in Missouri. Its strategic location is a major reason for the District's development success. The District is a political subdivision of the State of Missouri.

At the end of 2005, the District contained 450 businesses employing 22,800 with an annual payroll exceeding \$1 billion. The almost 240 properties in the District have over 18 million square feet of space with a market value of \$1.2 billion. The District is protected from flooding by a 500-year levee and supporting flood control system. The District's flood control system is considered to be one of the finest in the entire country. Supporting this claim is the fact that since 1972, four (4) major floods have tested the District's flood control system – including the record 1993 flood – with minimal damage that was quickly repaired.

Website Reference: <http://www.earthcityld.com/index.aspx>, Accessed August 14, 2007.



CASE STUDY- LEVEE DISTRICT AND PASSIVE RECREATION

Riverside Community Development- L-385 Levee Project, Missouri

L-385 is the first levee in Missouri to integrate a trail for walking and running atop the levee. The innovative Missouri Riverfront Trail is the product of a successful partnership between Platte County, the City of Riverside and the Riverside/ Quindaro Bend Levee District.

Website Reference: <http://www.riversidemo.com/development/leveeProject.cfm>, Accessed August 14, 2007.



cities under 50,000 in population or counties with populations under 200,000. Grant funds may be used for public streets, water for sewer lines, engineering and other public facilities necessary to support projects. A public entity must own the facility being developed.

- U.S. Fish and Wildlife
- Private Investment of Banks, insurance companies and other lending institutions

Downtown Commercial District

The “Downtown Commercial District” area is defined by the traditional urban fabric of the City, residential neighborhoods north and south of the downtown area and governmental facilities including Cape Girardeau City Hall. Components of the proposed district include:

- The existing downtown commercial district
- Aging, urban neighborhoods

Recommendation: it is recommended that the City, working in association with business owners and land owners prepare a mixed use master plan of the downtown area that is market driven and implemented within a specific schedule. The plan is to include recommendations for promoting the downtown and will be predicated upon the William Street enhancement project.

Potential Partners include:

- City of Cape Girardeau
- Existing downtown business district and building owners
- Chamber of Commerce
- Old Town Cape
- State legislators (representatives and senators)

Funding options for this recommendation include:

- The Community Development Block Grant Program (CDBG) offers grants to small Missouri communities to improve local facilities, address critical health and safety concerns, and develop a greater capacity for growth. Funds are only available to municipalities under 50,000 and counties under 200,000 in population. These funds are available through the Housing and Community

Special Requirements of the CDBG Program – Industrial Infrastructure Grant

The local government applicant must provide as much unrestricted resources as they have available

At least 51% of the new jobs to be created must be taken by persons considered “low to moderate income”

Because grant proceeds are used for the construction of public works, prevailing wages must be paid to the employees of the contractors



Development Act of 1974 (Public Law 93-383), as amended. CDBG is a pass through funding program from the US Department of Housing and Urban Development. (Note: the downtown redevelopment efforts may be served will by combing some residential redevelopment planning into the overall submittal, but this is not necessary.)

<http://go.missouridevelopment.org/cdbg>

CASE STUDY - DOWNTOWN REVITALIZATION PROJECT

City of Ozark, MO



The Missouri Department of Economic Development recently received a "Best Practice" award from HUD for their funding support of the City of Ozark, Missouri downtown revitalization.



Ozark, Missouri shared a similar fate with many cities during the later part of the past century. As urban sprawl led commercial development away from the downtown area, the central core of the city suffered. By the start of 2000, many of the downtown historic buildings were either vacant or at best underused. Plywood covered the windows of several decaying storefronts. Because of the poor condition of many of the buildings, the crumbling sidewalks, and the inadequate water and sewer service, businesses were reluctant to invest in the downtown area.

The decline began to turn around when business leaders formed the Ozark Main Street Program. Their goal was to return the once-blighted core of the community to the center of commercial enterprise and government it once was. In 2003 the City applied for, and received, a \$300,000 Community Development Block Grant through the Missouri Department of Economic Development. The City of Ozark provided over \$110,000 in funds and in-kind match.

Building owners and new investors realized the City's commitment to improvements in center city would support reinvestment in the area. They invested over \$300,000 in building renovation and other business improvements. This reinvestment has paid off by creating 68 new jobs in the downtown area. Most are service and retail jobs, with many professional jobs and owner-operated new businesses. Sixteen historic buildings have been restored, and nineteen new offices or retail shops are now open in the downtown area.

The downtown is a different place than it was just two years ago. Beautifully restored buildings sit behind the newly completed sidewalks and lighting. Water lines, sewer improvements and sidewalks have been completed in most of the downtown area. However, the Ozark downtown revitalization will continue. The City recently received another Community Development Block Grant to complete street and curb improvements, and for added lighting and landscaping. Plans are in place for renovation of more buildings, and more businesses and new jobs will soon appear in the downtown area.

Website Reference: <http://www.hud.gov/local/mo/news/2005-10-06.cfm>, Accessed august 14 2007



- Urban Redevelopment Corporation, Section 353.130 of the Missouri Revised Statutes provides for a redevelopment corporation to acquire property by gift, grant, lease, purchase, or otherwise to operate certain land areas pursuant to a redevelopment agreement with a municipality for a designated area.
- Tax Incremental Financing, Chapter 99 of the Missouri Revised Statutes provides for a portion of local property and sales taxes to assist funding the redevelopment of certain designated areas within a community. Areas eligible for TIF must contain property classified as “Blighted”, “Conservation”, or an “Economic Development” is or a combination of these categories.
- Sections 99.1080 to 99.1092 of the Missouri Revised Statutes provides for redevelopment of area classified as “blighted” or a “conservation area” not to exceed 10% of the entire geographic area of the municipality and must be

CASE STUDY- REUSE OF HISTORIC VACANT PROPERTY

Kennedy School, Northeast Portland



The Concordia neighborhood in the Northeast Portland had gone through hard times in the 1980s, and having a huge property like the school boarded up for the entire decade (Kennedy School) didn't help. The job of figuring out what to do with the school building fell to the Portland Development Commission. The development commission sent out a request for proposals. Eleven were received. Six called for housing. The remaining five ranged from turning the school into an office park to developing it as a fitness center.



The McMenamins' proposal was the only one that offered to finance the project without help from the city. McMenamins proposed turning the elementary school into a sort of brewpub resort. Multiple pubs now populate the property, as well as a movie theater, a restaurant, gift shop, meeting facilities, a soaking pool, and 38 guest rooms.



In lieu of paying for the property, McMenamins forgoes rents and fees, allowing neighborhood associations, local nonprofits, and community group's free access to the meeting rooms. The property also includes a 10,000-square-foot community garden operated by the local parks department. The proposal was very sensitive and supportive of being an integral part of the neighborhood. One morning in 1997, the McMenamins rang the school bell, announcing to the neighborhood that the Kennedy School was back and that neighbors were welcome to visit. That was just the start of a renewed sense of optimism for the neighborhood.

Website Reference: <http://www.mcmenamins.com/index.php>, Accessed august 14 2007



In order to qualify for some funding, cities must be designated as:

“Distressed Communities” defined by Census Block Groups

Cape Girardeau Census Block Groups follows:

Tract:

980800 – Group 1
980800 – Group 2
980800 – Group 4
980900 – Group 1
981000 – Group 1
981000 – Group 3
981400 – Group 1
981400 – Group 4

Median Income:

980800 - \$20,341
980800 - \$12,137
980800 - \$20,559
980900 - \$18,125
981000 - \$14,508
981000 - \$19,744
981400 - \$15,972
981400 - \$12,857

located within a “central business district”. At least 50% of the buildings in the district must be 35 years old or older. The municipality must have a population of 200,000 or less and a median household income of sixty-two thousand dollars or less. A portion of the new state and local taxes created by the redevelopment project can be diverted to fund eligible public infrastructure and related costs for a period of up to 25 years. The local match must be 50% of the newly generated local sales taxes.

- Private Investment of Banks, insurance companies and other lending institutions

William Street Corridor Enhancement District

The “William Street Corridor Enhancement District” is defined by a linear corridor extending from west of I-55 eastward to the Mississippi River. The significance of this corridor includes its access at I-55, one of few direct routes to the downtown commercial area. Components of the proposed district include:

- Corridor concept enhancement west of I-55
- Corridor concept enhancement east of I-55

Recommendations: It is recommended that this project become the first implementation project in the City. The proposed project will consist of master planning the entire William Street alignment from I-55 eastward to the downtown business area. The master planning process is to include the following activities in order to facilitate funding for the project:

- *Preparation of land ownership, size of property, condition of property, use of property, owner occupied vs. rental property, on a parcel by parcel basis throughout the entire alignment*
- *Evaluation of those parcels along the alignment that may be acquired for use as park like settings for water retention and other landscaped features designed to “soften” the appearance of the street*
- *Land Use analysis related to alignment changes, residential, commercial uses, and parcels suitable for acquisition related to road enhancements and the impact land uses changes will have on land values*
- *Identifications of those locations that may be suitable for public parking and other amenities that encourage*



development investment consistent with the overall market value of the corridor

- Branding and other signage design guidelines that add to the William Street experience, taking into consideration the length of the corridor and its multi-developmental options
- Recommendations for development options including commercial, residential, and institutional investment and the impact William Street has on the Downtown Commercial District

Potential Partners Include:

- City Cape Girardeau
- MoDOT
- Business Stakeholders along the Corridor
- Chamber of Commerce
- Downtown Commercial District
- Old Town Cape
- Legislators, State and Federal

Funding options for this recommendation include:

Upon completion of the master plan for the corridor, meetings are scheduled for presentation of the concepts and a schedule to be established for the commencement of the project. Emphasis placed on the presentation includes:

- The History of Market Growth in Cape Girardeau
- Market Changes Occurring within the City
- Existing Infrastructure Configurations
- The Importance of the William Street Corridor to the Long Term Sustainability of the City
- Specific Infrastructure Alignment Changes Being Proposed
- Job Creation, New Development Investment, Preservation of Existing Investment, including downtown

Recommendations for state and federal funding include:

- “The Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is a six-year \$286.4 billion program in place at this time and scheduled for expiration September 30, 2009 or similar and future programs
- Small Business Incubator Tax Credit Program, Section 620.495 of the Missouri Revised Statutes proposed to

Neighborhood Preservation Act:

Funding Limits:

New Residences in Eligible Areas – 15% of eligible costs, not to exceed \$25,000 per residence

New Residences in Qualifying Areas – 15% Of eligible costs, not to exceed \$40,000 per residence

Substantial Rehab in Eligible Areas – 25% of costs not to exceed \$25,000 per residence

Non-substantial Rehab in Qualifying Areas – 25% of costs not to exceed \$25,000 per residence

Substantial Rehab in Qualifying Areas – 35% of costs not to exceed \$70,000 per residence



generate private funds to be used to establish a “protective business environment” (incubator) in which a number of small businesses can collectively operate, fostering growth and development during business start up. The overall maximum amount of tax credits in one calendar year is \$500,000. Tax credits are sellable and carry forward for 5 years.

- Missouri Quality Jobs Program, Section 620.1875 to 620.1900 of the Missouri Revised Statutes proposed to facilitate new quality jobs by targeted business projects. To qualify the average wage of the new job being generated must equal or exceed the county average wage * and the company must offer health insurance and pay at least 50% of the premium. To qualify, the company must create a minimum number of new jobs at the project facility prior to the “deadline” date, based on the type of project being developed. * Cape Girardeau County Average Annual Wage: \$30,444.
- Rebuilding Communities Tax Credit Program, Section 135.535 of the Missouri Revised Statutes proposed to stimulate business activity in “distressed communities” of which Cape Girardeau will qualify, by providing tax credits to eligible businesses that locate, relocate, or expand their business within a distressed community.
- Neighborhood Preservation Act, Section 135.475 to 135.487 of the Missouri Revised Statutes providing incentive for the rehabilitation or construction of owner-occupied homes. The program provides state tax credits to homeowners who rehabilitate their property or to developers constructing new homes for owner occupancy.

(Note: the downtown redevelopment efforts may be served well by combing some residential redevelopment planning into the overall submittal, but this is not necessary.)

<http://go.missouridevelopment.org/cdbg>

- Neighborhood Assistance Program, contained with Section 135 of the Missouri Revised Statutes is administered by the Missouri Department of Economic Development and was created to assist endangered communities and their residents in the improvement of their quality of life.



CASE STUDY: CORRIDOR MIXED USE

4th Street olympia, WA

Olympia passed a high-density corridor ordinance in 1994 to focus growth. The ordinance concentrates growth and encourages mixed-use development along commercial corridors. Evolution of a Corridor as the project is called was a public relations and involvement campaign to educate local neighborhoods about high-density development along corridors. The central piece for the project was a large six-fold, glossy map of the State and 4th Street area. The key theme was an “evolution of a corridor from auto-oriented arterial to high-density residential corridors.” The map indicated potential focus areas by name and provided a short narrative of the type of mixed-use high-density development that could take place in each area with a before and after sketch. Evolution of a Corridor describes the master plan as the key step in high-density residential corridor development. It suggests that, while a master plan should be developed for the entire corridor, it should focus on areas with the best chance for success. Aspects such as location, parcel size, adjacent land uses, targeted densities, street improvements, public incentives, parking, open space, and phasing of the plan for capital improvements are all necessary components of a master plan for a corridor. The brochure describes the steps to create a master plan for a mixed-use corridor.

Planning Policies and Directives

Focused growth efforts encouraged market-rate housing in the downtown area and mixed-use development along corridors. Olympia planners cite activities such as lobbying for incentives, implementing code changes, and removing barriers as critical to promoting development. Most developers combined tax abatements with low interest loans, façade renovation funds, and affordable housing funds earmarked for downtown development.

Lessons learned:

- *New approaches must be implemented incrementally over time as the market evolves. Implementing elements of a design code will continue to change development patterns. Wholesale transformation is incremental and takes time.*
- *Planners need to understand and remove barriers to redevelopment in order to provide meaningful and targeted incentives to attract mixed-use development.*
- *A public relations program is crucial if examples of attractive high-density development are either not well known or understood by the general public.*
- *It is important for planners to discuss the myths about high-density development when confronting an unwilling public. Visual tools for explaining planning concepts can change perception by providing people with positive images that show the many design alternatives for high-density development.*

Website Reference: <http://spokaneplanning.org/Documents/v2/other/Mixeduse.pdf>,
Accessed August 14, 2007



A qualifying nonprofit organization or business can be granted assistance to administer a community or neighborhood project if the community or neighborhood itself does not have the ability or resources to deal with the factors challenging its existence as viable and stable.

- Private Investment of Banks, insurance companies and other lending institutions

Kingshighway Corridor Enhancement District

The “Kingshighway Corridor Enhancement District” is defined by a linear corridor extending from its southern intersection with I-55 just north of airport to its northern intersection with I-55 at Center Junction. The significance of this corridor includes its historic significance as an original traffic corridor within the City and the amount of commercial development that has occurred due to the prominence of this corridor over time. Components of the proposed district include:

- Corridor concept enhancement

Recommendation: Similar to the William Street Enhancement recommendations, this corridor is in need of alignment changes, landscaping, lighting, branding, and access management in order to create greater value for existing and future businesses.

Potential Partners:

- The City of Cape Girardeau
- MoDOT
- Businesses and other Stakeholders
- Chamber of Commerce
- State and Federal Legislators

Funding options for this recommendation include:

Upon completion of the master plan for the corridor, meetings are scheduled for presentation of the concepts and a schedule to be established for the commencement of the project. Emphasis placed on the presentation includes:

- The History of Market Growth in Cape Girardeau
- Market Changes Occurring within the City
- Existing Infrastructure Configurations
- Specific Infrastructure Alignment Changes Being Proposed



CASE STUDY- BIG BOX REUSE

Abandoned Wal-Mart converted to Medical Centre Mt. Sterling, KY



The Central Kentucky Comprehensive Medical Center resides in a renovated Wal-Mart. It is privately owned by a group of 4 doctors, who funded the \$4 million dollar renovation in order to create this giant medical complex. The building offers 44,000 square feet of space. It now houses a cardiovascular center, chiropractic suite, wellness center and physical-therapy center complete with a small pool and an indoor walking track.

The building currently houses 88 exam rooms, space for a 24-hour urgent-care center, a laboratory, two suites for minor surgical procedures and an imaging center soon to be outfitted with MRI, X-ray and CAT scan equipment.

Abandoned K-Mart converted to HeadStart Child and Family Development Program Hastings, NE



The old HeadStart building was lost to bad weather, the high winds and rains of the midwestern plains. There were several options available for the new location, and plans were even sketched out for building a new HeadStart from the ground up. In the end, the old K-Mart won out, and the reasoning was similar to that of most renovated big box projects: cost efficiency, the pre-built parking lot, and location, location, location. Superstores generally are placed in areas where the roads lead from all over-- especially in rural areas where the original superstore may have served an area of several towns or counties. This K-Mart was no different, and several major roads lead there easily. The purchasing of the building went smoothly, although it took a long time. In this case, there were several parties at work: one party owned the land, the building was owned by another, and K-Mart leased from the building owner. This is often the case with big box buildings, and as the people at the HeadStart shared, the more parties that are involved, the longer it can take to seal the deal. The building was empty for 10 years, and the sale was complete in March of 2001. Renovation took 6-9 months, and the doors were opened for school in September of 2001.

Website Reference: <http://www.bigboxreuse.com/>, Accessed August 14, 2007(The website has many other case studies for big box reuse)

- The Importance of the Kingshighway Street Corridor to the Long Term Sustainability of the City
- Job Creation, New Development Investment, Preservation of Existing Investment, including downtown



Recommendations for state and federal funding include:

- “The Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is a six-year \$286.4 billion program in place at this time and scheduled for expiration September 30, 2009 or similar and future programs
- Small Business Incubator Tax Credit Program, Section 620.495 of the Missouri Revised Statutes proposed to generate private funds to be used to establish a “protective business environment” (incubator) in which a number of small businesses can collectively operate, fostering growth and development during business start up. The overall maximum amount of tax credits in one calendar year is \$500,000. Tax credits are sellable and carry forward for 5 years.
- Missouri Quality Jobs Program, Section 620.1875 to 620.1900 of the Missouri Revised Statutes proposed to facilitate new quality jobs by targeted business projects. To qualify the average wage of the new job being generated must equal or exceed the county average wage * and the company must offer health insurance and pay at least 50% of the premium. To qualify, the company must create a minimum number of new jobs at the project facility prior to the “deadline” date, based on the type of project being developed. * Cape Girardeau County Average Annual Wage: \$ \$30,444.
- Private Investment of Banks, insurance companies and other lending institutions

William Street Commercial Redevelopment District

The “William Street Commercial Redevelopment District” is defined by the intersection of William Street and Kingshighway. Development in this area is dated and design obsolete. The area is composed of approximately 200 acres of land suitable for master planning and redevelopment. Along with the enhancement of William Street corridor, this project is considered the most important investment the City can make to effect real change in the economic stability of the core area of the community. Components of the proposed district include:

- Mixed Use Redevelopment



- Possible location of a new Community College
- Location of office and medical buildings

Recommendation: *Prepare a master plan of the defined area, including alternative uses that include an office park, medical research and doctors' buildings. Prepare a master plan of the defined area including the location of a Community College, office buildings, multi-family housing, and other retail and commercial investment to supplement market conditions and in support of the development of a Community College.*

Although funding recommendations are being suggested below, this project is critical to the City's long term economic well being and it is above all recommended that a master plan be prepared and presented to State and Federal representatives so that funding resources can be "designed" to facilitate immediate redevelopment of this proposed district.

In order to qualify for some funding, cities must be designated as:

"Distressed Communities" defined by Census Block Groups

Cape Girardeau Census Block Groups follows:

Tract:

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 980900 - \$18,125
 981000 - \$14,508
 981000 - \$19,744
 981400 - \$15,972
 981400 - \$12,857

Potential Partners:

- City of Cape Girardeau
- Old Town Cape
- State Representatives
- Southeast Missouri Hospital
- St. Francis Hospital
- Southeast Missouri State University
- Business Owners and other Stakeholders

Funding options for this recommendation include:

- The Community Development Block Grant Program (CDBG) offers grants to small Missouri communities to improve local facilities, address critical health and safety concerns, and develop a greater capacity for growth. Funds are only available to municipalities under 50,000 and counties under 200,000 in population. These funds are available through the Housing and Community Development Act of 1974 (Public Law 93-383), as amended. CDBG is a pass through funding program from the US Department of Housing and Urban Development.

(Note: the downtown redevelopment efforts may be served will by combining some residential redevelopment planning into the overall submittal, but this is not necessary.) <http://go.missouridevelopment.org/cdbg>



CASE STUDY- LIFE-STYLE CENTER

Birkdale Village Huntersville, NC



Envisioned as a village-style town center serving the northern portion of Mecklenburg County, a rapidly growing suburb of Charlotte, North Carolina, Birkdale Village is a highly efficient, planned, 52-acre (21-hectare), pedestrian-oriented mixed-use community containing 287,000 square feet (26,662 square meters) of office and retail space and 320 apartments, 81 percent of which are located above retail space. The Main Street project features angled and parallel parking, attractive open spaces, and a traditional street grid system with residential and mixed-use buildings oriented toward the project's interior and parking decks located behind the buildings. The project's pedestrian connections and scale add to the center's urban feel.

Birkdale Village was financed as a 50/50 joint venture between Wachovia Bank and Bank of America, and was substantially completed in September 2002 without the use of any public funds or investment tax credits. In order for Crosland to secure the financing arrangement, both Crosland and Pappas provided substantial guarantees. Given the faltering office and apartment markets, market timing was a constant concern throughout the phased development process. Yet the project's unique mix of retail, residential, and office space in the suburban environment enabled Birkdale Village to achieve rents that are significantly above market averages.

The importance of national retailers to Birkdale Village should not be understated. While their involvement resulted in the higher costs associated with more tenant improvements, it also reassured lenders that the project would succeed. The national retailers signed longer leases and allowed the developers to charge increased rents—a \$5 to \$8 per square foot (\$54 to \$86 per square meter) premium.

Website Reference: <http://casestudies.uli.org/ULIDCS/CSFrameset.aspx?i=C034002>, Accessed August 15, 2007

- Industrial Development Bonds, Section 100.010 to 100.200 of the Missouri Revised Statutes allowing cities or counties to purchase or construct certain types of projects with bond proceeds and to lease or sell the project to a company (ies).
- Revenue Bonds: An industrial development “revenue” bond does not require a public vote and does not have the



general credit of the City as a guarantee. Since revenue bonds are “pass through” they have the following benefits:

- a. The interest received by the bondholders may be exempt from federal and state income taxes, if the project is eligible
 - b. Real estate or other assets may be exempt from some or all property taxes if structured as a lease to the company
 - c. The company may desire an “off-balance sheet” lease structure, with the City owning the facility. The lease could be structure as an “operating” lease under generally accepted accounting standards
 - d. If the City owns the facility and purchases the building materials, the building materials would be exempt from state and local sales taxes
- General Obligation Bonds: A general obligation Chapter 100 industrial Development Bond requires a 2/3 public voter approval since it will have the credit of the City as a guarantee on the bonds. The 4/7 vote on municipal general obligation bonds does not apply. The benefit of the General Obligation Bonds is that the bonds are marketable, whether or not the company’s credit is good. Even if the company’s credit is good General Obligation bonds typically will have a somewhat lower interest rate.
 - Chapter 353 – Tax Abatement, Chapter 353 of the Missouri Revised Statutes, provides for tax abatement for a period of twenty five (25) years which commences at the time the “urban redevelopment Corporation” takes title to the property. During the first ten (10) years the property is not subject to real property taxes except in the amount of real property taxes assessed on the land, exclusive of improvements. During the next fifteen (15) years, the real property may be assessed up to 50% of it true value. Payments in lieu of taxes may be imposed on the urban redevelopment corporation by contract with the City. These payments are submitted on an annual basis to replace all or part of the real estate taxes, which are abated. Tax abatement is only extended to real property that has been found to be “blighted” by the City
 - Tax Incremental Financing (TIF), Chapter 99 of the Missouri Revised Statutes provides for a portion of local property and sales taxes to assist funding the

Definition of Blighting

“That portion of the City within which the legislative authority of such City determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, have become economic and social liabilities, and such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.”

353.020 (2), RSMo.



redevelopment of certain designated areas within a community. Areas eligible for TIF must contain property classified as “Blighted”, “Conservation”, or an “Economic Development” is or a combination of these categories

Kingshighway Commercial Redevelopment District

The “Kingshighway Commercial Redevelopment District” is defined by the intersection of William Street and Kingshighway in the northwest and southwest quadrants. The area includes aging commercial development, confusing infrastructure configurations, and areas of unsafe driving conditions. Components of the proposed district include:

- Mixed Use Redevelopment

Recommendation: *Master plan the defined area to include a program that includes all existing property owners and businesses. The master plan is to defined stages redevelopment initiatives, work with MoDOT to redesign access, set design guidelines for the area, establish an enforcement of design guidelines procedure, establish branding parameters and a signage guidelines that identify the district and add value to the property.*

Potential Partners:

- City of Cape Girardeau
- Existing Businesses and other Stakeholders
- State Legislators
- Chamber of Commerce

Funding options for this recommendation include:

- Tax Incremental Financing (TIF), Chapter 99 of the Missouri Revised Statutes provides for a portion of local property and sales taxes to assist funding the redevelopment of certain designated areas within a community. Areas eligible for TIF must contain property classified as “Blighted”, “Conservation”, or an “Economic Development” are or a combination of these categories.
- The Community Development Block Grant Program (CDBG) offers grants to small Missouri communities to improve local facilities, address critical health and safety concerns, and develop a greater capacity for growth. Funds are only available to municipalities under 50,000 and



CASE STUDY- MIXED USE DEVELOPMENT

Redmond, WA



Redmond is characterized by auto-oriented strip development except for a central core of three blocks. In 1981, the city recognized the City Center neighborhood in downtown and began planning for the 13 sub-areas of the City Center neighborhood. Public involvement helped determine that the one of the sub-area would become a regional shopping center with mixed-use character. These sub-area zones outline uses and design standards for different areas of the central city including such zones as “mixed-use retail” and “mixed-use office.” These sub-area plans were adopted as amendments to the comprehensive plan and zoning ordinance and were used to guide the master planning process.

The political and social landscape shaped the mixed use center, which was originally planned as a regional shopping center. Open space was a central concern of some citizens when the proposed shopping center was being discussed. This mixed-use center provides a good example of how a city can use such development to create a new urban focus for its downtown.

The process shows how regional planning encourages master planning for both focused development and mixed-use. From the developer’s perspective, implementation of a master plan process requires attracting uses for the development. The task of attracting tenants was actually eased when the city adopted the design code as part of their land use requirements. City requirements were useful in convincing potential tenants to abide by the design and landscaping requirements of the master plan. In addition, the flexibility of uses made the programming and leasing much easier.

Lessons learned

Redmond is an example of a complex, multi-phase project that faced a lengthy approval process. Some lessons learned are

- *Encouraging mixed-use development often means shortening the time frame for approval of plans.*
- *“Mixed-use development requires cities to work with experienced developers*
- *“Public-private partnerships for mixed-use development require a shared vision, good communication, and trust by both parties.*
- *“Vertical mixed-use is often preferred, but it is important to keep an open mind about the advantages of horizontal mixed-use.*
- *“From a developer’s perspective, retail development is the key to functional and physical integration because it provides a strong pedestrian element.*

Website Reference: <http://spokaneplanning.org/Documents/v2/other/Mixeduse.pdf>, Accessed August 14, 2007



counties under 200,000 in population. These funds are available through the Housing and Community Development Act of 1974 (Public Law 93-383), as amended. CDBG is a pass through funding program from the US Department of Housing and Urban Development¹. The downtown redevelopment efforts may be served will by combing some residential redevelopment planning into the overall submittal, but this is not necessary.

Southern Community Development Corporation District

The “Southern Community Development Corporation District” is defined by aging residential neighborhoods, juxtaposition to new infrastructure, governmental and institutional investment. This district is adjacent to the downtown area. Components of the proposed district include:

- Neighborhood redevelopment
- Infrastructure enhancements of local roads
- Development of a Community Center
- Development of a Minor League Ball Park Facility

Potential Partners:

- City of Cape Girardeau
- Old Town Cape
- Neighborhood Support and Endorsement for Change
- Community Development Corporation, if established
- State Legislators
- MoDOT
- Business Community
- Local Banks

Funding options for this recommendation include:

- Tax Incremental Financing (TIF), Chapter 99 of the Missouri Revised Statutes provides for a portion of local property and sales taxes to assist funding the redevelopment of certain designated areas within a community. Areas eligible for TIF must contain property classified as “Blighted”, “Conservation”, or an “Economic Development” are or a combination of these categories.

¹ Available at <http://go.missouridevelopment.org/cdbg>, Accessed on November 01,2007



There are currently over 22 million small businesses in America - and the number is growing rapidly, with over 800,000 started last year alone. In fact, small business accounts for 99% of all U.S. businesses. It employs 53% of the private work force and contributes over half of the nation's private gross domestic product. Strengthening small business strengthens the economy.... Businesses with less than 10 employees pay 31% of indirect taxes, and account for 28% of both value added to the state economy and wages and benefits (excluding income tax)

Source:

http://www.louisvillesmallbiz.org/index.php?option=com_content&task=view&id=57&Itemid=40, Accessed August 15 2007

- Missouri Quality Jobs Program, Section 620.1875 to 620.1900 of the Missouri Revised Statutes proposed to facilitate new quality jobs by targeted business projects. To qualify the average wage of the new job being generated must equal or exceed the county average wage * and the company must offer health insurance and pay at least 50% of the premium. To qualify, the company must create a minimum number of new jobs at the project facility prior to the “deadline” date, based on the type of project being developed. * Cape Girardeau County Average Annual Wage: \$ \$30,444.
- The Community Development Block Grant Program (CDBG) offers grants to small Missouri communities to improve local facilities, address critical health and safety concerns, and develop a greater capacity for growth. Funds are only available to municipalities under 50,000 and counties under 200,000 in population. These funds are available through the Housing and Community Development Act of 1974 (Public Law 93-383), as amended. CDBG is a pass through funding program from the US Department of Housing and Urban Development. (Note: the downtown redevelopment efforts may be served will by combing some residential redevelopment planning into the overall submittal, but this is not necessary.)
<http://go.missouridevelopment.org/cdbg>
- Small Business Incubator Tax Credit Program, Section 620.495 of the Missouri Revised Statutes proposed to generate private funds to be used to establish a “protective business environment” (incubator) in which a number of small businesses can collectively operate, fostering growth and development during business start up. The overall maximum amount of tax credits in one calendar year is \$500,000. Tax credits are sellable and carry forward for 5 years.
- Neighborhood Assistance Program, contained with Section 135 of the Missouri Revised Statutes is administered by the Missouri Department of Economic Development and was created to assist endangered communities and their residents in the improvement of their quality of life. A qualifying nonprofit organization or business can be granted assistance to administer a community or neighborhood project if the community or neighborhood itself does not have the ability or resources to deal with the factors challenging its existence as viable and stable.
- Private Investment of Banks, insurance companies and other lending institutions



CASE STUDY- AFFORDABLE HISTORIC HOUSING



Grand Deluxe Apartments, Grafton Hill neighborhood, Dayton, OH

North Dayton's Grafton Hill neighborhood originally developed in the late 1800s as a residential area, but by the mid-1920's it also contained larger and commercial buildings. Among them was the Miller Commercial Block, a four-story structure that featured a lavish terra cotta façade and that later became known as the Salem Grand Building in recognition of the two avenues at whose corner it stood. Next door (on the Grand Avenue side) was the Grand Deluxe Apartments, a three-and-a-half-story Classical Revival style building with a U-shaped plan and an elegant portico connecting its two wings. Both blended well with the surrounding late 19th- and early 20th-century residential and institutional buildings.

In 2000 the City of Dayton and the St. Mary's Development Corporation, which was experienced in using the federal rehabilitation tax credit in affordable housing projects in historic areas, chose the Miller-Valentine Group and its affiliate, MV Communities, to begin work on creating the Grand Place Apartments. They created a 70-apartment, high-quality, affordable housing property for seniors. Both buildings were in an advanced state of disrepair due to damage from fire, water and exposure to the elements for more than a decade.

The project sponsors also had to combine a number of sources of funding. The largest pieces of the \$10 million came from the City of Dayton (\$3.5 million) and National City Bank (\$5.05 million), but money also came from the Federal Home Loan Bank (\$952,000), the Ohio Department of Development (\$300,000), and County Corp Housing Trust (300,000). The financing also utilized Historic Rehabilitation Tax Credits and Low Income Housing Tax Credits.

The project has been a key force in neighborhood revitalization, spurring almost \$65 million in total investment in the Grafton Hill neighborhood over a 5-year period. This project won an Ohio Historic Preservation Office Award in 2002 for outstanding contributions to historic preservation.

Website Reference:

http://www.nationaltrust.org/housing/casestudy_OH_Grand_Place.html, Accessed August 14, 2007

Cape Rock Area District

The "Cape Rock Area District" is defined by aging residential neighborhoods, open land ready for master planning and



CASE STUDY- AFFORDABLE AND SUSTAINABLE HOUSING

Nyland Cohousing Community, Lafayette, CO



A cohousing community is a small-scale neighborhood developments are designed, planned, and managed with a high degree of resident participation. The Nyland Cohousing Community was started in 1990 by a small group of Boulder-area residents who subsequently formed the Colorado Cohousing Development Company to undertake the project. The resident-owned company hired the Wonderland Hill Development Company, a medium-sized local company with a well-established reputation for high-quality design and sustainable development practices, to serve as project manager. Completed in 1993, Nyland was the first cohousing community in Colorado, and it is the largest cohousing community built in the United States to date (43 Acres). Legally, the corporation established by the resident group was the developer of the project.

To keep prices as affordable as possible, three basic models were designed and future residents were allowed to choose from an extensive list of options to customize their homes. Options included covered porches, decks, windows, skylights, and finished basements and upper levels as well as two packages: one for energy conservation and one for indoor air quality. Two homes were custom built by their owners; covenants required the use of similar siding, roofing, roof pitch, windows, and trim details.

The community is clustered on approximately 12 acres near the center of the property. About 11 acres was dedicated to the city as public open space, exempting the community from paying a park acquisition fee during the approval process, and the community holds the rest of the property as permanent open space and agricultural land.

The community decided to build one unit per acre, the maximum number permitted by zoning. There are 21 residential buildings, including six single-family detached houses, nine duplexes, and six triplexes. Units are staggered for architectural interest and to provide for light and unobstructed views. A 600-square-foot greenhouse is located in the common open space, and a barn workshop facility is located near the visitor parking area. The architectural style for all buildings is based on that of older houses and barns found in the surrounding area. A 600-square-foot community garden provides small plots for household use. The community's permanent open space is being restored to native highland prairie. Energy efficiency was a high priority; the goal was to create houses that would use half the energy of a conventional new home. The community also received assistance from the state energy office, the Environmental Protection Agency, and the local utility company, which used the community to showcase its Ideal Energy Home program

Website Reference: <http://casestudies.uli.org/ULIDCS/CSFrameset.aspx?i=C027004>, Accessed August 14, 2007



development, and Cape Rock Park, overlooking the Mississippi River. Components of the proposed district include:

- Neighborhood Redevelopment
- Master planning undeveloped land
- Master planning estate type housing
- Park enhancements

This comprehensive plan looks at planning over a twenty year period and in doing so this subject area was identified as a potentially declining area. The existing neighborhood near the downtown business districts is showing signs of deterioration, therefore it is recommended that the City prepare a long-term master plan for this area in order to react to changes and to identify opportunities for rehabilitation, use changes, and other possibilities that may arise from time to time affecting this district.

It has been recommended that a regional park district be established. Should such an entity be created, it is further recommended that the agency plan and construct improvements to Cape Rock Park that assures its historic integrity and beauty.

University Campus Expansion District

The “University Campus Expansion District” is defined by the area around the existing Southeast Missouri State University campus and the potential needs of the campus related to expansion over the next twenty years. An alternative to expansion into surrounding neighborhoods is the identification of additional land elsewhere, this concepts assumes expansion will be necessary around the existing campus boundaries. Components of the proposed district include:

- Broadway enhancement
- Identification of possible locations for campus expansion and student housing

In looking at the City of Cape Girardeau over a twenty year period, it is difficult to consider the urban fabric of the City without considering the long term impact urban change may have upon the existing campus of the university. This document does not recommended any specific changes other than the long term planning around the boundaries of the existing campus to assure growth potential and a safe environment for students and facility. It is assumed within this document the university is aware of its



potential need to expand the campus and that adjacent land is being assembly, for instance, that will allow for that growth.

Conservation Overlay District

The “Conservation Overlay District” is defined by the area north of the downtown area including land outside the present City limits. Components of the proposed district include:

- Setting development standards
- Protection of natural land
- Greenway and trail development

The recommended Conservation Overlay District provides a vehicle for the planning and implementation of design guidelines and water management options that can add value to the land while allowing development within conservation standards.

The development of trails and recreational greenways in compliment to residential and commercial development within these areas add to the complexity of markets and provides interesting alternatives to overall development. The planning and development of greenway activities is an ideal goal for any regional park agency that may be established in the future.

A watershed is the area of land where all of the water that is under it or drains off of it goes into the same place. John Wesley Powell, scientist geographer, put it best when he said that a watershed is:

"that area of land, a bounded hydrologic system, within which all living things are inextricably linked by their common water course and where, as humans settled, simple logic demanded that they become part of a community."

Watersheds come in all shapes and sizes. They cross county, state, and national boundaries. No matter where you are, you're in a watershed!

WATERSHEDS, TRAILS, GREENWAYS AND TOURISM

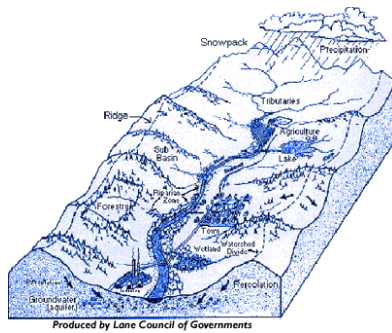
Water Sheds

Cape Girardeau County is located within the Lower Mississippi River basin and the Headwater Diversion Basin (See Map 10.2). The Headwater Diversion Basin, which primarily drains the diverted Castor and Whitewater Rivers and Crooked Creek, is located in southeast Missouri, and since 1913, has been part of the Upper Mississippi River Basin below St. Louis, Missouri. The Castor River originates in Saint. Genevieve County and flows sixty nine (69) miles south through St. Francois, Madison, Wayne and Bollinger Counties. The Whitewater River originates in St. Francois County and flows fifty six (56) miles south through Perry, Bollinger and Cape Girardeau Counties.

Flow from both rivers is intercepted and diverted thirty four (34) miles east to the Mississippi River by the Headwater Diversion Channel, a large artificial channel located in Bollinger, Cape Girardeau and Scott counties. Forty nine (49) miles of Crooked Creek, which separates the Castor and Whitewater River sub-



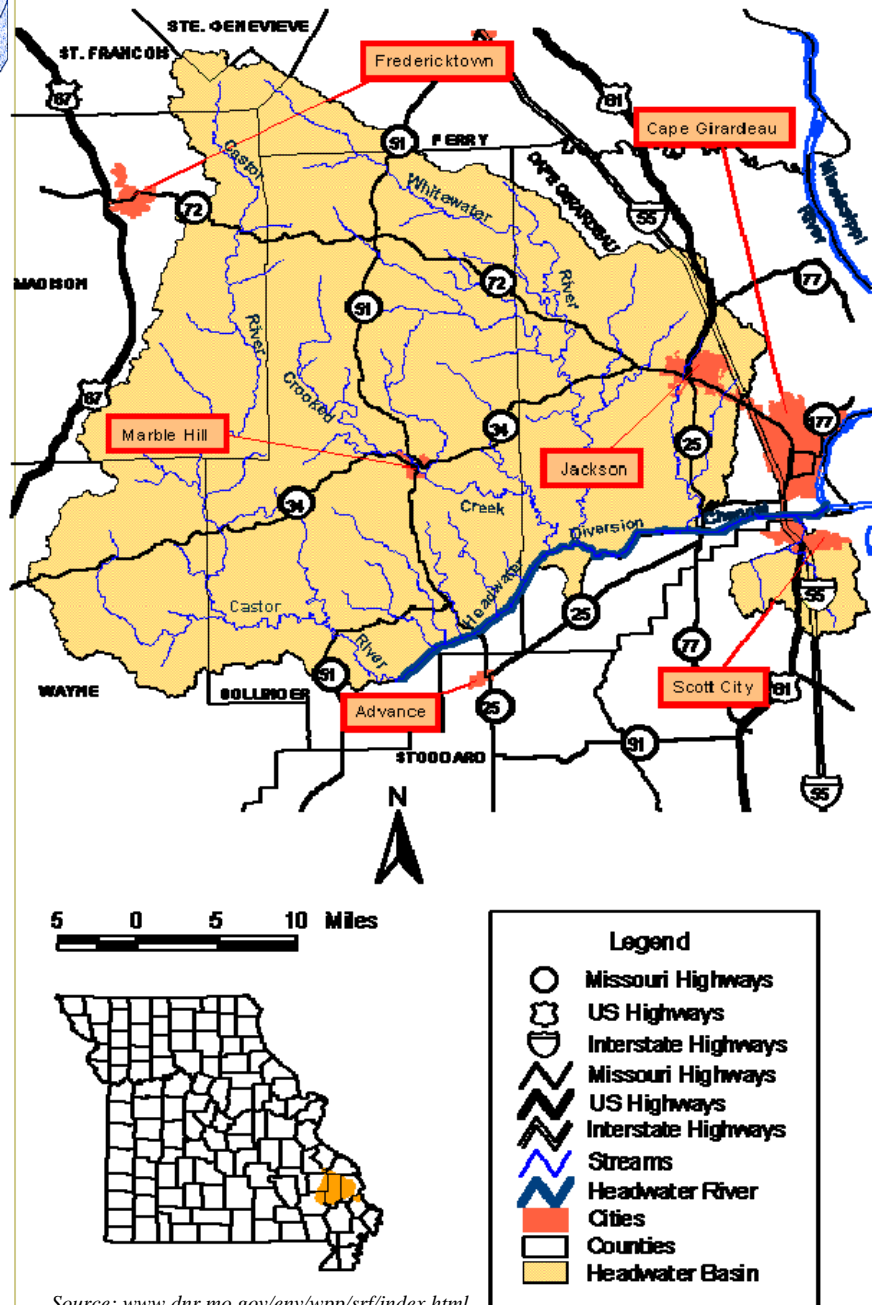
Figure 10.1. Example: Watershed



Source:
www.dnr.mo.gov/env/wpp/srf/index.html

basins, is the only other major tributary to the Headwater Diversion Channel.

Map 10.2: Headwater Diversion Basin.



Source: www.dnr.mo.gov/env/wpp/srf/index.html

Trails and Greenways

The City is criss-crossed with tributaries, forested greenways and scenic places throughout the area as part of the natural wetlands, creeks, and water retentions related to the Mississippi River water course. One example of the magnitude of water movement and need for retention is the large open channel evident at the



intersection of William Street and Kingshighway. This open channel carries water within the overall City watershed and allows development to occur within the City limits that otherwise would be widely undevelopable.

Open channels, greenways, and other tributary water courses offer excellent opportunities for recreational development while controlling water flow, restoring erosion of banks through the planning and development of waterside trails, and through the use of creative water management structures such as decorative retaining walls, bio-swales, raingardens, and piping, where required.

Trails and greenways offer an interesting “bridge” between alternative transportation modeling and tourism as well. The federal government includes funding for trails within the highway funding acts, to encourage trails as part of an integrated multi-model system. An added benefit to trail development includes the ability of trails and greenways to attract multi-level markets and provide a creative opportunity to link economic development and transportation options to natural places. Multi-market interest includes:

- Walking trails
- Hiking
- Biking
- Camping
- Bird Watching and Observing Other Animal Species
- Educational and Instructive Experiences
- Land Conservation
- Stormwater Retention and Clean Water Options

Typical Wetland Area

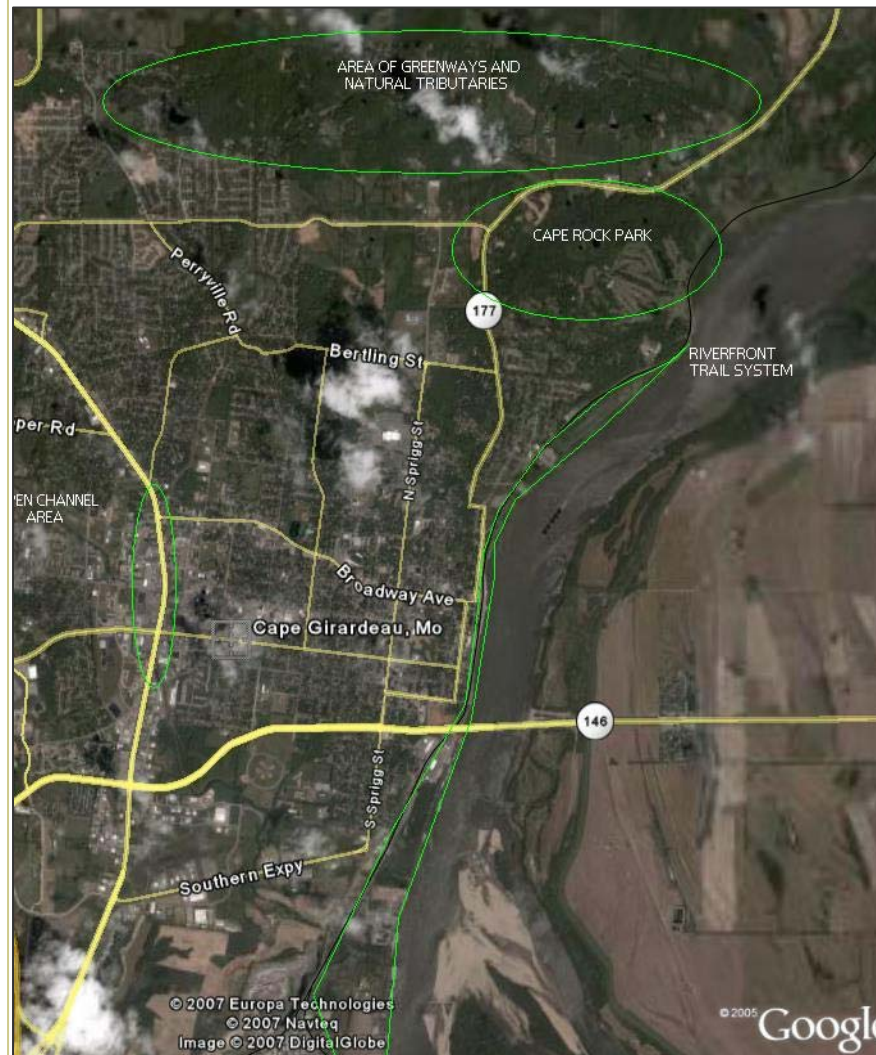


Source: www.dnr.mo.gov, Accessed August 14, 2007



In addition to City trails existing and planned, there are areas around Cape Girardeau, including those tributary areas appurtenant to the Mississippi River that offer excellent trail and greenway development opportunities. These locations include riverside trail locations, creek side trail location options, forested wetland areas, open prairie areas, and specific locations within the tributary systems containing interesting land formations, flora, and fauna. Due to the complexity and vastness of the Mississippi River ecosystem, these trail and greenway systems can attract broad market interest. See Future Trail Locations Map CP-7 for conceptual location of proposed trails in Cape Girardeau. Although this map notes specific areas for enhanced greenway development, all existing trails systems are proposed to be connected to parks, wetlands, greenways, and special recreational locations (Refer Map 10.3).

Map 10.3– Trail connections with Conservation areas



Source: Google Maps



Potential Partners:

- City of Cape Girardeau Parks Department
- City of Jackson and City of Scott City Parks Departments
- Southeast Missouri State University
- St. Francis and Southeast Missouri Hospitals
- Procter and Gamble
- West Park Mall
- Doctors' Park

Funding Resource:

Section 217 of Title 23 of the U.S. Code calls for the integration of bicycling and walking trails into the transportation mainstream. More importantly, this legislation enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking as a means of everyday travel. In 1991, Congress passed transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA), this legislation introduced the concept of hiking, biking, and walking trails as part of intermodal transportation system allowing for federal funding of such projects through the federal infrastructure funding resources. Funding recourses for bike trails has been carried over into the newest federal transportation program, "The Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and is a primary source of trail financing for Cape Girardeau. Therefore, it is recommended that any solicitation of federal and state funding related to infrastructure incorporate trail and greenway financing as well.

As mentioned, trails are an important part of the federal transportation funding package and once in place, trail corridors and their ability link venues and City places can act as an additional tourism attraction for the City. The chart below contains contact information for agencies within the State of Missouri that provide information and recourses for trail and greenway development in the State of Missouri.

Trail programs also offer interesting partnering opportunities for Cape Girardeau that can augment funding resources, forge stronger relationships with community stakeholders, and potentially create jobs in the City. Examples of partnership opportunities include, but are not limited to:

- Levee Districts



- Southeast Missouri State University
- St. Francis Hospital
- Southeast Missouri Hospital
- Procter and Gamble
- Missouri Department of Transportation
- Downtown Business District
- City of Jackson
- City of Scott City
- Cape Girardeau School District

Table 10.1: Missouri State Agencies

<i>Department of Transportation</i>	<i>Secretary of State</i>
MoDOT (Central Office) 105 W. Capitol Avenue Jefferson City, MO 65102 Telephone: 1-888 275 6636	Office of the Secretary of State State Capitol, Room 208 or State Information Center, 600 W Main Jefferson City, MO 65101 Telephone: 573-751-4936
<i>Department of Transportation</i>	<i>Department of Natural Resources</i>
Southeast District 2675 North Main Street P.O. Box 160 Sikeston, MO 63801 Telephone: 573-472-5333	P.O. Box 176 Jefferson City MO 65102 Telephone: 573-751-3443
<i>Missouri State Highway Patrol</i>	<i>Missouri Department of Health & Senior Services</i>
General Headquarters 1510 E. Elm Street Jefferson City, MO 65102 Telephone: 573-751-3313	P.O. Box 570 Jefferson City, MO 65102 Telephone: 573-751-6400 Fax: 573-751-6041
<i>Missouri Department of Elementary and Secondary Education</i>	<i>Missouri Department of Economic Development</i>
PO Box 480 Jefferson City, MO 65102 Telephone: 573-751-4212 Fax: 573-751-8613	301 W. High Street P.O. Box 1157301 Jefferson City, Missouri 65102 Telephone: 573-751-4962

Source: Various Department websites, Accessed Aug 14, 2007

Development of trails and greenways provide an opportunity to expand City functions and add another element of interest to the City that can be marketed to attract transient markets. Although funded with federal and state money, investment in trails and greenways provide an excellent opportunity for partnerships.



Finally, trails provide an important tourism element to the overall events occurring in Cape Girardeau and lend support to promotional activities such as:

- Design trailheads at various location based on economic development opportunities
- Include retail space at trailhead locations including:
 - Bike Rental and Repairs
 - Bottled Water and other Beverages
 - Maps and Visitor Bureau Activities
 - Food
 - Tee Shirts
 - Micro Brewery
- Moonlight Rambles through the downtown core area (stores open and lighted)
- Schedule unique events attractive to tourist as well as local population such as:
 - Hot Air Balloon Event
 - Moonlight Rambles
 - Races for City events and Charities
 - University Events
 - Special Health Activities with the Hospitals
- Educational tours of forested wetlands and other natural places along tributaries
- Trail travel to connect venues throughout the City such as the library, the community center, City Parks, schools events, the historical walks/rides through the City

Proposed Trail/ Sidewalk Project Example

Trail systems and sidewalk alignment are supplemental infrastructure investments that tie the community together in more intimate ways than highways and major street systems. Trails and sidewalks connect parks, schools, and other public amenities while providing additional market access by providing transient markets that may otherwise not access certain areas of the City. Trailheads, strategically located along trails can also provide economic development opportunities that augment existing retail/commercial areas and entertainment venues.



As a preliminary project, the proposed trail/ sidewalk system shown in Map 10.4 is an ideal example of the impact trail systems can exert within established markets as follows:

- The combined trail and sidewalk project concept is an outgrowth of more traditional trail plans and may attract additional funding due to its cutting edge configuration
- The trail configuration recommended provides an east/west connection that supports existing street systems and intercity connectivity
- The proposed alignment compliments areas of discussion within this document providing opportunities for enhancement of infrastructure and development recommendations such as:
 - Independence Enhancements
 - Commercial connectivity
 - Downtown connectivity
 - Residential connectivity

The highlighted trail on Map 10.4 illustrates the potential of one of many trail location recommendations. By enhancing the sidewalk and trail configuration along Independence, multiple uses are enhanced, and options for connectivity throughout the City become possible. Connectivity to existing trails, connections to two parks, one north and one south of the Independence and penetration into the western expansion area are all possible.

Potential Partners:

- Downtown Commercial District
- Old Town Cape
- Kingshighway and William Street Redevelopment District
- Southeast Missouri State University
- City Banks
- Walgreens
- K-Mart

Funding Sources:

Funding for the enhancement of sidewalk and trail configurations are eligible within street alignment and infrastructure enhancement projects funded by the federal government Intermodal Surface Transportation Efficiency Act. Including these elements into any funding package for road improvements provides the City with the opportunity to increase funding packages and complete a more

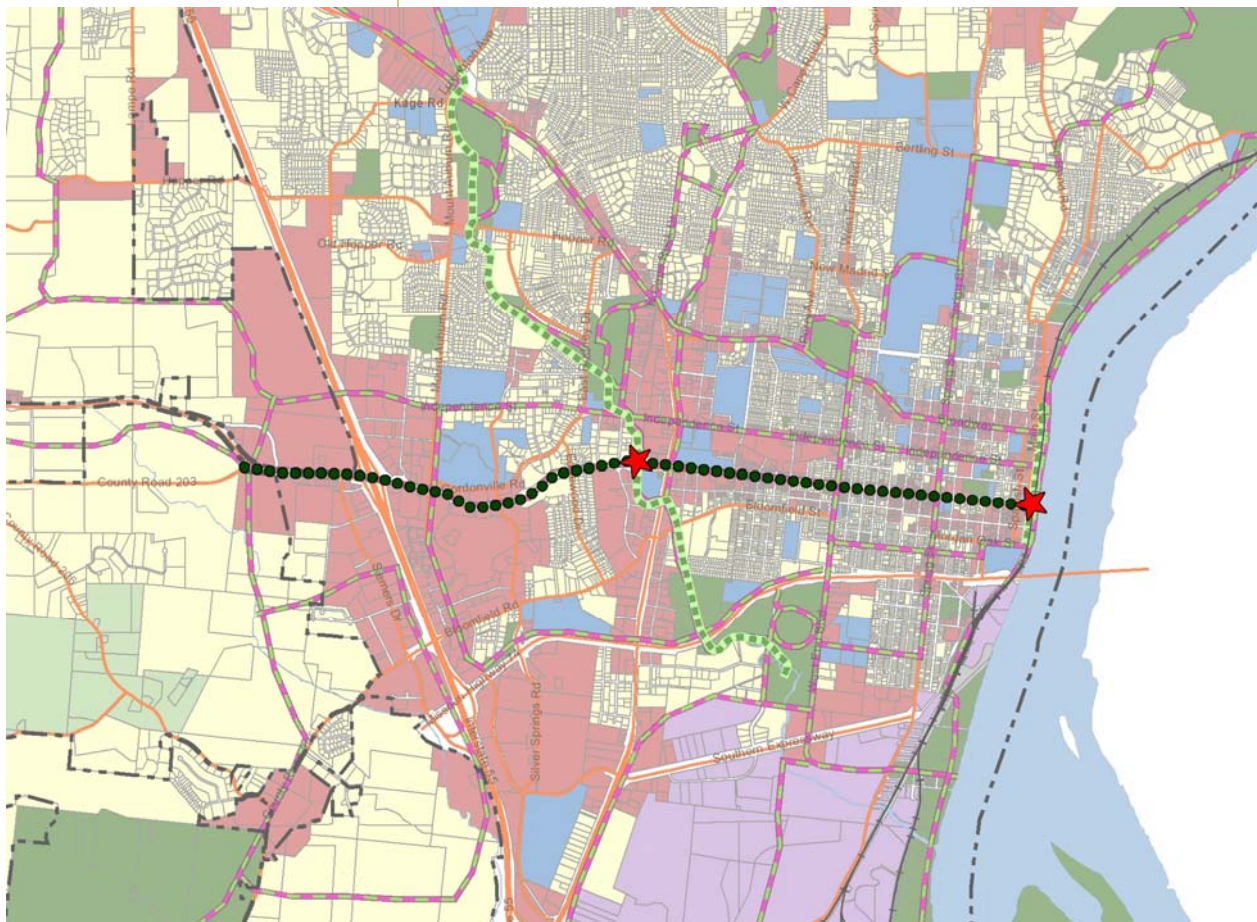


inclusive and aesthetic configuration to streets throughout the community.

It is recommended here that sidewalk and alignment enhancement projects be included in larger infrastructure projects such as the realignment and redevelopment of the William Street corridor, including pavement, alignment, landscaping, branding, lighting, and any other improvements designed for this corridor. Larger projects are more attractive for federally supplied resources and can have wide spread impact on the community when completed.

Trailhead locations, as shown on Map 10.4 as red stars, provide opportunities to enhance and in some cases stimulate economic development options. Trail and sidewalk projects, planned and financed as part of large development projects can add infrastructure requirements that make federal funding more attractive. In the case of the example site, improvements to Independence with connections to the existing LaCroix Trail help facilitate redevelopment of the William Street and Kingshighway

Map 10.4: Trail/ Sidewalk project example



Source: City of Cape Girardeau



proposed site.

Planning the redevelopment of this area may warrant parking garages to maximize land usage. Combining trail funding, development of trailheads, landscaping, and other amenities within a redevelopment plan adds additional sources of funding that otherwise make not be available or not considered until too late in the funding and development process.

STORM AND WASTE WATER TREATMENT

Since 1989, Missouri's State Revolving Fund has provided more than \$1.13 billion dollars to 300 Missouri communities for wastewater treatment and drinking water facilities. In addition to the improvement of facilities financed by the fund, these improvements have resulted in the creation of nearly 9,000 jobs statewide. Missouri's State Revolving Fund ranks as one of the top five in the nation.

The State Revolving Funds (SRF) provides low-interest loans to Missouri communities for wastewater and drinking water infrastructure projects including both new and improvement or renovation of existing infrastructure. The U.S. Environmental Protection Agency (EPA) grants the "seed money" for these funds to the Missouri Department of Natural Resources (DNR) and the department, in turn, distributes the money, as low-interest loans, to communities that need assistance to complete projects. Loans are made based upon a community's demonstration of the environmental need and financial capability to repay the loan. As the loan recipients repay the state, that money is recycled, or revolved, into new loans for other communities.

CITY PORTAL

There is a "portal" point for visitors as they travel through Cape Girardeau that projects an image of the City and offers an opportunity for enhancement and upgrade of the physical and aesthetic environment within the City. The following areas are identified as portal points:

I-55 at William Street

An example of "first impressions" upon entering the downtown core area of Cape Girardeau includes the William Street, east bound corridor from I-55 to the Mississippi River (See Map 10.5).



This corridor is one of the most important traffic alignments in the City and such is recommended as a corridor for structural as well as aesthetic upgrades.

Today, at the intersection of I-55 and William Street the corridor is congested with numerous access points, traffic lights, and traffic jams at peak hours of the day. On the other hand, this is the first impression visitors will have of the City:

- Congested traffic conditions
- Perception of unsafe traffic movement
- Small retail and restaurant sites lining the street with parking lots framing the corridor
- Lack of landscaping
- No wayfinding and confusing for first time visitors
- Hospital traffic integrated into shopper traffic
- Visual perspective of concrete and cars



Decorative bridge elements are not included in the federal financing of bridges and infrastructure. This is a State of Missouri route, but it is assumed that the State would rely on federal funds for any upgrades to this route. Therefore, it is recommended that any decorative elements designed for the bridge receive pre-approval of design and costs from the State of Missouri and their assurance the upgrades can be finance by the State and matching funds from the City if required:

- Decorative lighting on the bridge at the interchange
- Branding to include banners mounted on the light structures
- Installation of a “space frame” type structure or other “portal” type element for decorative purposes and to allow for festive banners and announcement of special events in the City
- Design element such as tile, bas relief insert, or other decorative feature that defines Cape Girardeau or some history associated with the history of the community (elements shown in the margin are bridge feature in Central Park in New York)

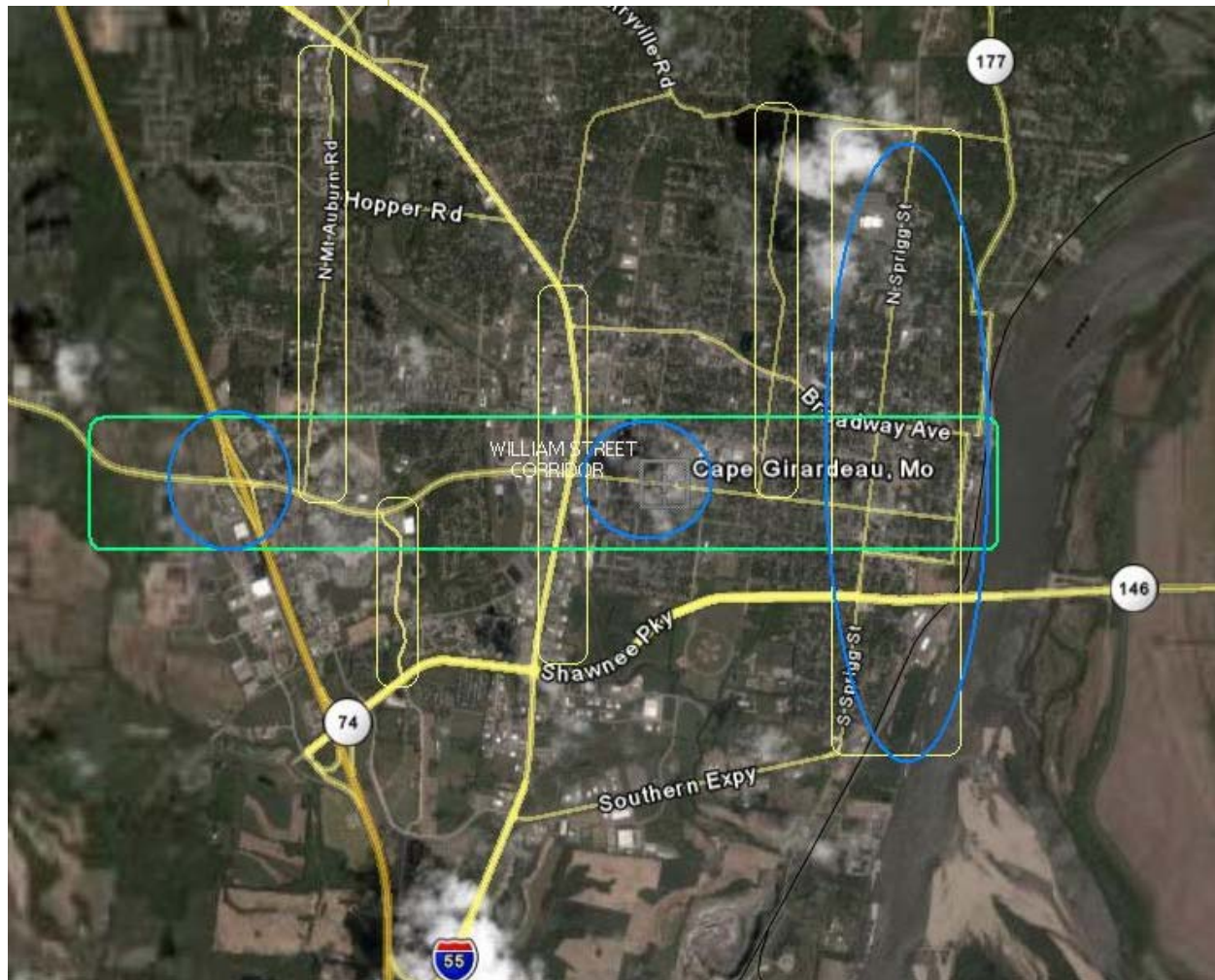
This interchange is also of interest due to the impact the new interchange at Mile Marker 102 will have upon the overall dynamics of the City related not only to economic shifts but portal entry to the City as well. The new interchange will be north of the I-55 and William Street entrance. Its location and the activities associated with this interchange may well pull southbound traffic from the highway long before reaching the I-55 and William Street



exit. Therefore, while northbound traffic on the highway will be attracted to activities at the William Street exit, it is assumed less traffic overall will be accessing this interchange.

The William Street exit however, is critical to the downtown area and the various commercial and residential communities along this corridor. Therefore, the need for portal enhancement is critical at this location. In review, the William Street alignment is the most important corridor in the City for the following reasons:

Map 10.5: William Street Enhancement



Source: Google Maps

Green Rectangle illustrates the William Street Corridor and its definition of the “City Core”. This corridor transits both the east and west side of I-55.

Yellow Rectangles illustrate the major street connections intersecting with William Street.

Blue Circles illustrate the most significant economic development sectors of the City. Each sector identified here play an important role in the long term sustainability of the City and its economic well being



- Provides access at I-55 in support of commercial investment on the east and west side of the highway
- Provides access at Kingshighway, a location critical to the sustainability of the entire core of the City, including approximately 200 acres of land requiring immediate redevelopment
- Provides access to older neighborhoods in the core of the City
- Provides access to the downtown commercial area
- Provides access to the riverfront

As development occurs at the new interchange north of the City the William Street corridor plays an essential role in the stabilization of the economic core of the City. Map 10.5 illustrates the connectivity and economic potential along William Street that places this corridor in line as a priority for funding and implementation for the City.

Other highway interchanges will have an impact on the City as discussed above. The newest interchange may well change the dynamics of traffic flow in the City; however, for the long term sustainability of Cape Girardeau, the William Street corridor, its access at I-55, and the enhancement of its protracted alignment extending to the downtown commercial area remain a priority for the long term sustainability of the core area of the City.

SOCIAL AND EMPLOYMENT RECOMMENDATIONS AND FINANCING

During the public engagement process associated with the preparation of this document, there was a united opinion that job creation and education is the most important social condition in need of attention in Cape Girardeau. It was felt that all other social ailments would be minimized if this issue was successful addressed. Areas of concern within the social fabric of the City include:

- Drug Usage
- Teen Pregnancy
- Deterioration of Residential Property
- Declining Property Values Associated with High Absentee Landlords
- The Impact of Declining Residential Neighborhoods on the Success of the Downtown Business District
- Decrease in Demographic Statistics that Attract New Investment



- Decrease in Public Morals
- Expense to the City Related to Crime and other Social Disparities
- Reduced Revenue to the City
- Decline in School Quality and Performance Standards

In looking at these conditions, it is clear they cannot be solved without a collective program of job training and employment opportunity within various educational limitations. And, although person by person solutions may continue, the City's role in this social dilemma may be associated with awareness of the issue and long term diligence in identifying employment opportunities for Cape Girardeau citizens as opportunities arise. Examples of potential job opportunities may include:

- Require that a percentage of City residents be hired for City sponsored and financed projects, such as road projects, park maintenance, and other facilities management tasks
- Seek City funding in association with Southeast Missouri State University, a potential new Community College, should it be instituted, and employers through the Employer Training Investment Program in the State of Missouri. These programs help workers keep their skills up to date within their industry. Instructors may be plant workers, public educators, or private consultants. Grants are awarded to individual businesses, or manufacturers of equipment used by the employees
- Establish a program through the City that taps local individuals and companies to supply goods and services that the City pays to have provided. For instance, City maintenance of parks and common areas may be provided by citizen organized groups assisting professional landscapers. This provides training and income to the citizens and saves maintenance costs for the City
- Establish a committee composed of businesses, Procter and Gamble, the university, construction companies, and the hospitals that meet to discuss ways job programs and citizen employment can be facilitated through creative discussion and mutual benefit
- Meet with legislators on a regular basis to discuss employment issues in the City and to seek support and funding for various projects or opportunities that arise



- Set up a City directed program at which volunteers from various companies meet with and teach specific skills to citizens. (Think of Junior Achievement model). Contractors or engineers may teach scheduling or surveying for example
- As funding is procured for various projects throughout the City (William Street Redevelopment District for instance), set employment guidelines for City residence on a percentage basis to assure all citizens benefit from new investment

CASE STUDY- VOLUNTEERISM

San Rafael, California

Volunteers play an important, often crucial role in the development of helping to build community stewardship, support, and involvement

San Rafael is Marin County's largest municipality and county seat, with a population of about 53,200. The city serves as the financial, service, cultural, and economic hub of the county. Like many other cities, San Rafael has faced a revenue crunch caused by diminishing federal and state funding sources and fluctuating revenues from sales tax proceeds.

Despite tight budget constraints within the city government, the Recreation Department has made impressive progress in park planning and park renovation. In the past ten years, the city has renovated nine of its twenty parks, largely through city partnerships with its public-minded residents. People are the critical resource making parks happen in San Rafael. As is typical of San Rafael park projects, almost a third of the cost of this project was covered through donated materials and labor. The project was driven by a volunteer effort. In San Rafael, park projects are often undertaken in phases, allowing the community to focus volunteer and fundraising efforts on a tangible piece that is a priority need, finishing a smaller part sooner than a full park renovation would allow.

Website Reference:

http://www.pps.org/parks_plazas_squares/info/community/volun/albertpark

<http://www.cityofsanrafael.org/Residents/Volunteer.htm>, Accessed August 14, 2007

Funding Strategies for Consideration in the Redevelopment of City Neighborhoods Include:

- City partnership with county, state, and federal legislators to establish communication lines regarding the overall plans for the community, any specific project needs that



may arise during the redevelopment process, and availability of federal infrastructure funds related to realignment of streets and development of trails and the need for incentives related to job training and education

- Establish a Community Development Corporation (CDC) also known as the Community Reinvestment Act, including a board composed of local banks, City leaders, business leaders, and residents living within the designated boundaries of the proposed development areas. A CDC acts as a contact and catalyst between various neighborhood groups, financial institutions, developers, and local, state and federal government institutions to stimulate economic revitalization and community growth. The mission of the CDC is to create the programs and investment tools to renovate and restructure the fabric of neighborhoods, including the social aspects of the community. The function of the CDC is as follows:
 - Preparation of an inventory of buildings, existing conditions, ownership, easements, tenancy, and relationship of subject buildings to its surroundings
 - Based on the inventory, adjacency of structures to their surrounding market, and terms of ownership, identifies those blocks and those homes which can be acquired, repaired, demolished or sold as part of a continuing upgrade within the community. This strategy includes the immediate purchase of a building(s) upon incorporation of the CDC to demonstrate to the community the intent and purpose of the organization and its commitment to improved quality of life and increased home values in the area.
 - Property assembly priority is to be given to areas in which contiguous parcels can be purchased and renovated. Required demolition of certain property may be considered for new construction or pocket parks pursuant to the location and market conditions around the demolition site(s)
 - Based on the inventory and ownership information, create a consortium of local banks willing to participate in the purchase, rehabilitation, and sale/rent of housing structures. Placing a bank(s) on the board facilitates this participation bolstered by their first hand knowledge of the plan and the process of property assembly and disposition



- With legislator support, seek federal funding for infrastructure and utility enhancement throughout the designated areas
- Create job opportunities for the unemployed related to landscaping, infrastructure projects, maintenance of property, advertising, secretarial services, and others
- Established regularly scheduled meetings with residents and tenants

The establishment of a CDC and the administration of planning, funding solicitation, and implementation is a long term commitment for the City and the committees formed to administer the CDC. It is however a rewarding and effective process that can bring real changes to the City. With the support and participation of committed board members, CDCs can purchase and rehabilitate ten to twelve houses each year, or more if industry standard proceeds are in place.

MULTI-MODAL FACILITY DEVELOPMENT

Of importance to the City's long term sustainability is its ability to develop alternate sources of jobs and investment, not necessarily traditional to the community's history.

It is recommended that such a facility be developed in the proposed levee district area. This particular area includes existing railroad lines, an airport, and I-55 at this time. A strategy for attracting multiple, market driven industries pursuant to a master plan of the area, could include such investment potential as:

- Tax free warehouse zones
- Distribution centers (similar to the Walgreen distributions center in Mt. Vernon)
- FedEx type facilities
- Airport facility
- Large and smaller manufacturers
- Wholesale Distributors
- Construction Industry Offices and Storage
- Storage and Cold storage facilities
- Trucking companies
- Auto manufacturing
- Any company needing multi-model availability



Planning for a multi-modal facility within the newly protected floodplain area can stimulate investment and long term economic well being for the City and provide an important job base for the community.

CITY OPPORTUNITY PROJECTS

Table 9.2 lists the opportunity projects recommended for the City of Cape Girardeau. In order to facilitate new development, the following outline of activities is provided:

Table 9.2: Opportunity projects for the City and entities to involved

Project	To be involved
William Street Enhancement Project	City, MoDOT, Businesses and Residents Legislators, Old Town Cape
William Street Commercial Redevelopment District	City, Existing Property Owners, Community College (if appropriate), Legislators, Old Town Cape
Riverfront Development And Downtown Commercial Redevelopment	City, MoDOT, Airport Authority, Land Owners, Railroads, Levee District, Legislators, Businesses, Old Town Cape, Park District (if established as recommended)
Levee District	City, US Army Corps of Engineers, Airport Authority, Land Owners, Railroads, Legislators, Businesses, Old Town Cape
Southern Community Redevelopment	City, Citizens, Legislators, Old Town Cape, Community Development Corporation (if established as recommended)
Broadway Corridor Enhancement	City, MoDOT, Land Owners, Businesses and Residences, Legislators
Kingshighway Enhancement and Commercial Redevelopment Area	City, MoDOT, Land Owners, Businesses and Residences, Legislators
Trails, Greenway Development, and Establishment of a Conservation District	City, Land Owners, Old Town Cape, Park District (if established as recommended)



Kingshighway Redevelopment District	City, Land owners, Business Owners, Residences, Legislators
Cape Rock Redevelopment Area	City, Land Owners, Residents, and Park District (if established as recommended)
University Expansion Planning	City, Old Town Cape, Southeast Missouri State University

- Define priorities, select those priorities on a “scheduled time to complete basis”, for instance, the levee district may be a priority, but the time involved in setting up the district and building the structures will impact the development of the multi-modal complex which cannot happen until the floodplain is protected by the levee
- Select a Consulting Team to plan and present concepts with the City
- Prepare master plans of each district or priority including:
 - Ownership of all parcels within the planned area
 - Land Use Analyses
 - Market Driven Development Concepts
 - Strategy for Funding
- Upon completion of the Master Plan, seek legislative input and participation at the state and federal level based on the number of jobs that will be created and the economic impact of the project(s)
- Based on funding opportunities, proceed with final development strategies
- Refrain from involving brokers and developers in the process until all implementation strategies have been defined

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



Appendices



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic District/ Archeological Site	Cape Girardeau Commercial Historic District (added 2000 - District - #00000820)	Broadway and North Fountain Street Historic District (added 2003 - District - #03000654)	Haarig Commercial Historic District (added 2000 - District - #00000819)	Warehouse Row Historic District (added 2004 - District - #04001285)	Trail of Tears State Park Archeological Site ** (added 1970 - Site - #70000326), Also known as 23CG37 (Not in City Limits)
Address	100 Blk. of N. Main St. and 100 Blk. of Broadway, Cape Girardeau	320-400 Broadway and 221 North Fountain St., Cape Girardeau	Along sections of the 600 Blk. of Good Hope St. and 300 Blk. of S. Sprigg St., Cape Girardeau	19 N. Water St., Cape Girardeau	Address Restricted, Oriole
Historic Significance:	Architecture/Engineering, Event	Event	Event, Architecture/Engineeri ng	Architecture/Engineeri ng, Event	Information Potential
Architecture style	Italianate, Mission/Spanish Revival	Unknown	Tudor Revival, Italianate	Other	Prehistoric, Historic - Aboriginal
Area of Significance:	Architecture, Commerce	Commerce	Commerce, Architecture, European	Commerce, Architecture	Mississippian, Native American, Woodland
Period of Significance:	1875-1899, 1900-1924, 1925-1949, 1950-1974	1900-1924, 1925- 1949, 1950-1974	1875-1899, 1900- 1924, 1925-1949, 1950-1974	1850-1874, 1875-1899, 1900-1924, 1925-1949, 1950-1974	1499-1000 AD, 1749- 1500 AD, 1750-1799, 1800-1824, 1825-1849
Owner:	Private	Private	Private	Private	State
Historic Function:	Commerce/Trade, Social	Commerce/Trade, Transportation	Commerce/Trade, Industry/Processing/E xtraction, Social	Agriculture/Subsistence , Commerce/Trade, Social	Domestic
Historic Sub-function:	Department Store, Meeting Hall, Restaurant, Specialty Store	Financial Institution, Professional, Road- Related, Specialty Store	Financial Institution, Manufacturing Facility, Meeting Hall, Restaurant, Specialty Store	Animal Facility, Business, Department Store, Meeting Hall, Storage, Warehouse	Village Site
Current Function:	Commerce/Trade	Commerce/Trade, Vacant/Not In Use	Commerce/Trade	Commerce/Trade	Landscape
Current Sub-function:	Department Store, Restaurant, Specialty Store	Professional, Warehouse	Specialty Store	Restaurant	Park



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic Buildings	B'Nai Israel Synagogue (added 2004 - Building - #04000385)	Clark, George Boardman, House (added 1994 - Building - #94000738)	Glenn House (added 1979 - Building - #79001354), Also known as Historical Association of Greater Cape Girardeau, Inc.	Hanover Lutheran Church (added 1987 - Building - #87001575)	Himmelberger and Harrison Building (added 2003 - Building - #03000653)
Also known as		Also known as Kellerman House	Also known as Historical Association of Greater Cape Girardeau, Inc.	Also known as The Old Church of Hanover Lutheran; Historic Hanover Lutheran	Also known as Liberty National Life Building
Address	126 S. Main, Cape Girardeau	6 S. Fountain St., Cape Girardeau	325 S. Spanish St., Cape Girardeau	2949 Perryville Rd., Cape Girardeau	400 Broadway, Cape Girardeau
Historic Significance:	Architecture/Engineering, Event	Architecture/Engineering	Person, Architecture/Engineering	Architecture/Engineering	Event
Architect, builder, or engineer:	Barnett, T.P.	Deane, Edwin Branch	Deane, Edwin Branch	Savers, Will, Regenhardt, William	Unknown
Architecture style	Late 19th And 20th Century Revivals	Queen Anne	Late Victorian	No Style Listed	Unknown
Area of Significance:	European, Architecture	Architecture	Architecture, Commerce	Architecture	Commerce
Period of Significance:	1925-1949, 1950-1974	1875-1899	1875-1899	1875-1899, 1900-1924	1900-1924, 1925-1949, 1950-1974
Owner:	Private	Private	Private	Private	Private
Historic Function:	Religion	Domestic	Domestic	Education, Religion	Commerce/Trade
Historic Sub- function:	Religious Structure	Single Dwelling	Single Dwelling	Religious Structure, School	Business, Financial Institution, Professional
Current Function:	Vacant/Not In Use	Domestic	Education, Recreation And Culture, Work In Progress	Religion	Commerce/Trade
Current Sub- function:	Architecture/Engineering, Event	Single Dwelling	Museum	Not Applied	Business, Professional



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic Buildings	House at 323 Themis Street (added 1997 - Building - #97000629)	Huhn--Harrison House (added 2002 - Building - #02000699)	Klostermann Block (added 1994 - Building - #94000739)	Marquette Hotel (added 2002 - Building - #02000356)	Oliver-Leming House ** (added 1980 - Building - #80002323)
Also known as	Also known as Bohlke, Henry, House; Crow, Judith, House	Not Applied	Also known as Alliance Building	Also known as Hotel Marquette	Also known as Oliver House; Leming House; Oliver Heights
Address	323 Themis St., Cape Girardeau	340 S. Lorimier St., Cape Girardeau	7, 9, 11, 13 and 15 S. Spanish St., Cape Girardeau	338 Broadway St., Cape Girardeau	740 North St., Cape Girardeau
Historic Significance:	Architecture/Engineering, Event	Architecture/Engineering	Architecture/Engineering, Event	Event, Architecture/Engineering	Person, Architecture/Engineering
Architect, builder, or engineer:	unknown	Schmidt, Albert J.	Unknown	Manske, Walter P., Bartling, George F.	Madden, John, Legg, J.B., Architectural Co.
Architecture style	Other	Queen Anne	Late 19th And 20th Century Revivals	Mission/Spanish Revival	No Style Listed
Area of Significance:	Architecture, Ethnic Heritage, European	Architecture	Architecture, Commerce	Commerce, Architecture	Architecture, Social History, Politics/Government
Period of Significance:	1850-1874	1900-1924	1900-1924, 1925-1949	1925-1949, 1950-1974	1875-1899, 1900-1924
Owner:	Private	Private	Private	Private	Private
Historic Function:	Domestic	Domestic	Commerce/Trade, Domestic	Commerce/Trade, Domestic, Health Care, Other	Domestic
Historic Sub-function:	Single Dwelling	Single Dwelling	Hotel, Specialty Store	Hotel, Medical Business/Office, Specialty Store	Single Dwelling
Current Function:	Domestic	Domestic	Commerce/Trade, Domestic, Work In Progress	Vacant/Not In Use	Domestic
Current Sub-function:	Single Dwelling	Single Dwelling	Multiple Dwelling, Restaurant	Not Applied	Single Dwelling



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic Buildings	Pott, Frederick W. and Mary Karau, House (added 1999 - Building - #99000745)	Reynolds, James, House (added 1983 - Building - #83003942)	Shivelbine, August and Amalia, House (added 1999 - Building - #99000743)	Southeast Missourian Building (added 2005 - Building - #05000509)	St. Vincent De Paul Catholic Church (added 1982 - Building - #82003131)
Also known as	Not Applied	Not Applied	Not Applied	Not Applied	Also known as Old St. Vincent De Paul Catholic Church
Address	826 Themis St., Cape Girardeau	623 N. Main St., Cape Girardeau	303 S. Spanish St., Cape Girardeau	301 Broadway, Cape Girardeau	131 South Main St., Cape Girardeau
Historic Significance:	Architecture/Engineering	Person, Architecture/Engineering	Architecture/Engineering	Architecture/Engineering, Event	Architecture/Engineering
Architect, builder, or engineer:	Unknown	Deane, Edwin Branch, Lansom, Joseph	Unknown	Barnett, T.P., Gerhardt, J.W.	Lansman, John, Thomas, Waryng Walsh
Architecture style	Late Victorian	Colonial, Other	Queen Anne	Mission/Spanish Revival	Greek Revival, Other
Area of Significance:	Architecture	Architecture, Industry	Architecture	Communications, Architecture	Architecture
Period of Significance:	1875-1899	1850-1874	1875-1899	1925-1949, 1950-1974	1850-1874
Owner:	Private	Private	Private	Private	Private
Historic Function:	Domestic	Domestic	Domestic	Commerce/Trade, Domestic, Industry/Processing/Extraction	Religion
Historic Sub-function:	Single Dwelling	Single Dwelling	Single Dwelling	Communications Facility, Multiple Dwelling, Professional	Religious Structure
Current Function:	Domestic	Vacant/Not In Use, Work In Progress	Domestic	Commerce/Trade, Domestic, Industry/Processing/Extraction	Religion
Current Sub-function:	Single Dwelling	Not Applied	Single Dwelling	Communications Facility, Multiple Dwelling, Professional	Religious Structure



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic Buildings	House at 323 Themis Street (added 1997 - Building - #97000629)	Huhn--Harrison House (added 2002 - Building - #02000699)	Klostermann Block (added 1994 - Building - #94000739)	Marquette Hotel (added 2002 - Building - #02000356)	Oliver-Leming House ** (added 1980 - Building - #80002323)
Also known as	Also known as Bohlke, Henry, House; Crow, Judith, House	Not Applied	Also known as Alliance Building	Also known as Hotel Marquette	Also known as Oliver House; Leming House; Oliver Heights
Address	323 Themis St., Cape Girardeau	340 S. Lorimier St., Cape Girardeau	7, 9, 11, 13 and 15 S. Spanish St., Cape Girardeau	338 Broadway St., Cape Girardeau	740 North St., Cape Girardeau
Historic Significance:	Architecture/Engineering, Event	Architecture/Engineering	Architecture/Engineering, Event	Event, Architecture/Engineering	Person, Architecture/Engineering
Architect, builder, or engineer:	unknown	Schmidt, Albert J.	Unknown	Manske, Walter P., Bartling, George F.	Madden, John, Legg, J.B., Architectural Co.
Architecture style	Other	Queen Anne	Late 19th And 20th Century Revivals	Mission/Spanish Revival	No Style Listed
Area of Significance:	Architecture, Ethnic Heritage, European	Architecture	Architecture, Commerce	Commerce, Architecture	Architecture, Social History, Politics/Government
Period of Significance:	1850-1874	1900-1924	1900-1924, 1925-1949	1925-1949, 1950-1974	1875-1899, 1900-1924
Owner:	Private	Private	Private	Private	Private
Historic Function:	Domestic	Domestic	Commerce/Trade, Domestic	Commerce/Trade, Domestic, Health Care, Other	Domestic
Historic Sub-function:	Single Dwelling	Single Dwelling	Hotel, Specialty Store	Hotel, Medical Business/Office, Specialty Store	Single Dwelling
Current Function:	Domestic	Domestic	Commerce/Trade, Domestic, Work In Progress	Vacant/Not In Use	Domestic
Current Sub-function:	Single Dwelling	Single Dwelling	Multiple Dwelling, Restaurant	Not Applied	Single Dwelling



APPENDIX- 1: LISTINGS FROM NATIONAL REGISTER OF HISTORIC PLACES- DISTRICTS

City of Cape Girardeau, Missouri

Historic Buildings	Thilenius, Col, George C., House (added 1983 - Building - #83000974)	Wichterich, Robert Felix and Elma Taylor, House (added 1999 - Building - #99000987)	Wood Building (added 2003 - Building - #03001269)
Also known as	Also known as Longview	Also known as Wichterich-Lang House	Also known as Central Inn; Central Hotel; Central Tavern; Central Bar
Address	100 Longview Pl., Cape Girardeau	300 Good Hope St., Cape Girardeau	1-3 S. Frederick and 605-607 Independence Sts., Cape Girardeau
Historic Significance:	Architecture/Engineering , Event	Architecture/Engineering	Event
Architect, builder, or engineer:	Thilenius, George C.	Unknown	Unknown
Architecture style	Greek Revival	Colonial Revival	Unknown
Area of Significance:	Social History, European, Architecture, Industry	Architecture	Commerce, Social History
Period of Significance:	1850-1874, 1875-1899	1900-1924	1900-1924, 1925-1949, 1950-1974
Owner:	Private	Private	Private
Historic Function:	Agriculture/Subsistence, Domestic	Domestic	Commerce/Trade, Domestic
Historic Sub-function:	Processing, Single Dwelling	Single Dwelling	Financial Institution, Multiple Dwelling, Restaurant, Specialty Store
Current Function:	Domestic	Domestic	Commerce/Trade, Domestic
Current Sub-function:	Single Dwelling	Single Dwelling	Multiple Dwelling, Restaurant

Source: <http://www.nationalregisterofhistoricplaces.com/MO/Cape+Girardeau/state.html>, Accessed December 15, 2006



INVENTORY OF PARK SYSTEMS BY PARK TYPE

Mini Parks

Choctaw Park (Broadway and Kingsway Drive) Contains 1.4 acres and consists of one shelter and one play area. The park is located along the Cape La Croix Creek flood control project area.

City Hall Park (401 Independence Street) This park consists of 1.8 acres of green space to be used for leisure activities by the citizens of Cape Girardeau and visitors. The park is located behind City Hall.

Indian Park (William Street and Lorimier Street) this 1.9-acre park contains one mini-shelter, two basketball courts, and one play structure. Several summer basketball tournaments are held at this park.

May Green Garden (Fountain and Themis Street) this lovely "pocket park" consists of many varieties of flowers and plants. Wooden benches in the park allow for a leisurely rest in downtown Cape Girardeau. The park is located at the intersection of Fountain and Themis, behind the Federal Courthouse.

Murtach Park (William Street and Main Street) This is a small green space (0.2 acres) located on a median across from the old St. Vincent's Cathedral in historic downtown Cape Girardeau. There is a War Memorial plaque at the park.

Ranney Park (Frederick Street and Willow Street) One shelter and six picnic tables are located on this 1.2-acre neighborhood park. The new Mississippi Bridge route passes just north of the park.

Riverfront Park (Water Street) Located on the river side of the flood wall, this park contains 1.5 acres with terraced seating for an amphitheater effect. This park is the docking site for the Mississippi River paddle boats.

Neighborhood Park

Casquin Park (North Sprigg Street) this is a 7.3-acre undeveloped park. A new elementary school is located just south of this park and a new fire station will be constructed on the north side.

Court House Park: This is a 4.5 acre Park in the Downtown area adjacent to the federal courthouse and is a pleasant break from the dense downtown

Delaware Park: Located in the north side of the City This park covers an area of 18.2 acres

Dennis Scivally (West Cape Rock Drive and Scivally Drive) this is a small neighborhood park (6.1 acres) with one shelter and one play area. The park features tall shade trees and a stately stone bridge over Walker Branch creek.

Groves Park (Jean Ann Drive) A 1.8-acre Park consisting of one mini-shelter and one play area.

Missouri Park (Fountain Street and Park Drive) this 6.3-acre park contains a half-basketball court, green space and the only skateboard park in the City.



APPENDIX-2: EXISTING CONDITIONS REPORT

City of Cape Girardeau, Missouri

Washington Park (Washington Lane and Middle Street) containing two sand volleyball courts, one shelter, and one play structure in this 3.3-acre neighborhood park.

Community Parks

Cape Rock Park (North Cape Rock Drive) located in the northeast part of the city, the park contains 21.3 acres and offers a breathtaking view of the Mississippi River. This park was the original trading post established by Ensign Girardot, for whom the city is named. The park is mainly undeveloped in an effort to promote the natural area located on the west side of the property.

Kiwanis Park (Rotary Drive off of Perryville Road and Lexington Avenue) Contains 55.8 acres and was acquired by the City in 1972. This park contains three shelters, one pick-up baseball field, one small pond, one play structure, and one restroom facility. The park currently has a considerable amount of open area that allows for additional amenities as the surrounding community grows.

North and South Park farms: North Park Farm has an area of 189.0 acres and South Park Farm covers 86 acres. Both these parks serve the northern and north-western part of the City. Though they are outside the City limits, these parks offset need for parks to a certain extent in the City.

Twin Trees Park (North Cape Rock Drive along the Mississippi River) Located on the northern boundaries of the city, the park contains 61.8 acres. The hiking trail at the park established a partnership between the City of Cape Girardeau, the Missouri Department of Conservation, and Southeast Missouri State University for the purpose of providing a natural area for the public to enjoy.

Osage Park (1625 North Kingshighway) covers 52 acres and is the site for the Osage Community Centre. The Centre is a multi-purpose building designed for conventions, meetings, special events, and sports activities. The park's also includes the Cape LaCroix Recreation Trail.

Sports Complexes

Arena Park Sports complex (Kiwanis Drive and Kingshighway) A 90-acre community park which contains the A.C. Brase Arena, 10 shelters, 60 picnic tables, 16 softball/baseball fields, four tennis courts, two sand volleyball courts, one rugby field, and three restroom facilities. The A.C. Brase Arena serves the community as a recreation facility, rental facility, and the site for the administrative office for the Parks & Recreation Department. Arena Park is the site for many annual public events, the largest being the SEMO District Fair, and the primary site for most youth softball/baseball games.

Capaha Park (Broadway and West End Boulevard) is the oldest park in Cape Girardeau's system, being acquired in 1914. It is located near Southeast Missouri State University and comprises 39.3 acres. The park contains Capaha Municipal Pool (10,575 s/ ft.), three baseball fields, one basketball court, three play structures, two restroom facilities, three shelters, one band shell, the "Rose Garden", and a 3.5-acre fishing pond. One of the baseball fields is home to the Southeast Missouri State University Indians and the Capahas, a semi-professional baseball team.

Shawnee Park Sports Complex (State Highway 74 and West End Boulevard) containing 131.2 acres, this park serves the community and regional area as the location of the Shawnee Park Sports Complex. The Complex consists of five lighted 300-foot softball fields with scoreboards, covered dugouts, water



APPENDIX-2: EXISTING CONDITIONS REPORT

City of Cape Girardeau, Missouri

fountains, changing rooms, restrooms, and a complete concession facility. This is also the site for twelve soccer fields, including three lighted tournament fields.

Cape Jaycee Municipal Golf Course (Perryville Road and Cypress Road) This is a 110 acre facility. The course began as a 9 hole layout in the late 70's. It now features 18 holes of Bermuda fairways and greens – unusual for Missouri. Featuring hilly, tree-lined fairways, water on 6 holes and small flat elevated greens, it provides a challenge for all golfers and features all the hallmarks of Missouri golf.



SERVICE AREA AND DENSITY CALCULATIONS FOR PARKS AND RECREATION

While 0.5 to 0.75 acres of Mini Park and 0.75 to 1.25 acres of Neighborhood Park usually serves 1,000 people, these facilities are designed to be with a 5 to 10 minute walk from the homes within their vicinity.

Mini Parks

0.5 to 0.75 acres of Mini Park serves at least 1,000 people within a 5 minute walking distance or a 0.25 mile radius area

→ 0.25 miles = 1,320 feet (1 mile = 5280 feet)

→ Total area of 1,320 ft circle

= $[3.14 (3300)^2] / 43,560 \text{ Acres} = 125.6 \text{ Acres}$

Therefore required density = $1,000 / 125 = \underline{\underline{8 \text{ people/ acre}}}$

Neighborhood Parks

0.75 to 1.25 acres of Neighborhood Park serves at least 1,000 people within a 10 minute walking distance or a 0.5 miles radius area

→ 0.5 miles = 2,640 feet (1 mile = 5280 feet)

→ Total area of 2,640 ft circle

= $[3.14 (3300)^2] / 43,560 \text{ Acres} = 502.4 \text{ Acres}$

Therefore required density = $1,000 / 500 = \underline{\underline{2 \text{ people/ acre}}}$

Average density required for smaller parks = $(2+8) / 2 = 5 \text{ people per acre}$

Hence for smaller parks to function effectively a density of at least 5 people per acre is required.

Existing Density

Cape Girardeau, MO

Total population / Area = $36000 / 25 \text{ square miles}$

= $36,000 / 16000 \text{ acres} = \underline{\underline{2.25 \text{ people per acre}}}$

Ballwin, MO

Total population / Area = $32000 / 9 \text{ square miles}$

= $32,000 / 5760 \text{ acres} = \underline{\underline{5.55 \text{ people per acre}}}$



2007 Cape Girardeau Comprehensive Plan Survey

Please take a few minutes to complete this survey in order to provide valuable input for Cape Girardeau's Comprehensive Planning process now underway. Your response will help create a community vision for the next fifteen to twenty years. These items represent services provided in Cape Girardeau, but not necessarily provided by the City. Please mark the boxes that best represent your opinion for each item. If a particular item does not apply to you, mark the "no opinion" box.

Although your response to this questionnaire will be kept confidential, the information collected from all respondents will be used collectively to determine community vision within the final Comprehensive Plan.

The mailing and drop-off information for the survey is provided on the last page of the survey. There are 3 locations for drop-off and one for mailing. If you choose to mail the completed survey, please direct your mail to Ms. Heather Brooks at the City Hall location. Please turn in your completed surveys by February 2, 2007.

YOUR RATING OF CAPE GIRARDEAU AS A COMMUNITY

1. How do you rate Cape Girardeau as a community as a place:

	Very Good	Good	Neither Good Nor Bad	Bad	Very Bad	No Opinion
that provides convenient access to the City services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
to raise children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
to retire	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
to attend college	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
to work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
with diverse Housing alternatives*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
that provides affordable housing**	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
that is safe to live and work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
that values its history	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
that is respectful and tolerant of all citizens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
willing to help people with special needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing after school and summer opportunities for children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing after school and summer opportunities for teenagers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



APPENDIX-3: CITIZEN SURVEY

City of Cape Girardeau, Missouri

providing opportunities for leisure-time activities for adults	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing senior recreation programs and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing opportunities for continuing education	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing school facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing varied recreational opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing parks; hiking, biking, and walking trails; and greenway preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
with good neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
that maintains its streets and sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing opportunities for dining out and other entertainment venues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing varied shopping opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing opportunities to attend arts/cultural events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
projecting a positive community image	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
with architectural character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
providing Landscaping (Streetscapes- medians and sidewalks) to enhance the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
overall, as a place to live	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Diverse housing means housing for all income level and all sizes

** Affordable housing means not more than 30% of the total household income is spent on rent or mortgage.

2. Would you like to expand on any of the items that you marked “very good” or “very bad”, in the previous question?

3. What three things do you like most about living in Cape Girardeau?

4. What three things do you like least about living in Cape Girardeau?

5. Do you think there is an adequate supply of businesses in the City to serve your needs? What business establishments would you like to see developed in the future for Cape Girardeau?

6. Name some of the cities/ communities you have visited that can provide inspiration to Cape Girardeau and why?

7. What is your vision of riverfront and downtown development? What are some of the activities you would like to see on the riverfront?



YOUR RATING OF PROGRAMS AND FACILITIES

8. How do you rate the quality of each of the programs or facilities listed below?

	Very Good	Good	Neither Good Nor Bad	Bad	Very Bad	No Opinion
Recycling program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Golf courses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Athletic fields	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public library services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus System/Taxi Service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downtown environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical services & facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Police response to community problems and needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fire and emergency medical response	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business assistance and retention	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Attracting businesses to provide a wider range of goods and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Would you like to expand on any of the items that you marked “very good” or “very bad”, in the previous question?



10. How important to you and/or members of your household are the programs or facilities listed below?

	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Recycling program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Golf courses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Athletic fields	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public library services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus System/Taxi Service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downtown environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical services & facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Police response to community problems and needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fire and emergency medical response	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business assistance and retention	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Attracting businesses to provide a wider range of goods and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. Would you like to expand on any of the items that you marked “very important” or “very unimportant”, in the previous question?

12. The City of Cape Girardeau must spend a certain portion of its budget to provide and operate basic services. However, if money became available for the facilities, programs or services below, how would you allocate this money among them? Please write the percentage that you would allocate to each item. Use the lines labeled “other” to describe any programs or services not listed to which you would allocate money. Your total ‘for all services’ should equal 100%.



APPENDIX-3: CITIZEN SURVEY

City of Cape Girardeau, Missouri

Trails or sidewalks	%	
Increase supply of affordable housing	%	
Indoor recreation facilities	%	
Library facilities	%	
More fire stations	%	
More police officers	%	
Outdoor recreation facilities	%	
Public transportation	%	
Traffic congestion relief	%	
Smoother roads	%	
Stormwater projects	%	
Other	%	(please describe)
Other	%	(please describe)

13. What new services would you like to see?

14. Which existing services, if any, would you reduce or eliminate?

15. Check the 3 items of enforcement/planning the City should emphasize most.

Litter Control	<input type="radio"/>
Property Standards Control	<input type="radio"/>
Annexation	<input type="radio"/>
Street Parking	<input type="radio"/>
Stormwater Management Regulations	<input type="radio"/>
Building Inspections	<input type="radio"/>
Subdivision Development Regulations	<input type="radio"/>
Other (please describe)	



APPENDIX-3: CITIZEN SURVEY

City of Cape Girardeau, Missouri

16. Please select your age range:

- ☐ 15-20 ☐ 31-40 ☐ 51-65
☐ 21-30 ☐ 41-50 ☐ 66 and above

17. Please select the quadrant that you currently reside in:

- ☐ WARD-1 ☐ WARD-3 ☐ WARD-5
☐ WARD-2 ☐ WARD-4 ☐ WARD-6
☐ I only work in Cape Girardeau
☐ I do not live or work in Cape Girardeau

Mailing & Drop-off Locations

Please turn in your completed surveys by February 2, 2007.

Cape Girardeau City Hall (Mailing & Drop-off)

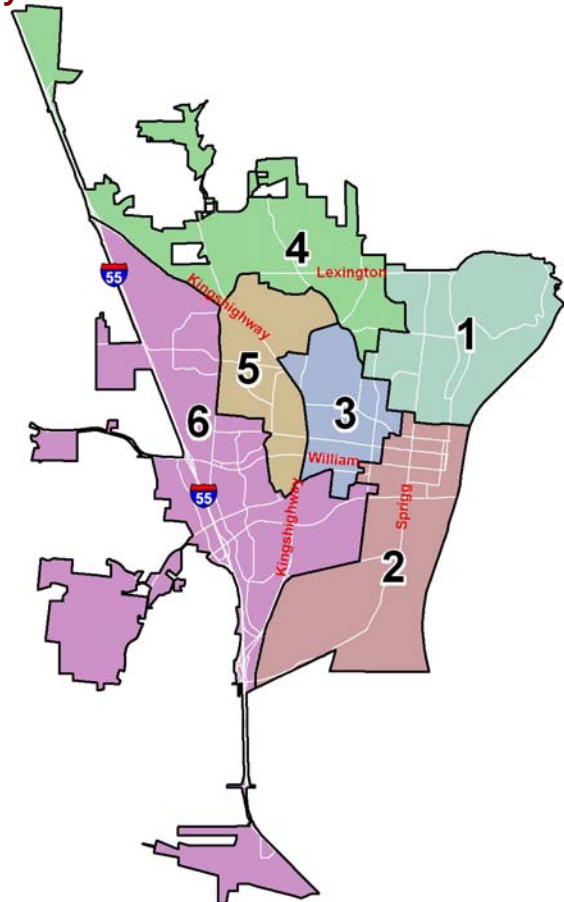
401 Independence St,
Cape Girardeau, MO- 63703
Phone: (573) 334-1212
Note: Please direct your mail to **Heather Brooks**

Cape Area Family Resource Center (Drop-off)

1202 S Sprigg St
Cape Girardeau, MO- 63703
Phone: (573) 334-8170

Osage Community Center (Drop-off)

1625 N Kingshighway
Cape Girardeau, MO- 63701
Phone: (573) 334-2859



THANK YOU FOR PARTICIPATING IN OUR SURVEY



APPENDIX- 4: SURVEY RESULTS

City of Cape Girardeau, Missouri

Table A: Survey Results for Cape Girardeau as a Place to live

Parameter Category	Question Number	How do you rate Cape Girardeau as a community and as a place:	Very Good	Good	Neither Good nor Bad	Bad	Very Bad	No Opinion
Community	1	overall, as a place to live	19%	56%	19%	4%	1%	2%
	2	that is safe to live and work	26%	50%	18%	5%	1%	1%
	3	to work	17%	49%	19%	10%	3%	3%
	4	to raise children	27%	52%	12%	4%	1%	5%
	5	to retire	17%	43%	21%	7%	3%	9%
Social & Cultural	6	projecting a positive community image	16%	46%	28%	6%	2%	2%
	7	that values its history	34%	41%	16%	5%	1%	4%
	8	that is respectful and tolerant of all citizens	13%	38%	29%	14%	4%	3%
	9	willing to help people with special needs	13%	35%	33%	7%	3%	9%
	10	providing opportunities to attend arts/cultural events	8%	35%	29%	18%	7%	4%
Physical	11	with good neighborhoods	19%	54%	18%	6%	1%	2%
	12	with architectural character	9%	32%	36%	13%	5%	4%
	13	that maintains its streets and sidewalks	10%	37%	26%	16%	9%	3%
	14	providing Landscaping (Streetscapes- medians and sidewalks) to enhance the community	6%	32%	32%	19%	7%	4%
	15	with diverse Housing alternatives- housing for all income levels and all sizes	7%	32%	30%	17%	5%	9%
	16	that provides affordable housing- not more than <u>30%</u> of the total household income is spent on rent or mortgage	5%	29%	34%	17%	5%	11%
	17	that provides convenient access to the City services	15%	54%	21%	5%	2%	4%
Educational	18	providing school facilities	20%	54%	17%	4%	1%	4%
	19	to attend college	24%	52%	14%	4%	3%	3%
	20	providing opportunities for continuing education	24%	50%	16%	5%	2%	3%
Commercial	21	providing opportunities for dining out and other entertainment venues	25%	44%	19%	7%	3%	1%
	22	providing varied shopping opportunities	20%	41%	20%	12%	6%	1%
Recreational	23	providing varied recreational opportunities	12%	43%	26%	12%	3%	4%

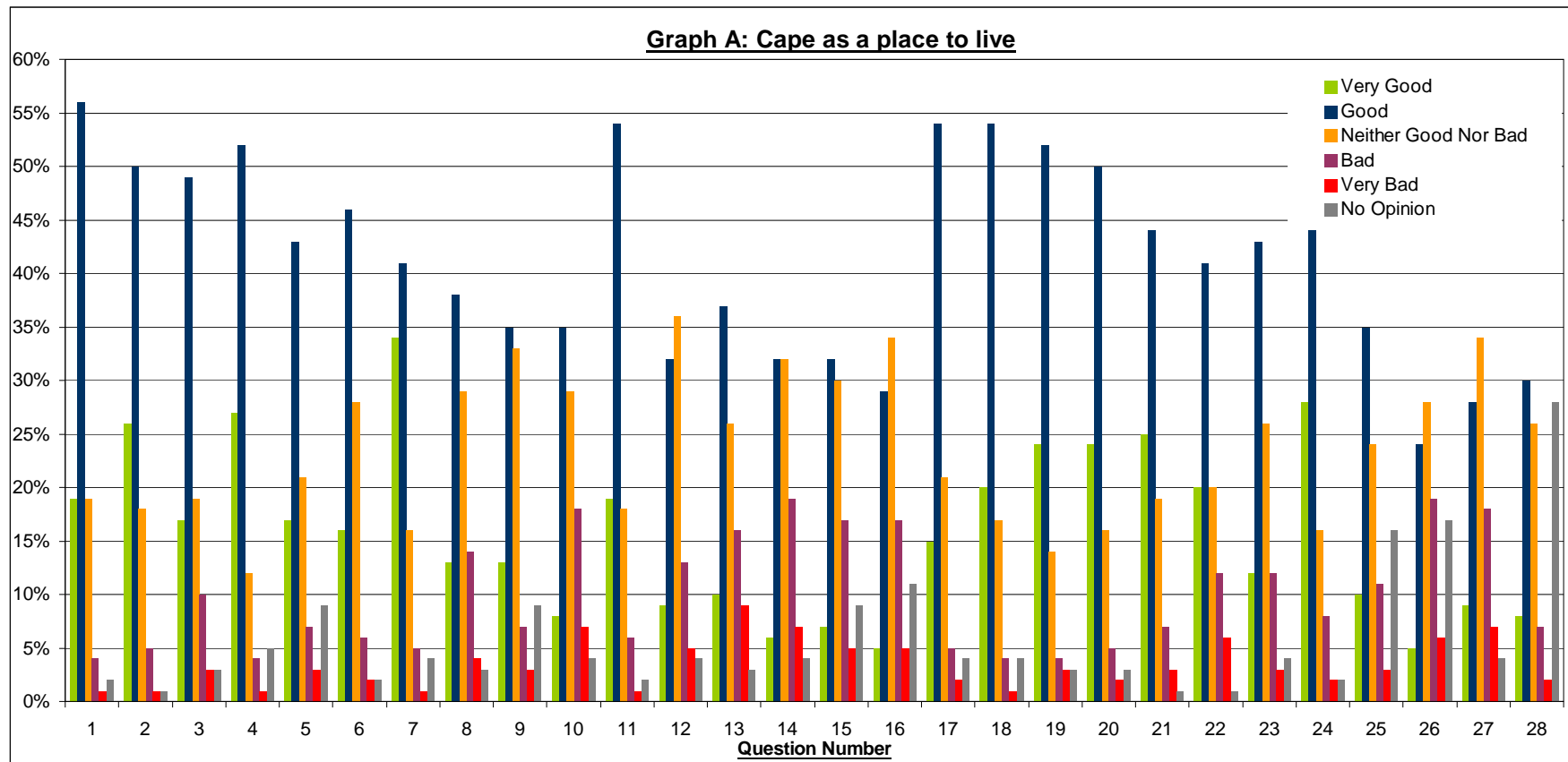


APPENDIX- 4: SURVEY RESULTS

City of Cape Girardeau, Missouri

	24	providing parks; hiking, biking, and walking trails; and greenway preservation	28%	44%	16%	8%	2%	2%
	25	providing after school and summer opportunities for children	10%	35%	24%	11%	3%	16%
	26	providing after school and summer opportunities for teenagers	5%	24%	28%	19%	6%	17%
	27	providing opportunities for leisure-time activities for adults	9%	28%	34%	18%	7%	4%
	28	providing senior recreation programs and services	8%	30%	26%	7%	2%	28%

Source: zoomerang.com (survey organized by Arcturis)





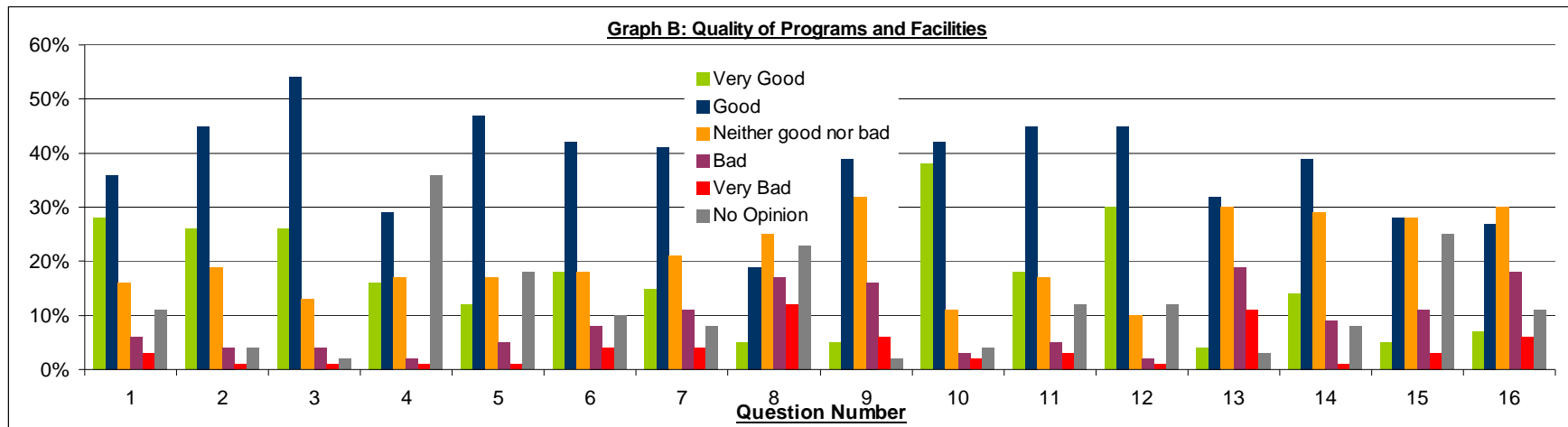
APPENDIX- 4: SURVEY RESULTS

City of Cape Girardeau, Missouri

Table B: Survey Results for quality of programs or facilities in Cape Girardeau

Question Number	How do you rate the quality of each of the programs or facilities listed below	Very Good	Good	Neither good nor bad	Bad	Very Bad	No Opinion
1	Recycling program	28%	36%	16%	6%	3%	11%
2	Recreation trails	26%	45%	19%	4%	1%	4%
3	Parks	26%	54%	13%	4%	1%	2%
4	Golf courses	16%	29%	17%	2%	1%	36%
5	Athletic fields	12%	47%	17%	5%	1%	18%
6	Recreation centers	18%	42%	18%	8%	4%	10%
7	Public library services	15%	41%	21%	11%	4%	8%
8	Bus System/Taxi Service	5%	19%	25%	17%	12%	23%
9	Downtown environment	5%	39%	32%	16%	6%	2%
10	Medical services & facilities	38%	42%	11%	3%	2%	4%
11	Police response to community problems and needs	18%	45%	17%	5%	3%	12%
12	Fire and emergency medical response	30%	45%	10%	2%	1%	12%
13	Traffic flow	4%	32%	30%	19%	11%	3%
14	Historic preservation	14%	39%	29%	9%	1%	8%
15	Business assistance and retention	5%	28%	28%	11%	3%	25%
16	Attracting businesses to provide a wider range of goods and services	7%	27%	30%	18%	6%	11%

Source: zoomerang.com (survey organized by Arcturis)





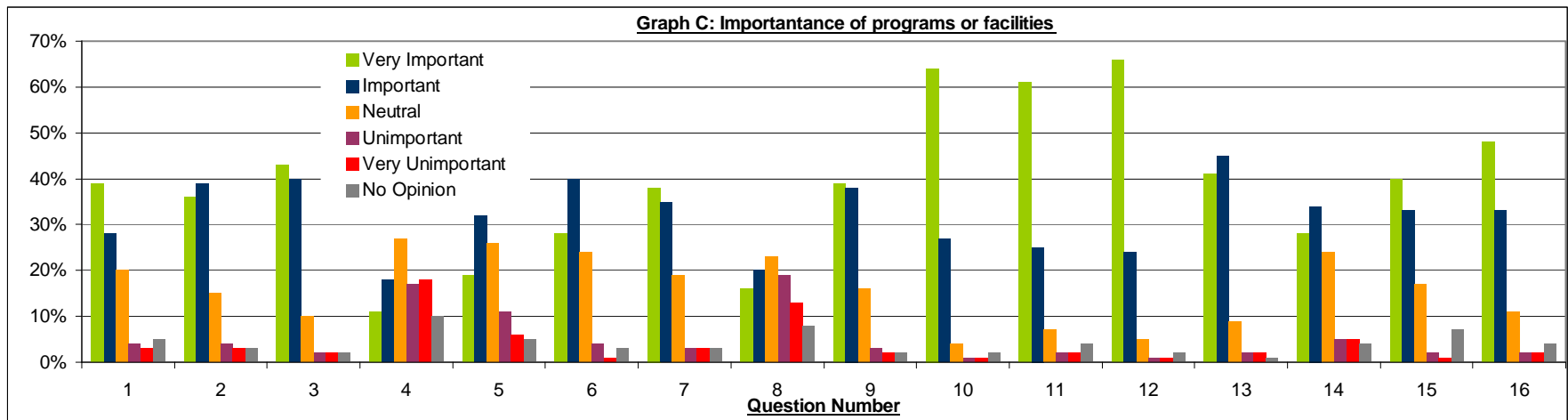
APPENDIX- 4: SURVEY RESULTS

City of Cape Girardeau, Missouri

Table C: Importance of programs or facilities in Cape Girardeau

How important to you and/or members of your household are the programs or facilities listed below?	Question Number	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Recycling program	1	39%	28%	20%	4%	3%	5%
Recreation trails	2	36%	39%	15%	4%	3%	3%
Parks	3	43%	40%	10%	2%	2%	2%
Golf courses	4	11%	18%	27%	17%	18%	10%
Athletic fields	5	19%	32%	26%	11%	6%	5%
Recreation centers	6	28%	40%	24%	4%	1%	3%
Public library services	7	38%	35%	19%	3%	3%	3%
Bus System/Taxi Service	8	16%	20%	23%	19%	13%	8%
Downtown environment	9	39%	38%	16%	3%	2%	2%
Medical services & facilities	10	64%	27%	4%	1%	1%	2%
Police response to community problems and needs	11	61%	25%	7%	2%	2%	4%
Fire and emergency medical response	12	66%	24%	5%	1%	1%	2%
Traffic flow	13	41%	45%	9%	2%	2%	1%
Historic preservation	14	28%	34%	24%	5%	5%	4%
Business assistance and retention	15	40%	33%	17%	2%	1%	7%
Attracting businesses to provide a wider range of goods and services	16	48%	33%	11%	2%	2%	4%

Source: zoomerang.com (survey organized by Arcturis)





APPENDIX-5: INTERVIEWEE LIST

City of Cape Girardeau, Missouri

STAKEHOLDERS

- 1) Earl Norman- (573) 332-1616
- 2) Bob Hahn- Works for Drury- (573) 334-0546
- 3) Dan Drury who came along with Bob Hans
- 4) John and Jerriane Wyman- (573) 651-1916
- 5) Pat King- (573) 335-1351
- 6) Denise Lincoln – South Cape Girardeau Residential – (573) 334-8170
- 7) Steve Bjelich – St. Francis Hospital – (573) 331-5128
- 8) William Robison – MoDOT – (573) 472-6621
- 9) Tim Drury – Drury Industries – (314) 423-5040
- 10) Ken Dobbins, SEMO – (573) 651-2000
- 11) James Wente – SEMO Hospital – (573) 651-5500
- 12) Brandon Williams – High End Residential Development – (573) 382-7373
- 13) Brad Haertling – Large Commercial Develop – (573) 335-7444
- 14) Bill Barkley- Proctor and Gamble (573) 332-3000
- 15) Eric Marquart - (573) 450-0450

CITY STAFF

- 16) Bruce Loy- Cape Girardeau Airport Services- (573) 334 6230
- 17) Tim Gramling- Cape Girardeau water and Sewer System
- 18) Rick Ennis- Cape Girardeau Fire Chief
- 19) Carl Kinnison- Police Chief- (573) 335- 6621
- 20) Dan Muser – Cape Girardeau Parks and Recreation
- 21) Betty Martin: City of CapePublic Library (573) 334-5279
- 22) Chuck Martin – Cape Girardeau Tourism (573) 335-1631
- 23) James Richbourg – City of Cape– (573) 334-7146

CITY OF CAPE GIRARDEAU COMPREHENSIVE PLAN



M a p s