

CITY OF WASHINGTON COMPREHENSIVE PLAN



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EXECUTIVE SUMMARY

Washington, Missouri is a third-class City with a Mayor-Council form of government which was incorporated in 1839 and located on the southern bank of the Missouri River in Franklin County. The City encompasses approximately nine square miles and had a 2010 population count of 13,982 persons.

The City is located on the outer-ring of the St. Louis Metropolitan Area. The City of Washington, whose nickname is "The Corn Cob Pipe Capital of the World" has been characterized as a historic river town which has experienced new residential, commercial and industrial growth during the last two decades.

The City is at the intersection of State Highways 100 and 47. Interstate 44 is located 10 miles to the east with Interstate 70 approximately 20 miles to the north. Downtown St. Louis and the Lambert-St. Louis International Airport are approximately 50 miles to the northeast

The City of Washington serves as both a regional retail center and employment center in the area. Its retail service area consists of 150,000 citizens with over \$370 million in annual retail sales. The community also serves to employ 7,000 area workers, including over 1,400 health care professionals.

The City was named for George Washington after it came under American control. The community was first settled during the rule of the Spanish empire and was originally called St. John Meyer's settlement. It was the site of a Spanish log fort called San Juan del Misuri (1796-1803).

Daniel Boone settled in the area beginning in 1799. In 1814 a ferry boat was granted a license to cross the Missouri River and the settlement became known as Washington Landing.

William G. Owens and his wife Lucinda settled in the area in 1818. They purchased almost 50 acres of land along the Missouri River which would eventually become the town center. In 1827 a town was laid out and lots were auctioned off in 1829. The cost of the land would be waived if the buyer could build a substantial home within two years.

William Owens was murdered in 1834. His death caused various legal entanglements. These legal circumstances were not resolved by his widow until 1839. At that time, Lucinda Owens filed a plat at the Franklin County Courthouse to establish the town. The town of Washington was incorporated on May 29, 1839.

The actual 2010 Census population count for the City of Washington was 13,982. This compares with a 2000 Census population count of 13,243. This increase of 739 persons reflects a modest population growth of around 5% of the total. There are 7,300 females and 6,682 males within the community. The median age is 39.4 years. The population was 11,367 and 9,251 for 1990 and 1980 respectively.

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

The City of Washington contains Mercy Hospital Washington located along Highway 47 just south of the Missouri River at 901 East 5th Street. The hospital is a level-3 trauma center and a member of the Sisters of Mercy Health Care System. This 187-bed acute care facility has been a recipient of the National Top 100 Hospitals Award a total of five times. In 2005, the hospital also received the PRiMARIS Award from the State of Missouri. This award is given to one hospital in the State of Missouri on an annual basis.

In July 2011, the Sisters of Mercy Health Care system announced its plans to invest \$236 million of capital improvements into its Washington, Missouri facilities over the next decade.

These expenditures will include replacement of the existing facility. Mercy is a \$3.9 billion health system which owns and operates 28 hospitals across several States. More information on Mercy hospitals can be found at www.mercy.net.

The City of Washington has an extensive street network throughout the community with major automotive routes being Highway 47 over the Missouri River as the principal north-south arterial and Highway 100 being the main east-west connector. Both highways connect to Interstate 44. Highway 47 crosses the Missouri River at the City of Washington. The Missouri River Bridge is one of the 14 bridges in the community. The Highway 47 Bridge was originally constructed in 1934 and is 2,562 feet long, with two 11-foot lanes and no shoulders. The I-beam, deck truss and cantilevered through-truss span design carries approximately 10,000 vehicles per day. The bridge was rehabilitated in 1996 and again in 2009.

Bicyclists and pedestrians have both on-street and off-street opportunities throughout the City of Washington. The trailhead for the Washington Bikeway Rotary Riverfront Trail is located in Rennick Riverfront Park. The trail is approximately three miles in length and "runs" adjacent to the Missouri River. The paved trail accommodates both bicyclists and pedestrians and allows access into the on-street system.

A bicycle/pedestrian plan was presented to the City of Washington in September 2011 to expand the City's network. Highlights of their plan included the following:

- 13 miles of warning signs along Highway 47, Fifth Street, South Point Road and Bluff Road.
- 33 miles of bike routes principally along Third, Eighth, Stafford and Front Streets.
- 6 miles of shared-lanes along Fifth Street, Jefferson Street, and International Avenue.

- 5 miles of multi-purpose (off-street) trails to include an extension of the Rotary Riverfront Trail, Busch Creek Trail, Camp Street Connector, and a dedicated bicycle lane on the new Highway 47 Missouri River Bridge.

The bicycle and pedestrian facilities plan was a joint effort between the City of Washington and Trailnet, a non-profit advocate for such facilities in the St. Louis metropolitan region.

The City of Washington maintains an active program of street improvements around the community. Many of these street improvements are undertaken with a match of monies through the East-West Gateway Council of Governments. From 2005 through 2011 a total of \$12 million was spent on improving the streets throughout the community. This included approximately \$5.4 million of East-West Gateway allocations and the remaining \$6.6 million was spent from the City's transportation sales tax revenues. In addition to various roadway improvements, the City has a Novachip program to "chip and seal" various streets on an on-going basis.

According to the City of Washington website (www.ci.Washington.mo.us) the City has 14 parks which total over 430 acres in area.

There are several groups in the City of Washington who have an interest in the historic and cultural resources of the community. The main organization is the Washington Historical Society (www.washmohistorical.org) This organization is dedicated to the preservation of Washington's historical resources.

The City of Washington depends on tourism to some extent to showcase the community, as well as provide enhanced revenues from those visiting the community and making purchases.

The community hosts a number of events throughout the year. This provides the opportunity for area residents to get-together, attracts tourists and tourism-generated dollars, and enhances the overall quality-of-life.

Washington, Missouri is a major employment and manufacturing center with over 65 industries. It is also a major medical center with over 100 doctors and a 187-bed hospital, Mercy Hospital of Washington.

The area is supported by the Washington Area Chamber of Commerce. The Chamber supports area businesses and maintains an active website at www.washmo.org for information concerning the community and in support of local businesses.

Downtown Washington, Inc. is an organization which promotes business and events in downtown Washington. One of the notable specialized business activities supported by Downtown Washington is the Farmers Market. The market, located at 317 W. Main Street offers a variety of baked goods, canned goods and crafts. The products are locally grown by the vendors. Since the Farmers Market is under a permanent awning, it is open "rain or shine". The market is open on Saturdays from the beginning of April until Christmas and on Wednesdays from May through October.

A key element of any successful Comprehensive Plan is public participation. It was decided early in the process that public input would be important in development of the Plan. The public participation process involved a combination of public meetings and the use of social media.

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

The first step involved is the preparation of an Existing Land Use map. The Existing Land Use map shows the specific land use which is occurring on each individual parcel located within the Washington City Limits. The existing land use information was compiled by the City of Washington City Staff based upon a review of the adopted Existing Land Use map from the current Comprehensive Plan, coupled with development changes which have occurred within the community over the last decade.

Comprehensive planning involves local citizens in the process of developing a vision for their community. Communicating with the community is critical in developing sound planning solutions as well as building support for the Comprehensive Plan. The process used for communicating with the Washington community utilized various methods to engage the local public. These included traditional methods such as public meetings/workshops and use of the City's website, as well as newer methods such as social media sites. These social media sites, very popular in this Information Age, have proven to be a very effective means of communicating with the public.

The social media sites of Facebook and Twitter were developed specifically for the Washington Comprehensive Plan to provide an easily accessible media which communicated information regarding the planning process. The social media sites allowed the posting of meeting notices, meeting results and photos, and links to on-line surveys. These sites also provided a method for the public to communicate with the consultant Project Team, beyond the more traditional public meeting/workshop format.

This portion of the City of Washington Comprehensive Plan is by far the most important of the overall Plan. This Implementation Strategy section details the 42 goals and 144 objectives necessary to assist the community achieve its desired vision for the future. These goals and objectives is the culmination of a thirteen month effort involving three public participation meetings, an official Public Hearing, and many hours of discussion between the consultant Project Team, the Steering Committee, and City Staff. The goals and objectives are categorized under the six key focus topic areas identified early in the Comprehensive Plan process.

ACKNOWLEDGMENT

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I. EXISTING CONDITIONS

DEMOGRAPHIC CHARACTERISTICS

General Characteristics

The actual 2010 Census population count for the City of Washington was 13,982. This compares with a 2000 Census population count of 13,243. This increase of 739 persons reflects a modest population growth of around 5% of the total. There are 7,300 females and 6,682 males within the community. The median age is 39.4 years. The population was 11,367 and 9,251 for 1990 and 1980 respectively.

The population density remains low with approximately 1,700 people per square mile.

When compared to the State of Missouri, the Hispanic race population is above the State average and the foreign-born population is significantly below the State average.

Social Characteristics

The main ancestry of Washington residents is German with over 49% claiming this heritage. Other ancestry groups include Irish (11%), English (10%), U.S. (6%), French (4%) and Polish (2%) as the major ancestries identified.

The daytime population change due to commuting is an additional 4,000 persons. The percentage of workers who both live and work in the City of Washington is about 52% of the available workforce.

The crime rate index is relatively low in the City of Washington (168.7) versus the United States as-a-whole which had a 2010 crime rate index of 319.1. The full-time law enforcement officers were reported to be 1.95 officers per 1,000 residents. This compares to the State of Missouri officer per 1,000 resident count of 2.48.

There are a number of social service agencies located in the Washington community. One of the more recognized is Goodwill Industries International, Inc. which has a Goodwill store located in the Phoenix Center. The mission of Goodwill Industries International is to “enhance the dignity and quality of life of individuals, families and communities by eliminating barriers to opportunity and helping people in need to reach their fullest potential through the power of work.”

Other social services in the Washington area include the United Way of Franklin County, Pregnancy Assistance Center, Loving Hearts Outreach Thrift and Habitat for Humanity and the Division of Senior and Disability Services in Union.

Economic Characteristics

The estimated median household income for 2009 was \$45,630. This compares with the actual median household income reported for the 2000 Census as \$43,417. This represents only a small percentage increase over this roughly ten-year period. The median earnings estimate in 2010 inflation-adjusted dollars was about \$28,000 per year per person. The male earnings amount was higher at around \$36,000, with the female earnings being about \$22,500 per year.

While individual earnings increased only slightly through the 2000's, the value of housing has increased much more substantially. The actual median house or condo value in the City of Washington from the 2000 Census was \$99,000. This amount increased to the 2009 estimated value of over \$168,000.

The median real estate property taxes for units with mortgage are about \$1,400 per year. For those who no longer have a mortgage, the property taxes are lower at around \$1,200 per year.

The unemployment rate within the State of Missouri was reported as 7.4% in March 2012. This compared with the United States unemployment rate of 8.3%. Since March 2012 the overall unemployment numbers have decreased across the State.

The most common industries for males from 2005-2009 were manufacturing (22%), construction (16%), retail trade (8%) and transportation and warehousing (7%). The most common industries for females were health care and social services (18%), manufacturing (14%), educational services (11%) and accommodations and food services (10%).

The most common occupations during this same period for males were other production occupations including supervisors, metal workers and plastic workers and other sales and related workers including supervisors. For females the most common occupations were for other production occupations including supervisors, and other office and administrative support workers including supervisors.

The number of persons employed in 1994 for zip code 63090 was 10,302. By 2008 that number had risen to 12,583 representing over a 22% increase in employment opportunities within the Washington zip code area.

Housing Characteristics

The results of the 2010 Census revealed that there were 5,863 total households in the City of Washington. This included 3,665 family households (62.5%) and 2,198 non-family households (37.5%). The average household size was 2.35 persons in the 2010 Census and 2.46 in the 2000 Census.

The almost 6,000 households were located in 6,319 housing units. Of these 6,319 units, 93% were occupied with only 7% being unoccupied. Of the occupied housing units 68% were owner-occupied and 32% were renter-occupied units.

The vast majority of housing units in Washington were using electricity as the heating source (61%). The remainder used utility gas (18%), fuel oil, kerosene, etc. (14%), bottled tank or LP gas (6%) or wood (1%).

There were 186 persons located in group quarters according to the 2010 Census. These individuals lived in nursing homes, orthopedic wards, institutions for the physically handicapped, in other group homes or in religious group quarters.

Building permit data was obtained for new single-family house construction from 2000 through 2011. Following is that information:

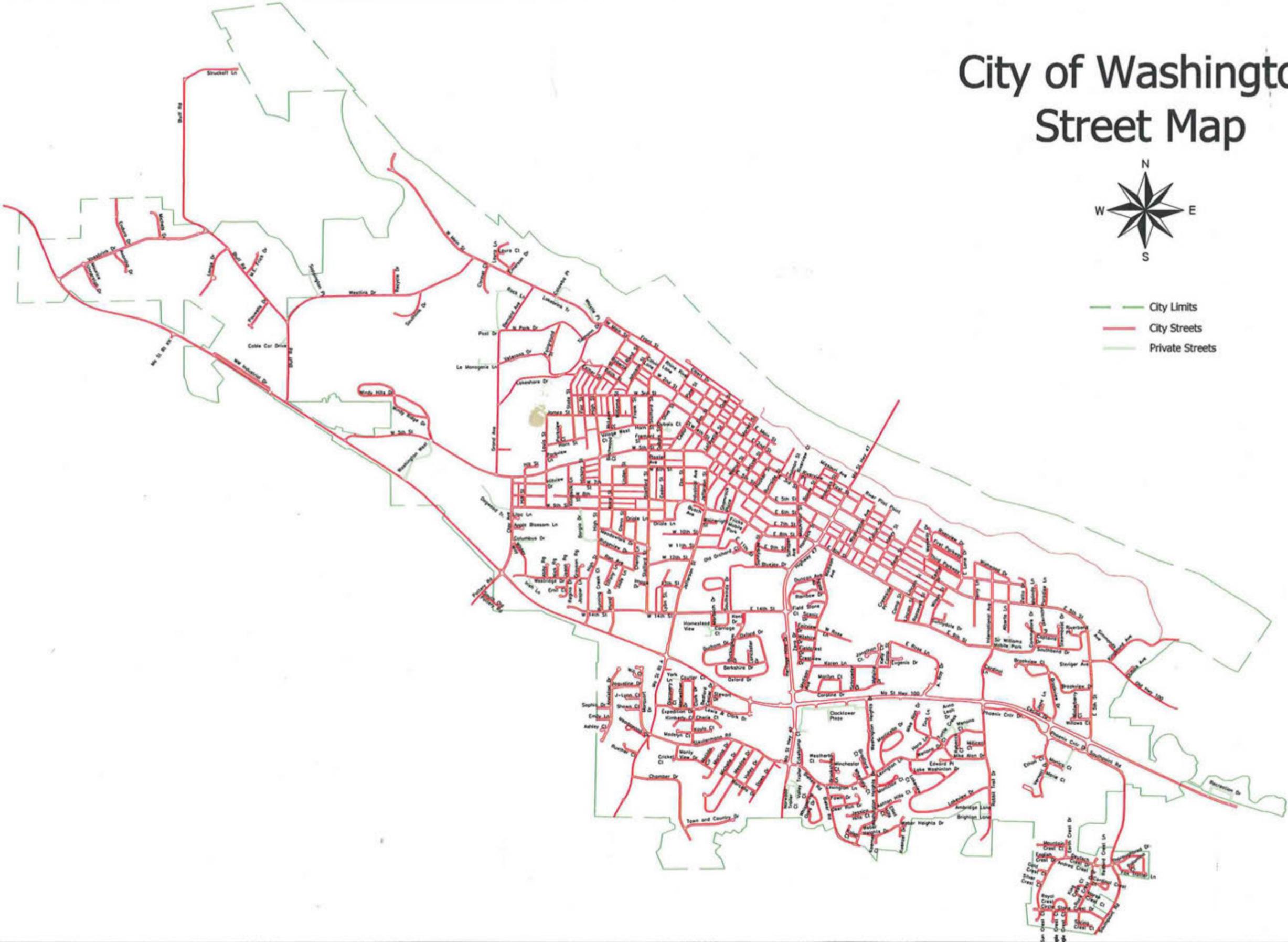
| YEAR | Number of Buildings | Average Cost |
|-------------|----------------------------|---------------------|
| 2000 | 64 | \$127,300 |
| 2001 | 64 | 138,400 |
| 2002 | 73 | 153,600 |
| 2003 | 93 | 139,200 |
| 2004 | 71 | 168,100 |
| 2005 | 68 | 196,900 |
| 2006 | 40 | 226,500 |
| 2007 | 38 | 222,700 |
| 2008 | 19 | 183,200 |
| 2009 | 18 | 191,700 |
| 2010 | 9 | 178,200 |
| 2011 | 7 | 216,700 |

Senior housing opportunities are available throughout the Washington community. These locations include the Hillcrest Apartments on Second Street; Heritage Village on Fremont Street; The Homestead at Hickory View on Marbach Drive; and MacArthur Park Senior Apartments on Fifth Street.

City of Washington Street Map



- City Limits
- City Streets
- Private Streets



CITY OF WASHINGTON SETTING AND HISTORY

Setting

Washington, Missouri is a third-class City with a Mayor-Council form of government which was incorporated in 1839 and located on the southern bank of the Missouri River in Franklin County. The City encompasses approximately nine square miles and had a 2010 population count of 13,982 persons.

The City is located on the outer-ring of the St. Louis Metropolitan Area. The City of Washington, whose nickname is “The Corn Cob Pipe Capital of the World” has been characterized as a historic river town which has experienced new residential, commercial and industrial growth during the last two decades.

The City is at the intersection of State Highways 100 and 47. Interstate 44 is located 10 miles to the east with Interstate 70 approximately 20 miles to the north. Downtown St. Louis and the Lambert-St. Louis International Airport are approximately 50 miles to the northeast.

Nearby Cities include Marthasville, Augusta, Union, Villa Ridge, Gray Summit, New Haven, Dutzow and St. Clair. The nearest City with a population in excess of 50,000 is St. Peters (27 miles). St. Louis with a population in excess of 200,000, is approximately 50 miles and Chicago (300 miles) is the closest City with a population over 1 million.

The City of Washington serves as both a regional retail center and employment center in the area. Its retail service area consists of 150,000 citizens with over \$370 million in annual retail sales. The community also serves to employ 7,000 area workers, including over 1,400 health care professionals.

The City is at an elevation of 568 feet above mean sea level and is at latitude 38 37'7"N and longitude 91 0'48" W according to information provided in Wikipedia. Additional information about the City of Washington can be obtained on its website, www.ciwashington.mo.us and www.washmoworks.com.

History

The City was named for George Washington after it came under American control. The community was first settled during the rule of the Spanish empire and was originally called St. John Meyer's settlement. It was the site of a Spanish log fort called San Juan del Misuri (1796-1803).

Daniel Boone settled in the area beginning in 1799. In 1814 a ferry boat was granted a license to cross the Missouri River and the settlement became known as Washington Landing.

William G. Owens and his wife Lucinda settled in the area in 1818. They purchased almost 50 acres of land along the Missouri River which would eventually become the town center. In 1827 a town was laid out and lots were auctioned off in 1829. The cost of the land would be waived if the buyer could build a substantial home within two years.

William Owens was murdered in 1834. His death caused various legal entanglements. These legal circumstances were not resolved by his widow until 1839. At that time, Lucinda Owens filed a plat at the Franklin County Courthouse to establish the town. The town of Washington was incorporated on May 29, 1839.

Lured by the writings of Gottfried Duden, German families settled in the area beginning in 1833. These anti-slavery German families soon outnumbered the existing slaveowner population. Thus, Washington became a strong supporter of the Union during the Civil War. The town was ransacked by the Confederate army under the direction of General Sterling Price. However, the Confederate army was unable to retain control of Washington and retreated from the area.

Following the Civil War, the town became both a railroad and steamboat transportation hub. The community developed a strong industrial base. Many of the buildings from this period still stand. The City of Washington has almost 450 buildings on the National Register of Historical Places, a record number of structures for any community in Missouri.

As an interesting aside, Washington was the site of a television program called Town Haul. The program on TLC was hosted by Genevieve Gordon and remakes older small towns to give them a 'new look'. In its third season, a house and business in the community had a makeover. In 2012 Washington received the GAMS Award and was noted in America in Bloom.

One of the City's notable residents is Jack Wagner. Jack Wagner is an Emmy Award-nominated actor with roles on General Hospital and the Bold and the Beautiful. He was born in Washington in 1959.

PHYSICAL ENVIRONMENT

Land Resource Region

In 2007, The United States Department of Agriculture Natural Resources Conservation Service (NRCS) published "*Land Resource Regions and Major Land Resources Areas of the United States, the Caribbean, and the Pacific Basin.*" This government publication described the major land resource regions and identified the City of Washington as being in an area entitled the Central Feed Grains and Livestock Region. Land resource regions are a group of geographically associated major land resource areas.

More specifically, the City of Washington is part of an area defined as 115B-Central Mississippi Valley Wooded Slopes, Western Part. This is a large land resource area which extends to include such communities as Cape Girardeau, Columbia, Fayette, Fulton, Jackson, Jefferson City, Ste. Genevieve, St. Louis in Missouri; along with East St. Louis, Edwardsville and Chester in Illinois.

Physiography

The Washington area is part of the physiographic region known as the Springfield-Salem Plateaus Section of the Ozark Plateaus Province of the Interior Highlands. This area consists primarily of deeply dissected, loess-covered hills which border both the Missouri and Mississippi River, their associated floodplains, and several smooth, loess covered plains. Karst topography is common in this physiographic region. These well-defined karst areas contain such features as sinkholes, springs and losing streams. Where development has been fairly extensive, such as in the St. Louis area, many of these features have been removed.

Geology

The upland areas are mostly covered in Wisconsin loess. Loess is the term used for soil which has been principally deposited by the wind. The loess is fairly thick on the ridge tops, but is much less present on slopes where it has eroded over time.

The underlying bedrock systems are mainly the Mississippian System or the Ordovician System. The Mississippian System consists primarily of cherty dolostone and limestone. The Ordovician System is more common in the more dissected areas and consists of sandstone, dolostone and limestone. There are many limestone and dolomite quarries which have been developed in these bedrock systems.

Topography

A variety of topographic mapping precuts have been produced by the United States Department of the Interior Geological Survey (USGS). The most popular topographic mapping is the 7.5 minute series. The scale on these maps is 1:24,000.

The City of Washington is displayed on two different topographic sheets; the Washington West Quadrangle and the Washington East Quadrangle. The maps are roughly "split" on the east and west sides of Highway 47.

The Washington West Quadrangle contains the majority of the City. The original mapping was produced in 1973 with a photo revision in 1985. A downtown benchmark is set at elevation 568. Elevations are typically in the range of 600 with the highest ridgelines being at an elevation of 700 feet above mean sea level.

The Washington East Quadrangle includes development located east of Highway 47. The Washington East mapping was produced in 1972. A benchmark has been established where Busch Creek crosses under the Union Pacific Railroad at elevation 488. The elevations in the Washington East Quadrangle are in the vicinity of 500-600 feet above mean sea level. The terrain could be characterized as a gently rolling topography.

Water Resources

Within this major land resource region there is an abundance of freshwater. Most of the water used within the region is taken from surface water resources with the remainder from underground supplies.

The Mississippi and Missouri Rivers are water resources which serve a multitude of uses including a public water supply, industrial and municipal use, and some limited irrigation. These rivers also are used for cooling thermoelectric power plants in Missouri and are major river transportation routes along with recreational boating. Flooding remains an issue along the Missouri River and at times has an effect on use of the City's riverfront park.

The two principal watersheds for the City flow into St. Johns Creek and Busch Creek. St. John's Creek is located in the western portion of the City and crosses under Highway 100 near its intersection with Fifth Street. Busch Creek is located east of the Highway 47 Missouri River Bridge crossing. Its major tributary is Dubois Creek. Both creeks flow into the Missouri River. Other watersheds in the City include City Park Creek, Fifth Street Creek and Dubois Creek.

The largest surface water impoundment in the area is Lions Lake located in the Washington City Park.

Floodplain

A new Flood Insurance Study was undertaken for Franklin County and became effective in October 2011. The Flood Insurance Study was performed by the Federal Emergency Management Agency. The study revised and updated information on the existence and severity of flood hazards throughout Franklin County, including the City of Washington.

The study develops flood-risk data which is used to establish rates and assist communities in their efforts to promote sound floodplain management. The information is also used by communities to update their existing floodplain regulations as part of the National Flood Insurance Program.

Within the City of Washington several creeks were evaluated. These include Busch Creek, Dubois Creek, South Branch Busch Creek, Southwest Branch Busch Creek and an Unnamed Tributary to Busch Creek. The areas subject to potential flooding are shown on the Flood Insurance Rate Maps which are available for review at City Hall located at 405 Jefferson Street.

The size and impact of the Great Flood of 1993 was unprecedented and has been considered the most costly and devastating flood in U.S. modern history. Unique extreme weather and hydrological conditions led to the 1993 flooding. In the St. Louis National Weather Service forecast area twenty river stage records were set along both the Missouri and Mississippi Rivers. The flooding occurred from April through October. The river was above flood stage at the City of Washington for over 75 days during that period.

Biological Resources

The soils located on the upland areas support a variety of hardwood species. The dominant species include oak, hickory and sugar maple. A number of sites in the area support big bluesteam, little bluesteam, along with scattered oak varieties and eastern red cedar. Lowland areas support a mixed variety including elm, cottonwood, river birch, ash, silver maple, sweetgum, sycamore, pin oak, pecan and willow.

Major wildlife species in the Washington area include whitetail deer, coyote, gray and red fox, raccoon, beaver, muskrat, skunk, opossum, rabbit, mink and fox and gray squirrels. Bird species in the Washington area are quite varied with both home and migratory species present. Some of these bird species include Canada geese, bald eagle, turkey, owls, various duck species, bobwhite quail, robin, woodpeckers, finch varieties, cardinals and blue jays. The Missouri State bird, the bluebird, is also present in the area.

Soils - General

According to the *Soil Survey of Franklin County, Missouri*, published by the United States Department of Agriculture Soil Conservation Service, the general soils in Washington consist of three principal associations. These associations are the Menfro association, Crider-Bucklick association, and the Haymond-Pope association.

The Menfro association is located between the Missouri River and Highway 100. This association is a very deep soil, gently sloping to steep and well-drained silty soil located on uplands.

The Crider-Bucklick association is located south of Highway 100 to near the City of Union. This soil association consists of very deep to deep soil, on gently sloping to steep terrain. It is characterized by well-drained silty soil on uplands.

The Haymond-Pope association is characterized by very deep, nearly level, well-drained, silty and loamy soils. These soils are typically found on floodplains and low terraces. In the Washington area, they are located along the St. Johns Creek tributary to the west of the community.

Soils - Specific Soil Types

In the Menfro association located between the Missouri River and Highway 100, the principal soil types include mostly 7-Menfro silt loam with some 8-Crider silt loam.

The Menfro silt loam is a soil well suited to crops, pasture or hay. Erosion can be a severe hazard. The trees within this soil type are mainly shade trees and ornamental plantings. No major problems affect tree growth, planting, or harvesting.

When this soil is used in building site development, the shrink-swell potential is a limitation. This limitation can be minimized by using adequately reinforced concrete in basement walls and

floors, and by backfilling with sand and gravel. A properly constructed septic tank absorption field can function adequately. Properly designed sewage lagoons can also function adequately if compacted and sealed such that seepage is controlled.

The Crider silt loam is also a soil that is well suited for cultivation, pasture and hay. Runoff is medium in this soil type, but erosion remains a severe hazard. There are no major problems which affect tree growth, planting, or harvesting.

This soil is suited for building site development without major limitations. Septic tank absorption fields can function adequately. On sites which may be used for sewage lagoons, seepage and slope can present limitations.

Within the Crider-Bucklick association south of Highway 100, the dominant soil types are also Menfro silt loam and Crider silt loam, along with areas of Bucklick silt loam. The Menfro and Crider silt loams were discussed previously.

The Bucklick silt loam is a deep, strongly sloping, well-drained soil found mainly on smooth side slopes in the uplands.

Permeability and availability water capacity are moderate in this soil type, along with rapid runoff. The shrink-swell potential is high due to the high clay content. If the soil is cultivated, erosion is a severe hazard.

When the soil is used for building site development, limitations include the shrink-swell potential, the depth to bedrock, and slope. The potential structural damage caused by the shrink-swell factor can be minimized by using adequately reinforced concrete in basement walls and floors, along with backfilling with sand and gravel.

Septic-tank absorption fields can function adequately if the distribution lines are installed across the slope, the depth to bedrock is increased by additions of silty borrow material, and the absorption area is large enough to compensate for the soils moderate permeability.

The Haymond-Pope association along St. John's Creek to the west of Washington consists of Menfro silt loam, Crider silt loam and Raccoon silt loam, among other lesser soil types.

The Raccoon silt loam is associated with stream areas and as such has a high water table. Some kind of drainage system is needed in most areas. The site is unsuitable for building site development and on-site waste disposal due to wetness and flooding potential. Development does not generally occur with this soil type.

Climate and other Meteorological Factors

The continental climate characterizes this area and features long, humid summers, moderate winters and ample precipitation. This description of any particular season must be qualified, however, by frequent changes which may occur from day-to-day in Missouri. This fact is explained by Missouri's location with respect to the movements of three major air masses.

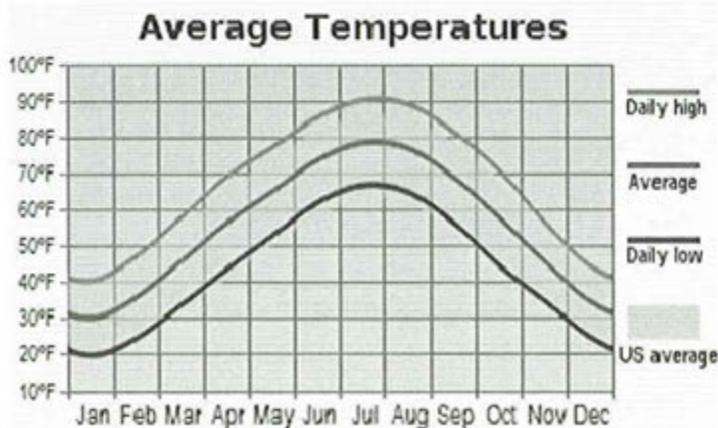
Canadian air masses approach from the northwest as cold or cool high-pressure zones. Warm moist air comes from the Gulf of Mexico, and dry air approaches from the west. The mixing of two air masses often produces turbulence; with more than half of the annual precipitation falling during April through August during thunderstorm events. Thunderstorms from the colliding air masses are also the source of tornadoes.

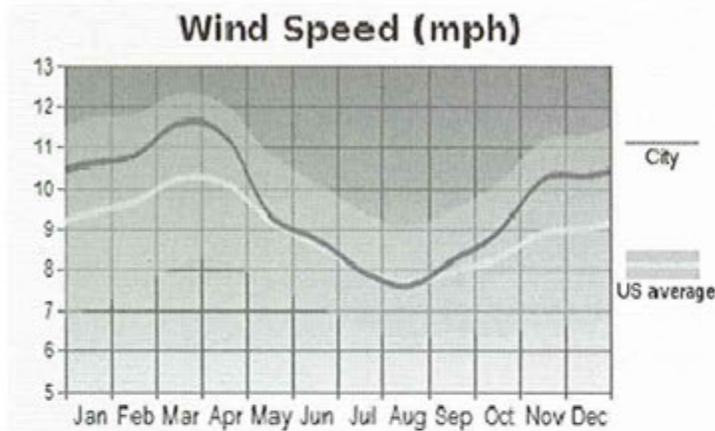
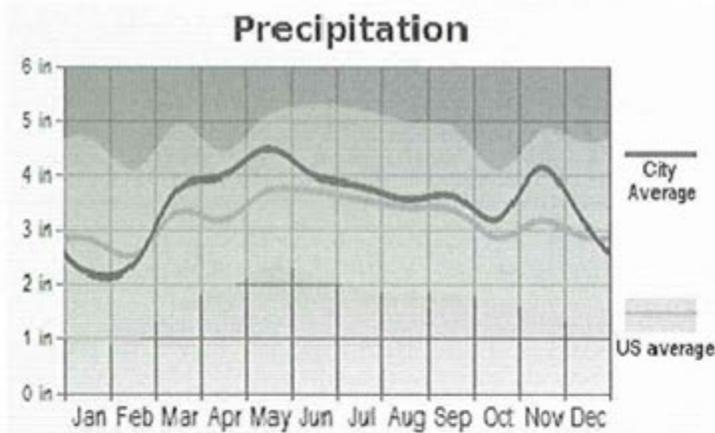
Annual precipitation ranges from 38-42 inches with an average snowfall of about 22 inches. On-average 100 days of measurable precipitation occurs each year; fully half of these days occur during the thunderstorm season. The concentration of precipitation and the violence of atmospheric turbulence creating thunderstorms are significant factors to consider during development. Concentrated rainfall contributes to flash-flooding and erosion. Thunderstorms and their accompanying tornadoes are a recurring reality and can have significant consequences.

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

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

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





Other natural disasters in Missouri have included six magnitude 3.0-3.6 earthquakes since 1990 and major flooding events along the Missouri River most notably in 1973, 1998, and 2003. There have been 17 Natural Disasters declared in Franklin County. These have included 12 Major (Presidential Declared) Disasters and 5 Declared Emergencies. Most have been due to flooding or activities associated with storms.

The overall air quality index in the City of Washington is classified as average, according to 2010 air quality monitoring results. Following are the monitoring station details:

| <u>Parameter</u> | <u>Reading/Value</u> | <u># Stations</u> |
|---------------------------|----------------------------|-------------------|
| Overall Air Quality Index | 34.9 (average) | NA |
| Carbon Monoxide | 0.858 (worse than average) | 46 |
| Sulfur Dioxide | 4.55 (worse than average) | 52 |
| Nitrogen Dioxide | 16.8 (worse than average) | 82 |
| Ozone | 23.8 (average) | 84 |
| Particulate Matter (2.5) | 10.7 (average) | 48 |
| Particulate Matter (10) | 18.7 (average) | 50 |

COMMUNITY FACILITIES/SERVICES AND OTHER RESOURCES

Medical

The City of Washington contains Mercy Hospital Washington located along Highway 47 just south of the Missouri River at 901 East 5th Street. The hospital is a level-3 trauma center and a member of the Sisters of Mercy Health Care System. This 187-bed acute care facility has been a recipient of the National Top 100 Hospitals Award a total of five times. In 2005, the hospital also received the PRiMARIS Award from the State of Missouri. This award is given to one hospital in the State of Missouri on an annual basis.

In July 2011, the Sisters of Mercy Health Care system announced its plans to invest \$236 million of capital improvements into its Washington, Missouri facilities over the next decade.

These expenditures will include replacement of the existing facility. Mercy is a \$3.9 billion health system which owns and operates 28 hospitals across several States. More information on Mercy hospitals can be found at www.mercy.net.

The Mercy Doctor's Building is located adjacent to the hospital. The facility has physicians covering a variety of specialties. It also contains a pharmacy, optical shop, dental clinic, and a rehabilitation and wellness center.

The other main doctor's facility in the community is Patients First Health Care which is also located along Highway 47 just south of Mercy Hospital Washington. Patients First Health Care combined with Mercy and is now under the Mercy network. The facility has 90 physicians with various specialties. The facility also includes six treatment centers, urgent care, and out-patient surgery. More information on this facility can be obtained by going to www.patientsfirstinc.com.

Other hospitals/medical centers located in the vicinity of Washington include:
SSM St. Joseph Hospital West - 23 miles away in Lake Saint Louis, Missouri
Missouri Baptist Hospital Sullivan - 26 miles away in Sullivan, Missouri
SSM St. Joseph Heath Center - 26 miles away in St. Charles, Missouri

Also in the Washington area is Crider Health Center. The Crider Health Center has operated for over 30 years as a resource available to residents of Franklin, St. Charles, Warren and Lincoln Counties in Missouri. Their mission is "to build resilience and promote health through community partnerships."

The Center offers adult primary care, pediatrics, behavioral health, dental care and a pharmacy. Services are available to those with private insurance, on Medicaid or Medicare, or the uninsured on a sliding scale based upon income.

In Franklin County the facility is located in the City of Union with the Harmony Clubhouse being at Market Street in the City of Washington. Harmony Clubhouse is an accredited rehabilitation clubhouse for adults with a mental illness.

There are also a number of nursing home and residential care facilities located throughout the community. These include Cedarcrest Manor, a 184-bed facility; Grandview, a 102-bed facility; Washington Residential Care Center, a 20-bed assisted-living facility which recently added a 14-unit alzheimer/dementia facility; Bristol Manor, a 12-room residential care facility; Compassionate Living on Fifth Street; and South Pointe Assisted Living by Americare, also on Fifth Street.

The City of Washington is serviced by the Washington Area Ambulance District which had a budget in 2012 of approximately \$2.2 million. The District includes 20 full-time personnel and 23 part-time crew-members. The District has two existing stations, one at 515 Washington Avenue and the other at 2550 Highway A with an interest in construction of a future station. No site has yet been determined. The District encompasses 62 square miles and is about the same area as the Rural Fire Association. The governing board is a six-member elected body funded by a 3/8-cent sales tax approved in 2006.

Transportation Modes

AIR

The Washington Regional Airport (KFYG) is located three miles north of the Missouri River in Warren County and covers 507 acres. The airport includes a 5,000 foot by 75 foot concrete lighted runway at latitude 38 35' N and longitude 90 59'W. The facility conducts approximately 100 air taxi operations; 5,200 itinerant operations; 16,000 local operations; and 200 military operations annually. There are 29 FAA Registered Aircraft at the facility, 22 single-engine aircraft and 7 multi-engine aircraft.

Services offered by the airport include aircraft maintenance, catering, charter flights, courtesy cars, fuel, a limo service, overnight hanger and rental cars. Hangar lease space is available for both a twin/double hangar and a single T-hangar. The facility is operated by Washington Aviation, Incorporated.

RAIL

Both passenger and freight rail service are available in the City of Washington. An Amtrak station is available at the rail depot located at Front and Elm Streets. Amtrak provides daily service from St. Louis and Kansas City to Washington's train depot and Visitors Center. The City's Amtrak station (WAH) was a Missouri Pacific depot built in 1923. The station today provides a waiting room for passengers. It also houses the Washington Visitors Center and the Mid-Missouri Fine Arts Gallery.

Station ridership during fiscal year 2011 (September 2010-October 2011) was approximately 14,000 persons with a corresponding revenue of \$277,000. The track and platform are owned by Union Pacific Railroad. The route is served by the Missouri River Runner. The Amtrak St. Louis - Kansas City route was established as a permanent stop in 1995.

Freight rail service is provided for all Washington area industries within John H. Feltmann Industrial Park at the Washington Team Track facility located at 2010 West Main St. This facility is owned and operated by the City of Washington and provides industries with public access to ship and receive goods via rail on the Union Pacific Railroad.

WATER

The City of Washington is located on the south bank of the Missouri River. The river provides both commercial and recreational use. The Missouri River is the longest river in North America. The river is 2,341 miles long. It forms from the Rocky Mountains of Montana and Wyoming where three streams meet to begin the headwaters of the river. The Missouri River terminates in Missouri where it discharges into the Mississippi River in St. Louis County.

Drought conditions were lifted in 2010 which allowed some resurgence in commercial barge traffic along the river when 334,000 short tons were barged. However, flooding along the river during 2011 closed major stretches of the river and dramatically decreased the amount of material moved along the river. There are currently efforts underway to revive the shipping industry along the Missouri River.

The six reservoirs of the Missouri River Mainstream System located in the upper reaches of the river experience the most recreational usage. In the City of Washington, a boat ramp is located in the James W. Rennick Riverfront Park. This ramp provides an opportunity for residents/users in the area to directly access the Missouri River. The ramp is heavily used by boaters. According to available ownership records there are 64 boats which list the City of Washington as their hailing port. This detailed information can be found at BoatInfoWorld.com.

A *Washington Riverfront Plan* was completed by the firm of Horner & Shifrin, Inc. in 2005. In that plan, it indicated (through a survey conducted by the Missouri Department of Conservation) that weekend boaters tend to be pleasure craft and weekday boaters tend to be hunters or fishermen. The average time spent by these recreational boaters was 4-6 hours on the river. A small docking facility is located on the Missouri River behind a jetty located along the Rennick Riverfront Park.

AUTOMOTIVE

The City of Washington has an extensive street network throughout the community with major automotive routes being Highway 47 over the Missouri River as the principal north-south arterial and Highway 100 being the main east-west connector. Both highways connect to Interstate 44. Highway 47 crosses the Missouri River at the City of Washington. The Missouri River Bridge is one of the 14 bridges in the community. The Highway 47 Bridge was originally constructed in 1934 and is 2,562 feet long, with two 11-foot lanes and no shoulders. The I-beam, deck truss and cantilevered through-truss span design carries approximately 10,000 vehicles per day. The bridge was rehabilitated in 1996 and again in 2009.

In 2009 rehabilitation was expected to only add eight years of service life to the structure. As such, the bridge is expected to be replaced. The City of Washington, Franklin County, and Warren County have each pledged monies toward a preliminary design. The total cost of the bridge replacement is expected to cost around \$57 million. A Missouri Highway 47 Bridge Committee was formed in 2007 to aid with construction of a new facility.

The Highway 47 bridge (K-969) is the only Missouri River crossing between Route 19 at Hermann (30 miles to the west) and the US Route 40/61 Bridge in Chesterfield (24 miles to the east). If the condition of the bridge were such that it had to be closed, motorists would have to

detour 80 miles on State highways. An Environment Assessment of the Missouri River Highway 47 Bridge was approved by the Missouri Transportation Commission in September 2011.

The recommendation has been to construct a new two-lane facility to replace the existing bridge. The new bridge location would be about 50 feet either upstream or downstream of the current location. The new bridge would have two 12-foot traffic lanes and 10-foot shoulders to allow maneuvering during emergencies and to remove disabled vehicles. The new bridge would also include a protected lane for bicyclist and pedestrians.

The other major automotive route through the City is Highway 100. In April 2005, voters in the City of Washington approved a ½ cent transportation sales tax to fund transportation projects throughout the City.

A portion of those funds have been used to make improvements to Highway 100. The projects have consisted of three phases to expand the existing two-lane highway into a four-lane facility. The first phase, from roughly South Point Road to Highway 47 was completed in 2008. The second phase from Interstate 44 to South Point Road was completed in 2010. The final phase from west of Highway 47 to High Street is expected to be completed in 2013. An Enhancement Grant allowed placement of landscaped medians throughout the first phase area.

Millennium Taxi and Yo Taxi Cab & Shuttle Services provides taxi service throughout the Washington area. Mid-American Coaches & Tours provide tour and charters services from the City of Washington to several areas around the country. Burger Limousine Service is also available in the City of Washington.

Franklin County, and specifically the City of Washington, has no overall public transportation system. However, the Franklin County Transportation Council is a transportation service which provides transportation to the disabled, elderly, and general public to sheltered workshops, day programs and senior centers. The Council is listed as charity by the State of Missouri. The main office for the Transportation Council is located in Union.

BICYCLE/PEDESTRIAN

Bicyclists and pedestrians have both on-street and off-street opportunities throughout the City of Washington. The trailhead for the Washington Bikeway Rotary Riverfront Trail is located in Rennick Riverfront Park. The trail is approximately three miles in length and “runs” adjacent to the Missouri River. The paved trail accommodates both bicyclists and pedestrians and allows access into the on-street system.

A bicycle/pedestrian plan was presented to the City of Washington in September 2011 to expand the City’s network Highlights of their plan included the following:

- 13 miles of warning signs along Highway 47, Fifth Street, South Point Road and Bluff Road.
- 33 miles of bike routes principally along Third, Eighth, Stafford and Front Streets.
- 6 miles of shared-lanes along Fifth Street, Jefferson Street, and International Avenue.
- 5 miles of multi-purpose (off-street) trails to include an extension of the Rotary

Riverfront Trail, Busch Creek Trail, Camp Street Connector, and a dedicated bicycle lane on the new Highway 47 Missouri River Bridge.

The bicycle and pedestrian facilities plan was a joint effort between the City of Washington and Trailnet, a non-profit advocate for such facilities in the St. Louis metropolitan region.

Infrastructure

WATER SYSTEM

The water system has a storage capacity of 2.5 million gallons, which includes:

| | | |
|----------------------------|-----|-----------------|
| Clay Street Standpipe Tank | 1.0 | million gallons |
| Crestview Elevated Tank | 0.5 | million gallons |
| Enduro Standpipe Tank | 1.0 | million gallons |
| Total Water Storage | 2.5 | million gallons |

The water pumping capacity includes:

The current average daily pumping is 2,040,000 gallons with approximately 111 miles of water main in the system.

Both Well #10 and #11 have backup generators on site for supply and Well #5 is wired to hook-up a portable generator for supply. The Water/Wastewater Department has a 125K portable backup generator.

WASTEWATER

The City of Washington Wastewater Treatment Facility provides treatment of raw sewage for the community of all wastewater received. This process of treatment results in the generation of two products. The first product is effluent which is treated wastewater that is discharged into the Missouri River. The second product is bio-solids which receive advanced treatment from a sludge reduction process that readies the material for recycling to farmland as a fertilizer and soil conditioner.

| WELL # | LOCATION | YEAR BUILT | TYPE | GPM | MGD |
|----------|-------------------------------|--------------|-------------|------|------|
| Well #3 | 1152 Circle Drive (City Park) | 1937 | Submersible | 450 | 0.6 |
| Well #4 | 594 Fulton (6th & Fulton) | 1949 | Submersible | 250 | 0.4 |
| Well #5 | 1205 W 9th (9th & Louis) | 1966 | Submersible | 500 | 0.7 |
| Well #6 | 1806 East Ninth | 1975 | Submersible | 450 | 0.6 |
| Well #7 | 251 West Link Dr. | 1980 | Submersible | 425 | 0.6 |
| Well #8 | 18 Mike Alan Dr. | 1989 | Submersible | 460 | 0.7 |
| Well #9 | 201 Valley Dr. | 1990 | Submersible | 220 | 0.3 |
| Well #10 | 4983 South Point Road | 2002 | Submersible | 670 | 0.9 |
| Well #11 | 898 Vossbrink Drive | 2002 | Submersible | 870 | 1.2 |
| | Total Pumping Capacity | | | 4295 | 6.2 |
| | | Normal Usage | | 1421 | 2.04 |

The City of Washington’s 20 million dollar state-of-the-art treatment facility was completed in the November of 2009. This Wastewater Treatment Facility is located at 200 Kingsland Drive. The design flow of this plant is 4.0 mgd (million gallons per day) which can be increased to 6 mgd to accommodate future growth. The hydraulic design capacity is 12.0 mgd. The current daily average flow is 2.33 mgd.

The wastewater collection lift stations include:

| LIFTSTATION | LOCATION |
|---------------------------------------|----------------------|
| WSLS-Walnut Street Lift Station | 151 East Front St |
| WMLS-West Main Lift Station | 1951 W Main St |
| WELS-West End Lift Station | 1 Tiemann Drive |
| WLLS-West Link Lift Station | 200 Westlink Drive |
| DBLS-Dubois Lift Station | 4 Dubois Court |
| FFLS-Fairfield Lift Station | 4926 South Point Rd |
| FSLs-Fulton Street Lift Station | 100 Fulton Street |
| FDLS-M.E. Frick Drive Lift Station | 360 M.E. Frick Drive |
| MSLS-Madison Avenue Lift Station | 1717 Madison Avenue |
| LFLS-Washington Landfill Lift Station | 925 Struckhoff Lane |
| WFLS-West Fifth Lift Station | 6598 Highway 100 |

The Walnut Street Lift Station and the West End Lift Stations are set up to run with the City’s 125K portable generator.

There is approximately 105 miles of sewer water main in the system.

Stormwater Management

A *Stormwater Management Plan* was undertaken by a consultant, Black & Veatch for the City of Washington in December 1996. Although the report is somewhat dated, it still provides applicable information relative to stormwater management within the City.

The five watersheds of the City include Busch Creek, City Park Creek, Fifth Street Creek, Dubois Creek, and St. John’s Creek. These watersheds encompass areas ranging from just a few hundred acres to over 85 square miles. All creeks ultimately flow into the adjacent Missouri River.

The purpose of the study was to provide the City of Washington with a stormwater management master plan with recommendations for regional detention/retention along with an evaluation of specific problem locations. The study was a general “broad brush” approach to evaluation of stormwater issues.

The study made recommendation on specific improvements within each of the City’s five watershed areas. The study also proposed a number of revisions to the City’s Stormwater Ordinance. Perhaps one of the more substantial recommendations was the proposed construction

of several regional detention/retention basins to help control stormwater flows throughout the Washington region. The proposed locations of these basins were as follows:

South of Highway 100 on the main course of Busch Creek (2 locations)
Tributary through north portion of Meadowlark Farm subdivision
A pond at Meadowlark Farm subdivision
The upper portion of the Busch Creek drainage area
Below the Emerald City subdivision
Behind the Washington Square shopping center at the intersection of Highway 100 and Highway 47

In addition to these primary locations, there were eight additional minor locations where basins were proposed.

The study and the recommendations for stormwater management improvements can be reviewed at Washington City Hall located at 405 Jefferson Street.

Streets

The City of Washington maintains an active program of street improvements around the community. Many of these street improvements are undertaken with a match of monies through the East-West Gateway Council of Governments. From 2005 through 2011 a total of \$12 million was spent on improving the streets throughout the community. This included approximately \$5.4 million of East-West Gateway allocations and the remaining \$6.6 million was spent from the City's transportation sales tax revenues. In addition to various roadway improvements, the City has a Novachip program to "chip and seal" various streets on an on-going basis.

The major street improvement projects over the past few years have included the following:
2009

| | |
|------------------------|---|
| Camp Street/Alleys | Reconstruction and surfacing |
| 8 th Street | Overlay, Stafford to Highway 100 |
| Clay Street | Overlay, W. 5 th to Highway 100 |
| Grand Avenue | Overlay, W. 5 th to North Park |
| Old Highway 100 | Overlay, E. 5 th to Bridge |
| West Main Street | Overlay, Westlink to End |
| Market Street | Reconstruction, E. 5 th to Front |

2010

| | |
|-------------------|-------------------------------------|
| Westlink Bridge | Reconstruction |
| Elm Street/Alleys | Resurfacing; curb, gutter, sidewalk |

2011

| | |
|-----------------|---|
| Front Street | Reconstruction; sidewalk, curb gutter, streetlights - Stafford to W. Main St., sidewalk along High Street |
| E. Third Street | Highway 47 to Parkway Cedar, Oak & Lafayette Streets, Front St. to 2 nd Street |

There are a number of projects slated for improvements from 2012 through 2017. These improvements are projects projected to cost a total of approximately \$9.3 million with about \$4.0 from the East-West Gateway COG.

Two major projects scheduled for 2012 include a resurfacing of Madison Avenue and the reconstruction of the 14th Street Bridge and roadway from Stafford Drive to Huxel Drive.

Lastly, according to the National Bridge Inventory, there are a total of 13 bridges located within the City. These 13 structures have a total length of 69 feet with a cost of replacement at \$1.6 million. These bridge structures carry 100,000 vehicles per day with the average daily traffic expected to be almost 200,000 by the year 2029.

Telecommunications

There are a few radio stations located in the City of Washington. These include KWMO at 1350 am which is owned by Computraffic, Inc.; KSLQ-FM (104.5) owned by Y2K, Inc.; and KGNV (89.9 FM) which is owned by Missouri River Christian Broadcasting, Inc.

According to an FCC registry, there are 61 antenna towers; 19 private land mobile towers; 1 broadcast land mobile tower; 7 microwave towers; 2 aviation ground towers; and 65 amateur radio licenses within the City of Washington.

The City of Washington has several towers in the community which allow cellular service. These towers are located at:

Clay Street/Pottery Road
MacArthur Avenue
Marbach Drive
Washington Corners
Brookview Drive
Grand Avenue at Big Drive (During Fair time only)

Education

As with most communities the size of Washington, there are a variety of both public and private educational institutions available to explore educational opportunities. Following is a listing of those resources:

| | |
|--------------------------------|-----------------------------------|
| Pre-Schools | |
| Family Resource Center | 6583 Hwy 100 |
| Little Rascals Pre-School | 4101 Bieker Road |
| Love & Learn Child Development | 830 West Highway 100 |
| Small Wonder Child Care | 1890 East 9 th Street |
| Tree House Pre School | 5 th and Market Street |
| Washington Montessori School | 210 High Street |

| | |
|---|---|
| Parochial Grade Schools | |
| Immanuel Lutheran Grade School (204) | 214 West 5 th Street |
| Our Lady of Lourdes Catholic Grade School (260) | 950 Madison Avenue |
| St. Francis Borgia Catholic Grade School (273) | 225 Cedar Street |
| Parochial High School | |
| St. Francis Borgia Regional Catholic High School (540) | 1000 Borgia Drive |
| Public Grade Schools | |
| Campbellton School (156) | 3693 Highway 185 |
| Fifth Street Elementary (135) | 1000 West 5 th Street |
| South Point Elementary (457) | 2300 Southbend Drive |
| Washington West Elementary (411) | 1570 West 5 th Street |
| Public Junior High Schools | |
| Washington Middle School (588) | 401 East 14 th Street |
| Public High Schools | |
| Washington Senior High School (1,364) | 600 East 11 th Street or 600 Blue Jay Drive |
| Four Rivers Career Center (185) | 1978 Image Drive |
| ECC-Washington (286) | 1978 Image Drive |
| Public School Administration | |
| Washington Public School District Board of Education | 220 Locust Street |
| Washington School District Elementary Office | 220 Locust Street |
| College/Universities over 2,000 students nearest Washington | |
| East Central College (4,043) | 11 miles in Union |
| St. Charles Community College (4,067) | 25 miles in Cottleville |
| St. Louis Community College - Meramec (5,544) | 33 miles in Kirkwood |
| Jefferson College (3,180) | 33 miles in Hillsboro |
| Lindenwood University (7,565) | 33 miles in St. Charles |
| Webster University (6,422) | 37 miles in Webster Groves |
| Washington University (11,422) | 39 miles in St. Louis |

() represents approximate enrollment

Following is some additional information on the Washington Public School District. Additional information can be obtained at their website www.washington.k12.mo.us.

The Washington School District educates over 4,000 students from all or part of six different communities. These communities include Augusta, Campbellton, Labadie, Marthasville, Union and Washington.

The District has as its mission to “provide high-quality education with world-class results.” Its vision is as follows;

“The School District of Washington is a premier educational center promoting lifelong learning, uniquely committed to the academic physical, emotional and social well-being of ALL students. We excel in student achievement, the implementation of researched best practices, the continuous improvement process, our productive use of the technology and partnerships with parents and community. Our success is realized in the quality of life of our students and community.”

The current tax levy for the Washington School District is \$3.8060 per one-hundred dollars of assessed valuation. This includes a Debt Service levy set at .2985 cents and an Operations levy of \$3.5075. The cost of educating a child in the District is approximately \$9,000 per year.

Local revenues account for approximately 65-68 percent of the District funds, 17 percent from State aid, 7 percent from the Federal government, and the remainder from other sources.

The parochial schools in the City of Washington have a strong presence in the community. These include Our Lady of Lourdes Catholic School, St. Francis Borgia Grade School, Immanuel Lutheran School and St. Francis Borgia Regional High School. Borgia Regional High School is financed by members of nineteen parishes located in Franklin, Warren and St. Charles Counties.

East Central College located in Union is a comprehensive community college which was founded in 1968. The college was established to serve the educational needs of people in east-central Missouri, including Washington. The college provides a broad curriculum and also offers evening classes at the Four Rivers Career Center.

Financial

There are a number of banks with branches located in the City of Washington. They include the following:

Bank of Franklin County

Bank of Franklin County is an independent, locally owned, community bank. It currently has three offices serving the Washington community located at 900 E. Eighth Street, 5702 Highway 100 and 3017 Highway A. The bank has 1 other branch in addition to the local market banks and as of June 30, 2012 had total assets of \$215 million with \$193 million in deposits - \$170 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank’s parent company, Franklin Bancorp, Inc., is headquartered in Washington, MO.

Bank of Washington

Bank of Washington is an independent, home-owned bank. It currently has four offices serving the Washington community located at 200 West Main Street, 2073-A Washington Crossing (Inside Schnucks), 1 East Fourteenth Street, and 2629 East Fifth Street. The bank has 2 other branches in addition to the local market banks and as of June 30, 2012 had total assets of \$795 million with \$598 million in deposits - \$569 million in the City of Washington. As a full service

lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, Diamond Bancorp, Inc., is headquartered in Washington, MO.

Citizens Bank

Citizens Bank is a community owned, independent bank. It currently has one office serving the Washington community located at 1451 High Street. The bank has 4 other branches in addition to the local market bank and as of June 30, 2012 had total assets of \$173 million with \$151 million in deposits - \$35 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, Citizens Financial Group, Inc., is headquartered in New Haven, MO.

First Bank

First Bank is in its fourth generation of family ownership. It currently has one office serving the Washington community located at 1816 Highway A. The bank has over 140 other branches in addition to the local market bank and as of June 30, 2012 had total assets of \$6.5 billion with \$5.7 billion in deposits - \$28 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, First Banks, Inc., is headquartered in St. Louis, MO.

First State Community Bank

First State Community Bank is a financial institution located throughout Southeast and Central Missouri. It currently has one office serving the Washington community located at 1801 Bedford Center Drive. The bank has over 30 other branches in addition to the local market bank and as of June 30, 2012 had total assets of \$1.3 billion with \$1.1 billion in deposits - \$31 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, First State Bancshares, Inc., is headquartered in Farmington, MO.

PNC Bank, National Association

PNC Bank is a nationwide financial institution. It currently has one office serving the Washington community located at 801 Franklin Avenue. The bank has over 2,900 other branches in addition to the local market bank and as of June 30, 2012 had total assets of \$291.8 billion with \$203.4 billion in deposits - \$15 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, PNC Financial Services Group, Inc., is headquartered in Wilmington, DE.

U. S. Bank, National Association

U.S. Bank is a nationwide financial institution. It currently has three offices serving the Washington community located at 114 Oak Street, 1900 Washington Crossing and 550 E. 14th Street. The bank has over 3,000 other branches in addition to the local market banks and as of June 30, 2012 had total assets of \$342.8 billion with \$220.7 billion in deposits - \$99 million in the City of Washington. As a full service lending institution the bank offers all types of financing including commercial, mortgage and consumer loans. The bank's parent company, U.S. Bancorp, is headquartered in Cincinnati, OH.

In addition to the banks located throughout the community, there are also a number of Credit Unions which provide financial services to area residents. The City of Washington also has various payday loan businesses within the community.

Parks and Recreation

Publicly-Owned Facilities

According to the City of Washington website (www.ci.Washington.mo.us) the City has 14 parks which total over 430 acres in area.

Washington Main Park at 13.9 acres is located at Second and High Streets. It is the location of an outdoor aquatic complex, auditorium, lighted baseball diamond, concession stand, pavilion, picnic areas, playground equipment and restroom facilities.

Burger Park is 30.47 acres and located at 900 International. It includes a dog park, softball fields, soccer field and playground equipment.

Bernie E. Hillerman Park is located at Grand Avenue and South Lakeshore Drive. At 95.6 acres, visitors will find several playground areas, tennis courts, a sand volleyball court, grandstand area, soccer fields, lighted basketball court, the Washington Fairgrounds, and a ten-acre lake. This park is also the location of the Administrative Offices for the Parks Department.

The Jerry J. Jasper Lakeview Park is 41 acres and located at #1 Lakeview Drive. The park consists of the Angel of Hope Garden, softball fields, soccer fields, football fields, concession stands and restroom facilities.

James W. Rennick Riverfront Park is located along the south bank of the Missouri River. The park consists of 190 acres and is accessed from an extension of Lafayette Street. The major elements of the park include a large lighted pavilion, a medium-sized pavilion, four mini-shelter houses, restroom facilities, picnic areas, flag plaza, and a five-lane boat ramp which provides access to the Missouri River.

The "trail-head" of the Washington Bikeway Rotary Riverfront Trail is also located in Rennick Riverfront Park. The trail is approximately three miles in length.

A *Washington Riverfront Plan* was completed by the firm of Horner & Shifrin, Inc. in 2005. The plan envisioned a number of improvements to this park resource for the benefit of area residents.

Krog Park, located at Highway 47 and Fifth Street is a 2.4 acre park which includes a playground, restroom facilities, picnic areas and lighted Veteran Memorial.

Other parks include Lafayette Plaza (.1 acre) at 21 West Second Street, McLaughlin Field (2.4 acres) at 1215 East Sixth Street, Optimist Park (6 acres) at 200 East Ninth Street, and Riverview Park (7 acres) at Riverview Drive and West Way Drive. The newest park is Phoenix Park (20 acres) at 3001 Vernaci Drive which includes tennis courts which opened in 2012, a pavilion, trails and restroom facilities. The City also acquired Big Driver, a 20-acre golf driving range.

Privately-Owned Facilities

There are a variety of facilities in the Washington area which provide recreational opportunities, but are not publicly-owned. These include facilities for bowling, camping, golf and swimming.

Bowling can occur at Town 'n Country Lanes located at 603 Alberta Lane; camping at the Pin Oak Creek RV Park in Villa Ridge; golf at the Franklin County Country Club and other locations; and indoor swimming at the Four Rivers Area Family YMCA at 400 Grand Avenue.

In addition there is a private Franklin County Golf Club (18 holes, 6,455 yards, par 71). Other courses in the area include the Birch Creek Golf Club (public) in Union; the Wolf Hollow Golf Club (public) in Labadie; and the Boone Valley Golf Club in Augusta (private).

The Four Rivers Area Family YMCA on Grand Avenue includes a variety of active recreational amenities. These include:

- Six-lane Indoor Pool
- Full-Size Gymnasium
- Indoor Track
- Fitness Center
- Free-Weight Center
- Recreational Center
- Multi-Purpose Rooms
- Sauna

The facility, at its current location, was opened in August 1998 and expanded in November 2009. It contains the community's only indoor pool.

Historic/Cultural Resources

There are several groups in the City of Washington who have an interest in the historic and cultural resources of the community. One of the main organizations is the Washington Historical Society (www.washmohistorical.org). This organization is dedicated to the preservation of Washington's historical resources.

The organization received the Missouri Alliance for Historic Preservation's Ralph Gregory Award for the restoration and preservation of the historic 1878 Kohmueller Farm House located in the Washington City Park.

The City is noted for its vast historical and cultural resources. One notable resource is the City's Amtrak station which was constructed in 1923.

The station is included within the City's historic district, but has not been identified as historic itself. In 1999 a total of \$600,000 in State, Federal Enhancement Funds and City funds were used to restore the station. A railroad heritage park was also established and a hike and bike trail originating at the depot was constructed at an additional cost of over \$300,000.

The first train station built on the site in 1855 was burned in the General Sterling Price raid during the Civil War. The current station replaced the previous station built in 1865. That structure was moved on log rollers to its current location near the present depot. The 1865 structure has been used as a freight depot since the 1920's. Some believe this structure to be the oldest standing wooden railroad depot west of the Mississippi River.

The City itself has many structures on the National Register of Historic Places.

Historic homes in the community include McLean Home (1839) at 600 West Front Street, the Lucinda Owens Home (1838) at 401 East Main Street, Louis Christian Mullgardt Home (1857) at Third and Jefferson Streets, the Louis Wichmann Home (1850's) at 212 Jefferson Street and the Zacharich Foss Home (1846) at Front and Lafayette Streets.

In addition to these homes, there are several other notable historic structures in the City of Washington. These include the Henry Charles Citizen Building (1850's), Liberty Hall (1855) and the Tibbe Corncob Pipe Factory (1872).

The City prides itself on its many historic buildings. There is a museum at Fourth and Market Streets which highlights some of the history of the community. The museum is run by the Washington Historic Society.

Tourism

The City of Washington depends on tourism to some extent to showcase the community, as well as provide enhanced revenues from those visiting the community and making purchases.

The community hosts a number of events throughout the year. This provides the opportunity for area residents to get-together, attracts tourists and tourism-generated dollars, and enhances the overall quality-of-life.

These special yearly events include the following:

| | | |
|----------------------------|-------------------------|---|
| Chamber Annual Home Show | City Park Auditorium | First Weekend in March |
| Demo Derby | | Spring |
| Bar-B-Que & Blues Festival | | Third Friday and Saturday in April |
| Sunset on the Riverfront | Rennick Riverfront Park | Fourth Thursday April through September |
| Farmers Market | | April through December |
| Music at the Market | Farmers Market | Second Thursday May through September |

| | | |
|--|-----------------------|---------------------------------|
| Annual Art Fair & Winefest | Downtown/Riverfront | Third Friday through Sunday May |
| Town and Country Fair Parade and Party | Streets of Washington | Sunday before the Fair |
| Downtown Washington Chili Cook-Off | Main Street | Fourth Friday September |
| Fall Festival of Arts & Crafts | Main Street | Fourth Weekend September |
| Fair; Washington Brewfest | | Second Saturday in October |
| Pumpkinpalooza | Downtown | Friday Before Halloween October |
| Holiday Shopping Open House | Downtown | Third Weekend November |
| Holiday Parade of Lights | Downtown | Friday After Thanksgiving |
| Washington's Olde Fashioned Christmas | Farmers Market | Sunday After Thanksgiving |

Additional details concerning these events can be found at www.washmo.org

In addition to various special events, there are several museums in the community which may be of interest to both residents and visitors to Washington.

The Corn Cob Pipe Museum, at 400 West Front Street, is a nostalgia room attached to the Missouri Meerschaum Factory built in the 1880's. It offers free admission and tells the story behind Washington's nickname, "The Corn Cob Pipe Capital of the World."

The Missouri Photojournalism Hall of Fame at 8 West 2nd Street is a first of its kind in the nation. It offers free admission to its patrons.

The Washington Historical Society Museum at 4th and Market Streets is two floors of historic exhibits telling the story of Washington from its early beginnings. This area also contains the Four Rivers Genealogical Society Library and Archives. The museum contains videos, dioramas and souvenirs. The museum offers free admission. The organization purchased the museum building in 1995.

The Firehouse Museum at 5th and Stafford Streets features antique fire engines and vintage automobiles.

In addition to these museums, the City of Washington offers several fine-art galleries which feature various paintings, sculptures and other art works.

The Art Center at 120 West Main Street is a fine-art gallery studio with a diverse mixture of art works from artists around the country.

The Gary Lucy Gallery located at 231 West Main is an artist-in-residence studio. It features both prints and original works of art with a large home décor and gift gallery.

The Mid-Missouri Fine Arts Gallery at 301 West Front Street features original artwork by various local artists in a variety of different media.

Pogue’s Sculpture Studio at 118 West Front Street offers various sculpture pieces for purchase.

Another attraction of note is the Fort Charrette Historic Village located on Old Highway 100 East. The area has a restored and authentically-furnished 1790-1815 Indian fur trading post with associated log houses, outbuildings, and gardens along with a view of the Missouri River.

The City of Washington is also located in an area noted for its viticulture. There are a number of wineries in the area including the following:

| | |
|---|--------------------------------------|
| Adam Puchta Winery | 1947 Frene Creek Road, Hermann |
| Augusta Winery | 5601 High Street, Augusta |
| Balducci Vineyards | 6601 Highway 94 South, Augusta |
| Bias Vineyard and Winery and Gruhlke Microbrewery | 3166 Highway B, Berger |
| Blumenhof Vineyards | 13699 Highway 94, Dutzow |
| La Dolce Vita Winery | #4 Lafayette Street, Washington |
| Montelle Winery | 201 Montelle Drive, Augusta |
| Mount Pleasant Winery | 5634 High Street, Augusta |
| Noboleis Vineyards | 100 Hemsath Road, Augusta |
| Oak Glenn Winery | 1104 Oak Glenn Place, Hermann |
| Robbler Vineyard | 275 Robbler Vineyard Road, New Haven |
| St. Jordan Creek Winery | 2829 Highway 50, Beaufort |
| Stone Hill Winery | 1110 Stone Hill Winery, Hermann |

Downtown Washington also includes the John G’s Tap Room-Micro Brewery which opened in 2012.

While visiting the wineries or other tourism attractions/events which the City of Washington has to offer, there a number of lodging choices available. The presence of these lodging establishments provides the opportunity to extend the stay of guests to the Washington area.

Bed and Breakfast Establishments

| | |
|-----------------------------|---------------------------------|
| The Beekeepers Cottage | 317 Locust Street |
| Brick Inn Bed and Breakfast | 516 West 3 rd Street |
| Glenrich Bed and Breakfast | 7 Lafayette Street |
| La Dolce Vita | 4 Lafayette Street |
| Riverview Bed & Breakfast | 719 W Main Street |

Other Lodging Attractions

| | |
|---------------------------------|----------------------|
| John G's Tap Room-Micro Brewery | |
| Old Dutch Hotel & Tavern | 227 Elm Street |
| Sleep Inn & Suites | 4104 South Point Rd. |
| Super 8 Motel | 2081 Eckelkamp Ct. |

The tourism industry remains an important "draw" to the City of Washington and the surrounding area.

Governmental

There are a variety of local, State and Federal governmental facilities located within the City of Washington. Following is a description of several of those facilities:

MUNICIPAL

The Washington City Hall complex is located at 405 Jefferson Street. The original building was constructed in 1923 and an addition and major remodeling was undertaken in 1996 for a total of 21,000 sq. ft. and a cost of \$2.6 million.

The facility functions as a governmental center for the various municipal services that include Council Chambers, City Engineering, Planning & Zoning offices, Building Code permits and inspections, City Finance, Licenses, Water and Sanitary Sewer and Solid Waste billing. In addition, the facility also has offices for the Mayor, City Administrator, Assistant City Administrator, City Clerk and Director of Community and Economic Development.

The City's Police Station was completed in July, 2006. It consists of two floors and about 23,000 square feet. The project was funded through the ½ cent Capital sales tax approved by Washington voters. Contained in the station are the Operations level (downstairs) and the Administrative level (upstairs). Also in the police station are the Communications Department that provides dispatching services for police, fire and ambulance services, and a complete Emergency Operations Center (EOC) to be deployed during disasters. The Police Station is a secure facility monitored by a video surveillance system.

The Public Works facility at 4 Chamber Drive was built in 1992 for \$3.2 million and consists of a 32,000 sq. ft. facility with offices and working storage areas for the City's Street Department, Water and Sanitary Sewer, Solid Waste Disposal and Recycling Service. In addition there is area for storage of all the equipment and materials that are associated with these departments.

In 1919, the first park property purchased was at Second and High Streets which is now referred to as the Main Park. The Main Park has continued to develop over the years with many improvements including Ronsick Field in 2005 which the cost was \$420,000, Rotary Playground in 2001 for \$77,500 and Kiwanis Playground for \$62,500. Other improvements to the Main Park were the addition of the Leisure Pool in 1997 and continued remodeling of the pool bathhouse in 2011 and 2012.

The Parks and Recreation Office and Maintenance Facility located at 1220 S. Lakeshore Drive were constructed on the Tiemann property which was purchased by the City in 1948. The square footage of the building when it was first constructed was 8,100 and the addition of 2,200 square feet was completed in 1996. The cost of the addition was \$96,500. The Tiemann farm is now referred to as the Bernie E. Hillermann Park, which also includes the fairgrounds and Lions Lake. This area was named after Mayor Hillermann in 1984 as he played a very important role in securing the necessary funds to purchase the property in 1948.

The Washington Public Library is located at 415 Jefferson Street adjacent to City Hall. Operating income for the library is approximately \$300,000 per year. The library contains 43,000 books, 900 audio materials, 1,900 video materials, 125 periodicals, 14 State Licensed databases, and 11 electronic subscriptions. In addition, the library provides internet access and process passports. In 2012 the library renovated and expanded its space to better accommodate its stations. The new facility is at the same location and was reopened to the public in April 2012.

The Franklin County Scenic Regional Library, comprised of the Franklin, Gasconade, and Warren County Library Districts is headquartered in Union. That library system has almost 260,000 books and other materials. Through a Reciprocal Lenders Agreement, cardholding members of the Washington Public Library are allowed to use both library resources.

The Washington Farmers Market is a 14,000 square foot facility built in 2008. The market operates from April to December on Wednesday and Saturday and provides market space to vendors of fresh food products, crafts and social events. The Market issues an average of 45 to 50 vendor permits each season.

The Washington Volunteer Fire Department serves the City of Washington and surrounding area. About 60 percent of all major industries in Washington are equipped with sprinkler systems. The fire classification within the City limits of Washington is a Class 3.

The Fire and Rescue service for the City of Washington is provided by The Washington Volunteer Fire Company. The Fire Company, founded in 1852, consists of three City Fire Stations, and one Rural Fire Station with a force of 70 active volunteers. Since 1991 all firefighters of the Department are required to be State of Missouri certified. The response district of the Department covers 65 square miles with the majority of population served lying within the city limits of Washington.

The Department's training and performance, coupled with the municipal water supply and City communications, have earned the City of Washington an Insurance Services Office (ISO) Public Protection Class Three rating.

The Fire Department utilizes its own fourteen acre training center in the Heidmann Industrial park where "live burns" are conducted by State Certified Instructors and Evaluators. Continuous training is emphasized by departmental mandates regarding minimum attendance to maintain active status.

The Fire Department assists the City of Washington Building Department in enforcing nationally recognized building and property maintenance codes. This endeavor has proven very effective in reducing the number of fire losses within the City's Jurisdiction.

The Fire Department mission statement:

"The Washington Volunteer Fire Company is determined to be the most innovative and effective Fire Department in the Country. To achieve this goal, it will be one customer-oriented organization, a culture in search of excellence and greatest cost effectiveness in its delivery of fire prevention and protection, rescue services, property conservation, environmental protection and emergency management. Significant resources shall be devoted to maintaining the highest standards of performance within the realm of economic feasibility."

The Washington Senior Center at 1459 W. Fifth Street was constructed in 2001 for \$750,000 and consists of 9,172 sq. ft. of recreation and service area, meal preparation for Washington seniors. The Senior Center operates 5 days a week with an average of 45 attendees.

The City of Washington also has a sanitary landfill where it disposes of its sanitary waste. This facility is located at 925 Struckhoff Lane and is known as the Struckhoff Sanitary Landfill. A permit for the facility (#0107116) was issued through the Missouri Department of Natural Resources in February 1997. The site is accessed from Highway 100 and contains 35 acres. Only 25 acres are used as the actual disposal area. The facility is located in Solid Waste Management District 1. The owner of the site is John Struckhoff, Sr.

STATE

There are a number of State of Missouri departments/agencies with offices located within the Washington area. Many of these are located in Union which is the county seat for Franklin County, as follows:

- Economic Development Department, Workforce Development Division, 1108 Washington Square Shopping Center
- Department of Corrections, Probation & Parole Board, 3 Truman Court, Union
- Missouri Eastern Correctional Center, 3 Truman Court, Union
- Health Department, 15 S. Oak Street, Union
- Missouri Veterans Commission, Franklin County Government Center, Union
- Department of Social Services, Family Support Division, 1 Liberty Plaza, Union
- Washington License Bureau Office, 323 W. Main Street, Washington

FEDERAL

The City of Washington has two postal facilities, one downtown at 123 Lafayette Street which is a Contract Postal Unit operated by Downtown Washington, Inc., and is a one-of-a-kind in the Nation. The other on Highway 100 just west of its intersection with Highway 47 which is owned

and operated by USPS. The City and surrounding area is located in zip code boundary 63090. This postal boundary provides service to about 21,700 patrons. The US Postal Service makes deliveries to 8,800 residential mailboxes and 800 business mailboxes. The total delivery receptacles are over 10,000. The Washington area is located in the 9th Congressional District.

In addition to the two postal facilities, there are recruiting offices for both the Marine Corps and Navy located at the following address:

Marine Corps Recruiting Office, 404 E. 5th Street, Washington
Navy Recruiting Office, 404 E. 5th Street, Washington

Religious Institutions

There are a variety of Christian churches located throughout the Washington area. These Christian churches include the following:

Assembly of God
Church of Latter-Day Saints
Faith Lutheran
First Baptist Church
First Christian Church
First Church of Christ Scientist
First United Methodist Church
Immanuel Lutheran
Living Bread Fellowship
New Life Church
New Port Presbyterian Church
Our Lady of Lourdes Catholic Church
Peace Lutheran
Presbyterian Church
River Bend Bible Chapel
St. Ann Catholic Church
St. Francis Borgia Catholic Church
St. Gertrude Church
St. Peter's United Church of Christ
The Bridge Lutheran Church
Tri-County Baptist
Washington Bible Fellowship
Wellspring Wesleyan First Assembly of God Church

The results of the 2000 Census indicated that 59% of the population of Washington expressed an affiliation with a religious congregation. This compared with 50% for the United States as-a-whole. Data is not yet available from the 2010 Census for religious affiliations.

In addition to a number of Christian churches throughout the Washington area, there are also four cemeteries. These include the Wildey Cemetery, St. Francis Borgia Cemetery, Immanuel

Lutheran Cemetery and St. Peters Cemetery.

Service/Fraternal Organizations

The City of Washington is noted for the strength of its many service/fraternal organizations within the area. Here is a listing of over 25 active organizations.

A.F. & A.M. Hope Lodge No 251
American Legion Post 218 and Auxiliary
B.P.O. Elks No 1559 and Auxiliary
Downtown Washington, Inc.
Eastern Star
Four Rivers Shrine Club
Franklin County Providers
GFWC Women's Federated Club of Union, MO
Kiwanis
Knights of Columbus Council No. 1121 and Auxiliary
Lions Club
Odd Fellows (I.O.O.F.)
Optimist Club
PADV Healing Services
Rotary Club
Royal Neighbors Congenial Camp No. 8138
S.S.S. Washington River Rats
United Way
Veterans of Foreign Wars Post 2661 and Auxiliary
Washington Chamber of Commerce
Washington Department of Tourism
Washington Garden Club
Washington Historical Society
Washington Iris Club
Washington Junior Chamber of Commerce
Western Catholic Union

These numerous service/fraternal organizations provide many hours of service to benefit the Washington community and enhance its quality-of-life.

Business/Industry

Washington, Missouri is a major employment and manufacturing center with over 65 industries. It is also a major medical center with over 100 doctors and a 187-bed hospital, Mercy Hospital of Washington.

The area is supported by the Washington Area Chamber of Commerce. The Chamber supports area businesses and maintains an active website at www.washmo.org for information concerning the community and in support of local businesses.

Various Washington business parks are home to numerous companies including Parker Hannifin, Melton Machine, CG Power Systems, Rawlings/K2, Canam Steel, and Clemco Industries.

The Heidmann Industrial Park is located primarily at the Vossbrink Drive and Highway 100 intersection. The park started as a 250-acre tract and is now home to the following industries (among others):

- Sisters of Mercy Health System Data Center – St. Louis, MO
- CG Power Systems – New Delhi, India
- Valent Aerostructures/LMI Technologies – St. Charles, MO
- Parker Hannifin/Sporlan Division – Cincinnati, OH
- Stork Fabricators – Washington, MO

The remaining lots in the Heidmann Industrial Park total over 85 acres and are certified through the Missouri Department of Economic Development and include a pre-graded Lot 12 (9+ acres) and Lot 25 (41 acres) on the west side of the Vossbrink and Highway 100 intersection.

Utilities within the park include a one-million gallon water tank; 12-inch water mains; wastewater treatment facility; stormwater retention; Ameren Missouri electrical power (12.5 and 34.7 Kv); Missouri Natural Gas (4 and 6-inch service); AT&T telephone and data lines (T1 and DS3 fiber optic); with an ISO rating of 3 as maintained by the Washington Fire Department.

In addition to the Heidmann Industrial Park there is also the John H. Feltmann Industrial Park. This industrial/business park has completed a “Team Track” facility which will allow public access to ship and receive goods via rail. Participants in this endeavor include the City of Washington, along with CG Power Systems and Canam Industries.

Information on these industries, and others, can be obtained at www.washmoworks.com. The City’s largest employers are shown in the following table:

Washington Area Top 10 Employers

| Name | Industry | Full-time Employees |
|--|-------------------------|---------------------|
| Mercy | Healthcare | 1,285 |
| Parker Hannifin-Sporlan Valve Division | Refrigeration Valves | 998 |
| Washington School District | Education | 550 |
| CG Power Systems USA Inc. | Transformers | 450 |
| Magnet Inc. | Advertising Specialties | 265 |
| RTI Tradco | Aircraft Parts-Research | 215 |
| Rawlings Sporting Goods Inc. | Sporting Goods | 189 |

| | | |
|-----------------------|-------------------------|-----|
| Walmart | Retail | 175 |
| Frick's Quality Meats | Meat Processing | 165 |
| Valent Aerostructures | Aerospace Manufacturing | 156 |

A 353 Washington Redevelopment Corporation was founded in 1988. The corporation consists of 13 Board members who undertake an active role in encouraging industrial development within the City of Washington.

The Corporation assists with a variety of activities including the following:

- Acquisition of property for industrial park development
- Assistance in the expansion of existing businesses within the community
- The recruitment of both domestic and international industries
- The marketing of the community worldwide through marketing trips
- Active regional memberships in the St. Louis Regional Commerce and Growth Association, along with its endeavors in industrial development
- Interaction with the City of Washington in its economic development efforts

The City of Washington participates in the Sister City program which offers both cultural and economic development opportunities. The City joined the program in 1990 and became a sister city to Marbach am Neckar in Germany. Student exchanges and visitation between the two cities occur on a regular basis.

Marbach am Neckar is a community of approximately 15,000 residents located on the river Neckar located in Baden-Wiittemberg near Stuttgart. It is the birthplace of Friedrich Schiller, a classical poet and dramatist. The town includes a number of historic homes and churches.

Downtown Washington, Inc. is an organization which promotes business and events in downtown Washington. One of the notable specialized business activities supported by Downtown Washington is the Farmers Market. The market, located at 317 W. Main Street offers a variety of baked goods, canned goods and crafts. The products are locally grown by the vendors. Since the Farmers Market is under a permanent awning, it is open "rain or shine". The market is open on Saturdays from the beginning of April until Christmas and on Wednesdays from May through October. The City of Washington maintains the Farmers Market, which is run by the Chamber of Commerce and is owned by the Historic Washington Foundation.

A postal facility is also located in Downtown Washington. The facility is a Contract Postal Unit operated by Downtown Washington, Inc. and is one-of-a-kind in the Nation.

As discussed under educational facilities, the Four Rivers Career Center operated by the Washington School District combines classroom learning with hands-on activities that provide students with industry-ready skills. This allows the students to get into a post-secondary training program or gain successful entrance into the workplace. Such a program provides skills to assist industries located in the Washington area.

Building activity in the City is regulated by the Building division of the City of Washington. The division consists of one Building Official and two Building Inspectors. This group is responsible to ensure that life safety measures are taken pertaining to any new construction, remodeling, repairs, additions or demolitions which occur within the City limits.

The City has adopted the following Building Codes to govern either commercial, industrial or residential development throughout the City:

- 2003 International Commercial Building Code
- 2003 International Residential Code
- 2003 Plumbing, Mechanical, Fire Prevention Code
- 2003 Property Maintenance Code
- 2002 NFPA Electrical Code

II. NEEDS ANALYSIS

This section of the City of Washington Comprehensive Plan describes the framework and methodology used to develop the goals and objectives which are contained within the document under the Implementation Strategy section.

PUBLIC PARTICIPATION

A key element of any successful Comprehensive Plan is public participation. It was decided early in the process that public input would be important in development of the Plan. The public participation process involved a combination of public meetings and the use of social media. Following is a discussion of the public participation process utilized to gather input from the Washington community.

Appendix B and Appendix C both contain information related to the public participation meetings. From the first public participation meeting this information includes the focus topic questions; scribe summaries; a public participation notice used to alert the public to the meeting; and an attendance sheet; along with the meeting results.

First Public Participation Meeting

The first public participation meeting was held on February 28, 2012 from 6:30 – 8:30 p.m. at the Senior Center. The purpose of this first critical meeting was to gather input on six key focus topic areas: Transportation/Other Infrastructure; Economic Development; Parks, Recreation and Open Space; Aesthetics; Land Use; and Civic Improvement.

The meeting was very well attended by over 90 participants, along with members of the Steering Committee, Planning and Zoning Commission, elected officials, City staff members and consultant Project Team members (105 in attendance). The meeting format involved having each attendee visit a focus topic table on a 15-minute rotational basis. The attendees at each table were asked a series of open-ended questions to solicit their input on a variety of community issues. In addition to the attendees, each table included a facilitator and a scribe. The role of the facilitator was to ask the questions and “facilitate” discussion among the attendees in response to those questions. The scribe served as the “note-taker” and summarized the responses/discussion for later review by the Steering Committee members and the consultant Project Team. These questions and the responses are contained in Appendix B.

This first public participation meeting was a key to provide information to develop the draft goals for the Comprehensive Plan. As a direct result of the community input provided during this first meeting, a total of 42 draft goals were developed by the consultant to discuss with the Steering Committee members (Appendix C).

Second Public Participation Meeting

The second public participation meeting was held on June 6, 2012 also at the Senior Center. The primary purpose of this second meeting was to allow attendees the opportunity to provide their

views on the relative importance of the 42 draft goals. These goals had been revised from the original list provided by the consultant through discussions with members of the Steering Committee. The goals were primarily developed based upon the comments received during the first public participation meeting. Also, in addition to offering their input on the 42 draft goals, the attendees were provided with the opportunity to offer suggestions on any additional goals which they believed should be considered by the Steering Committee. To say that the meeting was well attended would be an understatement with over 200 participants. A total of 172 surveys were returned for analysis. It should be noted that the vast majority of the surveys returned (142) were from a group of persons concerned about annexation. Nonetheless, the input which was received was important in helping to identify what issues were of interest and concern.

This meeting format was different from that of the first meeting. Each attendee was given 16 “stars” when they entered the room, along with one large green “dot” and one large “red” dot. The stars were used by each attendee to vote on the goals which they felt were the most important for the future of Washington. Given that there were 42 draft goals and only 16 stars, each attendee had to make a conscious decision about which goals they considered to be of the highest importance.

Additionally, each attendee was given one large green dot and one large red dot. The green dot was to be placed on the one goal, out of all 42, which the attendee considered to be the single-most important goal. Conversely, the red dot was to be placed on the one goal which the attendee considered to be the least important goal. It should be noted that three additional goals were proposed by attendees, as follows:

- Purchase new trash trucks.
- Optimize current available space within the City boundaries and achieve structured growth through the voluntary annexation of contiguous land.
- Need more affordable youth centers that people can come to and enjoy.

Following is a summary of the key “voting results” from this process:

The two most supported goals, as expressed by meeting attendees, was Parks, Recreation, and Open Space goal number seven which received 91 “star” votes,

7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

and Land Use goal number three which received 90 “star” votes,

3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON.

The least supported goals, again as expressed by meeting attendees, was Land Use goal number eight which received 10 “star” votes,

8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY.

and Parks, Recreation, and Open Space goal number five which received 14 “star” votes,

5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON.

It is interesting to note that both the most supported and least supported goals occurred within the same two key focus topics; Land Use and Parks, Recreation, and Open Space. This seems to suggest that attendees were actually reading the goals and making a conscious choice about which goals were the most important to them.

The most “green dots”, which indicate support for a particular goal, were placed on a goal which did not actually exist, that one which opposed annexation. For other stated goals, the one goal receiving the most support was goal two of Economic Development which had six green dots placed for its support,

2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS.

Other top-rated supported goals, each receiving four green dots were the following,

3. BROADEN THE CITY’S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES
2. EXPAND THE CITY OF WASHINGTON PEDESTRIAN/BIKEWAY NETWORK.
5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET.

Overall, the voting indicated strong support for continuing to work to ensure the vitality of both the riverfront and downtown Washington.

The most “red dots”, which indicate lack of support for a particular goal, were placed on Parks, Recreation, and Open Space goal number six which received seventy-nine red dot votes,

6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS.

It should be noted that this appears to be an unusual response given that the vast majority of the attendees were at the meeting to oppose annexation and preserve their present open space. Nonetheless, this was the goal which was identified as being the least supported. The other goal receiving the second-most red dots, and least supported by the attendees, was Land Use goal number one which received eight votes,

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES
WITHIN THE COMMUNITY.

It should be noted that the consultant team also placed the same goal survey on the various social media sites developed as part of this public participation process. A total of 65 surveys were completed through this process. A comparison of the on-line versus “standard” public meeting responses is contained in Appendix C. The reader will note that the on-line survey also offered strong support for the riverfront and economic vitality with the top supported goals through the on-line survey being,

DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

BROADEN THE CITY’S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES

Both of these on-line goals received 43 votes each.

The most “green dot” votes were for the following two goals,

WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT.

DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

Both of these goals each received 12 votes.

The least-supported “red dot” votes, with a total of 11 votes is the following,

CREATE PROVISIONS TO ENCOURAGE ENTRY LEVEL RESIDENCES WITHIN THE
COMMUNITY.

Following tentative adoption by the Steering Committee of the 42 goals for the City of Washington Comprehensive Plan, the consultant met with the Steering Committee to discuss objectives to meet these goals. The consultant offered a number of draft objectives for consideration by the Committee. These objectives were discussed and revised based upon input provided during the first two public participation meetings, as well as the Steering Committee member understanding of the community.

Altogether, there were 144 draft objectives proposed for consideration by the community.

These draft objectives were provided during the third public participation exercise to gather community input.

Third Public Participation Meeting

The third public participation meeting was held at the Senior Center on November 15 from 5:00 to 7:00 p.m. The purpose of the meeting was to allow attendees the opportunity to express their support, or lack of support, of the 144 draft objectives.

There were 22 public participation surveys completed at the third Public Participation meeting. In addition, there were a total of 30 on-line surveys which were completed as a part of the social media public participation process.

The citizens who completed a draft objectives survey were asked to indicate through a numbering system their degree of support for a particular objective. The available range of responses were Strongly Disagree (4), Disagree (3), Agree (2), Strongly Agree (1). Conversely, the closer the responses were to a 1.0, the more agreement there was with that particular objective. Conversely, the closer the responses were to a 4.0, the more the respondents disagreed with that objective. The 22 surveys from those attending the Public Participation meeting were averaged together.

Following is a summary of the results from the Public Participation meeting surveys:

The draft goals were also presented to the public, via an internet site utilizing the Zoomerang Survey website. The on-line survey presented the list of draft goals and a comment format as was used at the public meeting.

Similar to the voting format used at the public meeting, the on line survey utilized the list of 42 draft goals, organized in six categories: Aesthetics; Civic Improvement; Land Use; Transportation/Infrastructure; and Economic Development. The survey allowed the respondent to vote for 16 of the top goals of their choice, represented by a gold star. Each respondent was also allowed to vote once for their most important goal to achieve, which was represented by a green dot. Accordingly, each respondent was also allowed to vote once for what they considered to be the least important goal to achieve, represented by a red dot. The survey was formatted so that a respondent could only fill out the survey once, from the same computer, to help prevent repetitive voting.

The initial survey was posted on June 4, 2012 on the Zoomerang Survey website with links to the project Facebook page and the City of Washington's website. A total of 34 surveys were completed, before the survey was revised for clarity and ease of use. The revised survey listed all of the goals at the beginning of the survey, to allow respondents to read the goals, prior to filling out the survey. The revised survey also had a comment box at the end of the survey and a question to inquire if the respondent was a citizen of the City of Washington. The revised survey, which was available through the month of June, gained another 31 complete surveys, for a total of 65 on-line completed surveys.

Of the 144 overall draft objectives, there were 131 which received an overall average score of between 1.0 and 2.0. This means that there was strong agreement with the majority of the draft objectives. The remaining 13 draft objectives received an "averaged" score over 2.0. It should be

noted that a score of 2.0 still indicates agreement with a particular objective. Only when you get to a score over 3.0 is there disagreement. The objective receiving the highest average score had a total of 2.48. This objective is the following;

ECONOMIC DEVELOPMENT OBJECTIVE 3.4 ACTIVELY PURSUE DEVELOPMENT OF AN OFFICE PARK IN THE WASHINGTON COMMUNITY.

The draft objective receiving the second highest average score of 2.32 was the following;

PARKS, RECREATION, AND OPEN SPACE OBJECTIVE 3.2 WORK COOPERATIVELY WITH THE DEVELOPMENT COMMUNITY TO ATTEMPT TO CREATE PUBLIC OPEN SPACE AS PART OF THEIR PROJECTS.

The overall goal whose draft objectives received the highest overall average was the Parks, Recreation, and Open space goal to, "Preserve and protect special open space resources such as floodplains, wetlands, and stream corridors." The three draft objectives under this goal received an average score of 2.18, 2.23 and 2.23.

As previously stated, the majority of draft objectives were strongly supported by those who completed the surveys. Following is a summary of the most supported objectives;

The two most strongly supported objectives with an average of 1.24 are LAND USE OBJECTIVE 3.1 WORK AGRESSIVELY TO REDUCE VACANCY RATES IN THE CITY'S DOWNTOWN AREA and CIVIC IMPROVEMENT OBJECTIVE 6.3 EVALUATE POSSIBLE EXPANSION OF THE RIVERFRONT PARK AREA.

The overall goals which were the most favored, based upon an average of their objectives, were Civic Improvement Goal 6 which is to, "Work toward enhanced development of the riverfront", and Parks, Recreation, and Open Space Goal 7 which is to, "Develop the riverfront including the downtown area". The objectives under these goals received an overall average of (1.24, 1.27, 1.32) and (1.27, 1.32, 1.36), respectively.

The 22 Public Participation meeting surveys were combined with the 30 on-line surveys to create an overall average of the 52 responses (Appendix C). The combined average of the two types of surveys resulted in a slight increase almost "across the board" in the objectives. However, of the 144 draft objectives, still only 26 of the objectives exceeded an average of 2.0 and the highest average was a 2.46. It should be noted that a score of 2.0 is in agreement and a score of 3.0 is in disagreement. The highest averaged score for the combined surveys were for the following two draft objectives:

PARKS, RECREATION, AND OPEN SPACE OBJECTIVE 2.4 EXPLORE DEVELOPMENT OF "WELLNESS STATIONS" THROUGHOUT THE COMMUNITY (2.46), and

ECONOMIC DEVELOPMENT OBJECTIVE 3.4 ACTIVELY PURSUE DEVELOPMENT OF AN OFFICE PARK IN THE WASHINGTON COMMUNITY (2.45).

Based upon a thorough review of both the Public Participation meeting surveys and the combined on-line surveys, it is the consultant's opinion that there is no significant differences in the responses and that the survey responses follow the same trend.

The Steering Committee decided to leave the draft objectives in place, but recognize that several of the draft objectives were certainly of less interest to the community, especially the two as noted above.

The Steering Committee recommended to the Planning and Zoning Commission that the 144 objectives be adopted as contained within the Implementation Strategy portion of this Comprehensive Plan. The goals and objectives are a direct result of the citizen input provided at the three public participation exercises noted above.

Official Public Hearing

The official Public Hearing was held before the Planning and Zoning Commission after a formal recommendation from the Steering Committee. The Public Hearing was held in March 2013.

LAND USE

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

The first step involved is the preparation of an Existing Land Use map. The Existing Land Use map shows the specific land use which is occurring on each individual parcel located within the Washington City Limits. The existing land use information were compiled by the City of Washington City Staff based upon a review of the adopted Existing Land Use map from the current Comprehensive Plan, coupled with development changes which have occurred within the community over the last decade.

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

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Office
- Public/Quasi-Public
- Agricultural
- Vacant

Low-Density Residential

This category includes single-family detached residential housing. This housing can occur on platted lots in developed subdivisions, or be a part of larger tracts of ground. This is the single largest land use category in the City of Washington and consists of approximately 2,843 acres (44.9%).

Medium-Density Residential

This residential land use category includes primarily duplex units and other similar lower density residential activity. The units are sometimes contained within a section of similar housing and may be used in conjunction with a higher-density residential development. There are about 140 acres (2.2%) of medium-density residential land use within the City.

High-Density Residential

This residential land use category includes multi-family townhomes, apartments, condominiums, and mobile/manufactured homes in established parks. Due to the increased volume of traffic, these residential uses are normally located near collector or arterial roadways which are designed for this heavier volume. This type of land use is sometimes used as a buffer between lower-density residential and commercial activity. There are 107 acres (1.7%) of this type of land use in the City of Washington.

Commercial

This land use category consists of both retail and service commercial activities. Retail commercial would include such uses as shopping centers, restaurants, and other shopping opportunities. Service commercial businesses are uses such as hotel/motels, title companies, banks, appraisers, automotive repair, appliance repair and other similar service businesses. There are approximately 476 acres (7.5%) of land in the commercial land use category.

Industrial – Light and Heavy

The industrial land use category is “broken-up” into two types. Light industrial consists of light-manufacturing, warehousing and storage type facilities either as stand-alone facilities or in industrial parks. Heavy industrial uses would include the “smoke-stack” type industries which have more intensive and potentially disruptive activity. Both types of industrial uses have the potential to be a significance source of jobs for a community. There are 644 acres of land presently being used for industrial purposes, all 644 acres (10.2%) for light-industrial purposes and no acres being used for heavy-industrial purposes.

Parks/Open Space

This land use category consists of property specifically set-aside to be used for parks/open space purposes. This would include established parks such as the Washington City Park, Jerry J. Jasper Lakeview Park or James W. Rennick Riverfront Park. Parks/Open Space can also be that owned by a private sports association, homeowner associations, State, or Federal agencies. Such space provides recreational opportunities for area residents. There are 947 acres (15.0%) of parks/open space which have been identified within the corporate limits of the City of Washington.

Office

The office land use category would include either an office complex or individual “stand-alone” offices used for office-related functions. There are only 12 acres (0.1%) of office land uses which have been identified.

Public/Quasi-Public

This category includes both governmental and non-governmental uses. Quasi-Public uses include such facilities as churches, schools, fire stations, and social/civic organizations. Public uses would include City Hall, water towers, and other public works facilities. This category is generally not a revenue source to the City's budget. However, these facilities contribute significantly to the quality-of-life for the residents of the community. There are approximately 589 acres (9.3%) of land used for public/quasi-public functions.

Agricultural

This land use category is property which is under current agricultural production or is farmed on a regular basis. The ground may be developed at some future date, but there are no immediate plans for the land to be used for any purpose other than as an agricultural enterprise. There are 253 acres (4.0%) of land under agricultural production.

Vacant

The remainder of the Existing Land Use map is shown in a blue color. This is land which is presently vacant but is not under active agricultural production. Having vacant ground is a positive attribute in a developing community. It provides opportunities for future growth to occur in a “planned” manner. It should be noted that it is not expected that all of the identified vacant ground is likely to be developed within the ten-year planning “window”. However, it is believed that such ground is within an area subject to possible future development activity. This land use category comprises approximately 315 acres (5.0%).

The Existing Land Use map is the base information used to create the Future Land Use map. The Existing Land Use Map identified a total acreage in the City of Washington as 6,333 acres.

The Future Land Use map is one of the most important components of the Comprehensive Plan. This map serves as a guide in assisting the City in making future land use decisions. The boundaries shown on the Future Land Use map do not presently extend beyond the present City limits. This is primarily because of the sensitivity of the local area to involuntary annexation and not wanting to disengage these participants from the process. The 2003 Envision Washington Comprehensive Plan Future Land Use Map will be used in helping the Planning and Zoning Commission and the City Council to make an informed recommendation and decision on any newly annexed areas.

The Future Land Use map also has some other key functions. It allows recommendations and decisions to be made on rezoning requests for areas already within the City of Washington, and for consideration of future infrastructure extensions/improvements to serve areas that will eventually be a part of the City.

There are several notable changes to the Future Land Use Map under this current Comprehensive

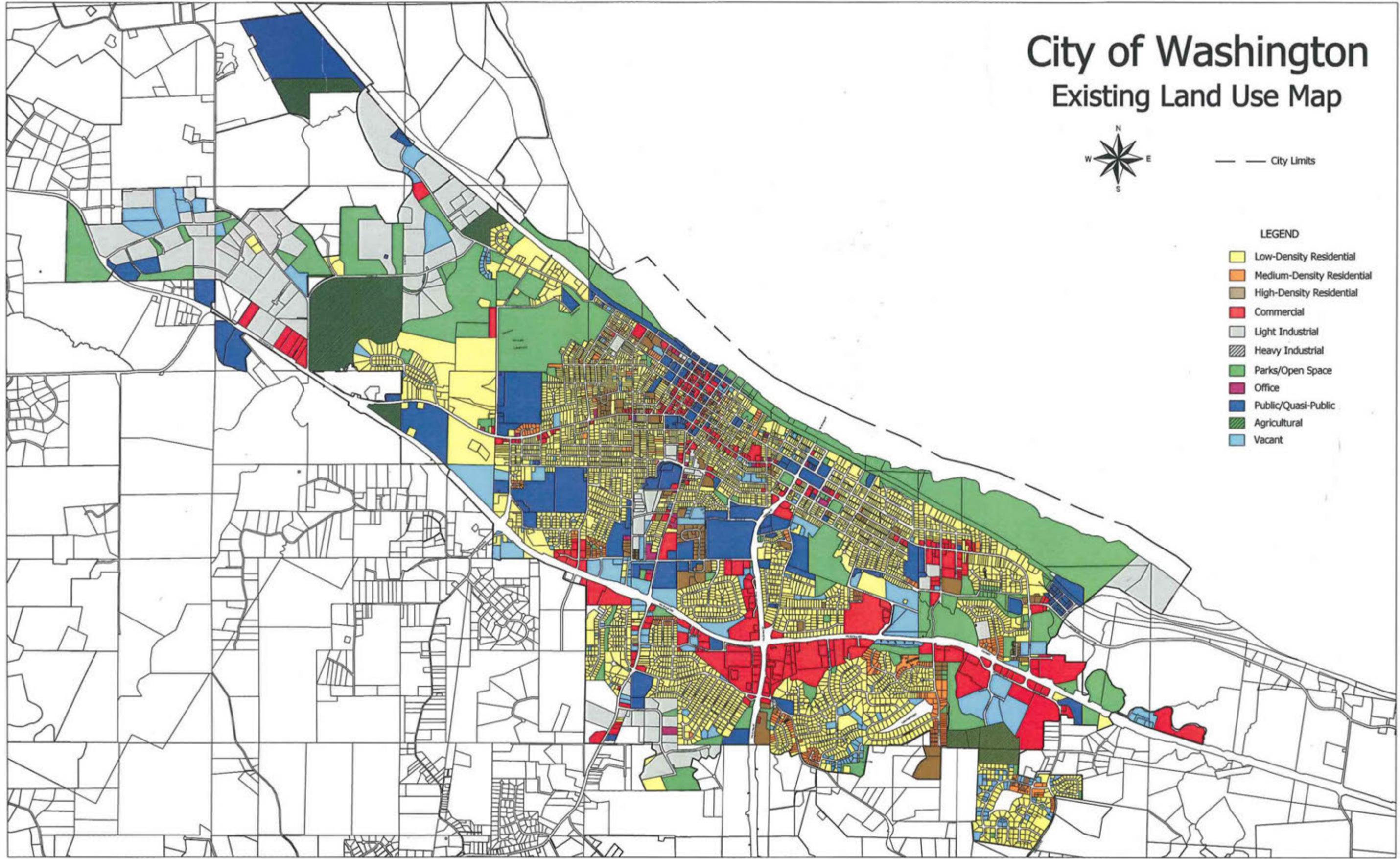
City of Washington Existing Land Use Map



— — City Limits

LEGEND

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Office
- Public/Quasi-Public
- Agricultural
- Vacant

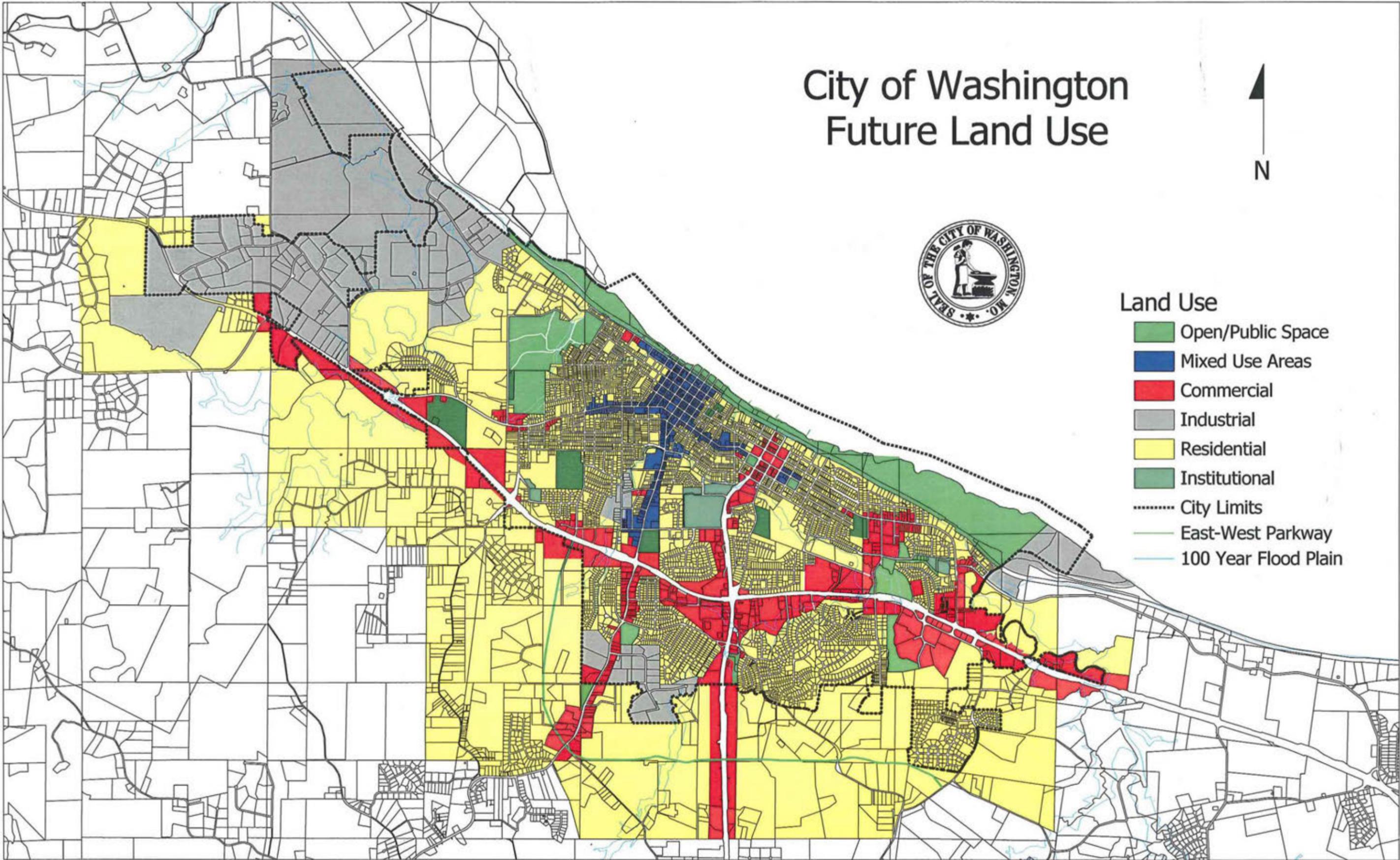


City of Washington Future Land Use



Land Use

-  Open/Public Space
-  Mixed Use Areas
-  Commercial
-  Industrial
-  Residential
-  Institutional
-  City Limits
-  East-West Parkway
-  100 Year Flood Plain



Plan from the Future Land Use Map from the 2003 Envision Washington Plan. These notable changes are as follows:

- Duncan Avenue east of Highway 47 from a Residential land use to a Commercial land use.
- Phoenix Center Drive south of Highway 100 from a Residential land use to a combination of land uses including Commercial, Parks/Open Space, and Agricultural.
- 6th Street east of Burnside Street from a Commercial land use to a Residential land use.
- 5th Street east of Highway 47 at the Mercy campus extending to 6th Street from a Commercial land use to a Mixed-Use category.

It should be noted that a Future Land Use Map is not a Zoning District Map. The Future Land Use Map is intended as a guide in making land use decisions. Although it is only a guide, deviation from the Future Land Use Map should be noted and there should be a compelling rationale for making a change.

Also, it should be recognized that full-buildout of the Washington area is unlikely to occur through the future planning period. However, since it is not known which areas are going to develop, the areas are shown as “colored” in some type of land use activity to denote the preferred development the City desires to occur.

SUMMARY OF THE USE OF SOCIAL MEDIA FOR COMMUNITY ENGAGEMENT

Comprehensive planning involves local citizens in the process of developing a vision for their community. Communicating with the community is critical in developing sound planning solutions as well as building support for the Comprehensive Plan. The process used for communicating with the Washington community utilized various methods to engage the local public. These included traditional methods such as public meetings/workshops and use of the City’s website, as well as newer methods such as social media sites. These social media sites, very popular in this Information Age, have proven to be a very effective means of communicating with the public.

The social media sites of Facebook and Twitter were developed specifically for the Washington Comprehensive Plan to provide an easily accessible media which communicated information regarding the planning process. The social media sites allowed the posting of meeting notices, meeting results and photos, and links to on-line surveys. These sites also provided a method for the public to communicate with the consultant Project Team, beyond the more traditional public meeting/workshop format. A summary of the social media methods and media methods are listed below:

- Facebook: The Facebook page social media site proved to be a very effective method of communicating with the public regarding the Washington Comprehensive Plan. This social media site was used to communicate the intent and schedule of the Plan for the City of Washington. The Facebook page for the project allowed the consultant Project Team to post meeting notices for the traditional public meetings/workshops. These

postings provided very good attendance at the Visioning Meeting, the Draft Goals Public Participation meeting and the Draft Objectives Public Participation meeting. Photos and summary information of the meetings were also posted to the Facebook page. Critical to the Facebook page success was linking the page to the pages of other local organizations and entities including the City of Washington; Washington Chamber of Commerce; *The Missourian* newspaper; Downtown Washington, Inc. and WashMo.com among many others. A total of 18 Facebook pages were linked and 27 Facebook “friends” were developed for the Comprehensive Plan’s Facebook page.

The Facebook page also was very useful in giving access to the public to comment on the Plan via the use of on-line surveys. Survey questions/comment forms distributed to the public at the Draft Goals Public Participation meeting in June and the Draft Objectives Public Participation meeting in November were developed into a digital, on-line survey format which the public used to give their opinions on the respective forms. The Facebook page was used to post a link to the on-line survey site for the public to access. The on-line survey link was also posted to the City of Washington’s website.

- Twitter: The Twitter social media site was utilized to primarily post notices about impending Public Participation meetings for the Comprehensive Plan. While the Twitter account for the Plan was not as active as the Facebook page, it did provide another method of cost effective communication for the Comprehensive Plan.

SUMMARY OF THE FALL FESTIVAL BOOTH DISPLAY

The City of Washington Comprehensive Plan process required the review and comment of project initiatives by the general public and citizens of Washington for it to be a truly citizen-driven Plan. The community engagement process included a display booth at the Fall Festival of the Arts and Crafts, in downtown Washington, on September 22 -23, 2012. The intent of the display booth was to inform the general public of the comprehensive planning process and of the draft goals for the Comprehensive Plan. No official comment forms were offered to the public, however, a listing of the Plan’s social media addresses were presented for the public to learn more about the project.

The display boards at the booth outlined the basics of a Comprehensive Plan and the focus of the Plan being on the six categories which impact the quality of life in Washington: Transportation/Other Infrastructure; Economic Development; Parks, Recreation, and Open Space; Aesthetics; Land Use; and Civic Improvement. Additional boards displayed the status of the planning process and the overall planning schedule.

A summary of the comments heard from the public are summarized below:

- Enhancing the riverfront park and facilities was agreed by all booth visitors to be a good goal for the Comprehensive Plan.
- Relieving traffic congestion on the major roads through the community; the Highway 47 & Highway 100 intersection and Highway 47 to Union were seen as problems to address.
- The lack of workforce or affordable housing for entry-level workers was seen as an issue.

- Attracting new employers and new jobs was considered very important.
- Some of the land uses, conditions of houses/buildings and aesthetics of 5th Street were viewed as a problem.
- Keeping downtown Washington vibrant with businesses and events was also considered to be very important.

INFRASTRUCTURE AND MAJOR STREET PLAN

Introduction to Infrastructure Services

The City of Washington provides many of the basic amenities to the community including water, sanitary sewer, storm sewer, streets, and solid waste and recycling services. The Public Works and Engineering Departments work together to deliver and maintain these services. Interviews were conducted with each of the Department Heads responsible for these services to provide insight on the existing conditions and future needs.

General Water System Summary

Water service is provided throughout the City for domestic use and fire protection. The Water Department crews maintain the system and self performs the majority of the replacements and repairs. Currently there is approximately \$50,000 budgeted for such maintenance items. There will be a need to increase this over time to keep up with community growth, an aging water system, and increasing maintenance costs. There are nine (9) deep wells and three (3) storage tanks in operation. The wells are scattered throughout the City. There are two storage units on the western side of town totaling 2 million gallons and 0.5 million gallons of elevated storage on the east side of town. In order to better balance the water system the City is planning to add 1-2 wells, along with an additional 1 million gallon storage tank to the eastern side of town. The City installed high-efficient water meters throughout town in 2012. High-efficient means having 99% accuracy in measuring water usage. This will enable the City to charge for the actual water used. The meters will be tracked electronically with the potential to help customers detect leaky fixtures and create more awareness of water and energy conservation. Expansion of the water system will be dependent upon the direction of growth. Public Water Supply Districts border the City on the east at St. John's Road and south sides. There may be the potential to work on agreements with the Water Districts to supply water to certain areas.

General Sanitary Sewer System Summary

Sanitary sewer service is provided throughout the City. City crews self-perform general maintenance to the gravity lines and pump stations. Currently there is approximately \$150,000 budgeted for slip-lining existing sewers to minimize inflow and infiltration. The budget may need to be increased over time to keep up with the community expansion, aging sewer system, and increasing maintenance costs. There are 13 pump stations in operation with all stations planned for upgrades. The City also operates its own wastewater treatment plant. The wastewater treatment plant is considered a "Vertical Loop Reactor – Sludge Cannibalizing System Treatment Plant" and was put into operation in 2009. The plant currently operates at an average of 2.6 million gallons per day (MGD) with a maximum capacity of 4 MGD, expandable

to 6 MGD. There is ample treatment capacity for growth. Possibilities lie with the neighboring Water Districts to work on agreements for the City to accept sewage outside the City limits.

General Street System Summary

The City of Washington provides inspections and maintenance for the streets. The Missouri Department of Transportation (MoDOT) assists the City in bridge inspections with the City being responsible for the maintenance costs. MoDOT operates and maintains two main collector routes that intersect through town, Highway 100 and Highway 47. Highway 47 and the eastern portion of Highway 100 have been converted to 4 lanes. In 2013 MoDOT will widen Highway 100 to four lanes from Highway 47 to High Street. The City streets are generally maintained by the Public Works Street Department. This includes street sweeping, replacing uneven curb and gutter sections, trip hazards, traffic signage, mowing and weed spraying. The Engineering Department annually reviews and rates the streets for overlay or resurfacing. The City exclusively uses the Novachip overlay system to maintain surface integrity and smoothness. This type of overlay system is much cleaner and quicker for opening to traffic than the older systems. Streets that are too dilapidated get slated for resurfacing / reconstruction. 14th Street was constructed in 2012 from High Street to Stafford Street which will add another access point across Busch Creek. Bike paths and sidewalks are usually considered when streets are reconstructed. All of the City's bridges are sufficient with the exception of the Jefferson Street Bridge, which is scheduled for reconstruction in 2016. The only other bridge with a lower sufficiency rating is the Missouri River Bridge, which is owned by MoDOT. The Missouri River Bridge has a MoDOT sufficiency rating of 5.8%, and is in need of replacement. The City of Washington has formed a Bridge Committee to pursue funding options and design studies in order to expedite the project. The growth of the City's street system is mainly dependent upon future annexation. If growth continues to the south Highway A may need improvements as well.

General Storm Sewer Summary

The City of Washington Public Works Department maintains all the public storm sewers in conjunction with the streets. All public and private storm sewers planned for construction are reviewed by the Engineering Department. The City of Washington is a Municipal Separate Storm Sewer System (MS4) as determined by the Missouri Department of Natural Resources and Environmental Protection Agency. This means the City is regulated by the Environmental Protection Agency Phase II rule to reduce pollutants and protect water quality. The City has regulations requiring stormwater management for all new developments. Some codes could be implemented to better protect the buffers along the creeks, and better achieve preservation of existing runoff conditions. Federal Emergency Management Agency has recently updated the flood maps inside the City. This change did affect most all properties along the main drainageways. The City is also looking at ways to maintain these streams by cleaning out debris that may cause clogging and choking resulting in flooding. The possible future needs may be some regional detention basins located near the upstream City limits.

General Solid Waste Disposal & Recycling Summary

The City of Washington handles all residential trash for its citizens. The City also operates its own landfill and has been doing so since 1996. Local commercial haulers are allowed to use the facility as well. The City is currently planning to expand the existing landfill into two new areas for a total expansion of 10 acres. With the new areas being opened the landfill is projected to last until the year 2025. Due to the lengthy permitting process the City will need to determine where it will send the solid waste when the landfill reaches capacity. At a minimum two options will need to be studied. One option would be to expand further onto the Struckoff Farm where the existing landfill is located. The second option would be to construct a transfer station to haul the solid waste to another landfill. As a part of the City services they also provide recycling for the community. Recycling helps decrease the amount of waste going to the landfill. This is a good program and could be expanded upon in the future.

Conclusion

In conclusion, the expansion of the City will be dependent upon growth within the community and annexation. The City has sufficient programs in place to operate and maintain their services. The City frequently reviews their needs and studies their options to provide the best solutions for improvements. This review process needs to remain in order to keep building upon the amenities the City currently provides.

Major Street Plan

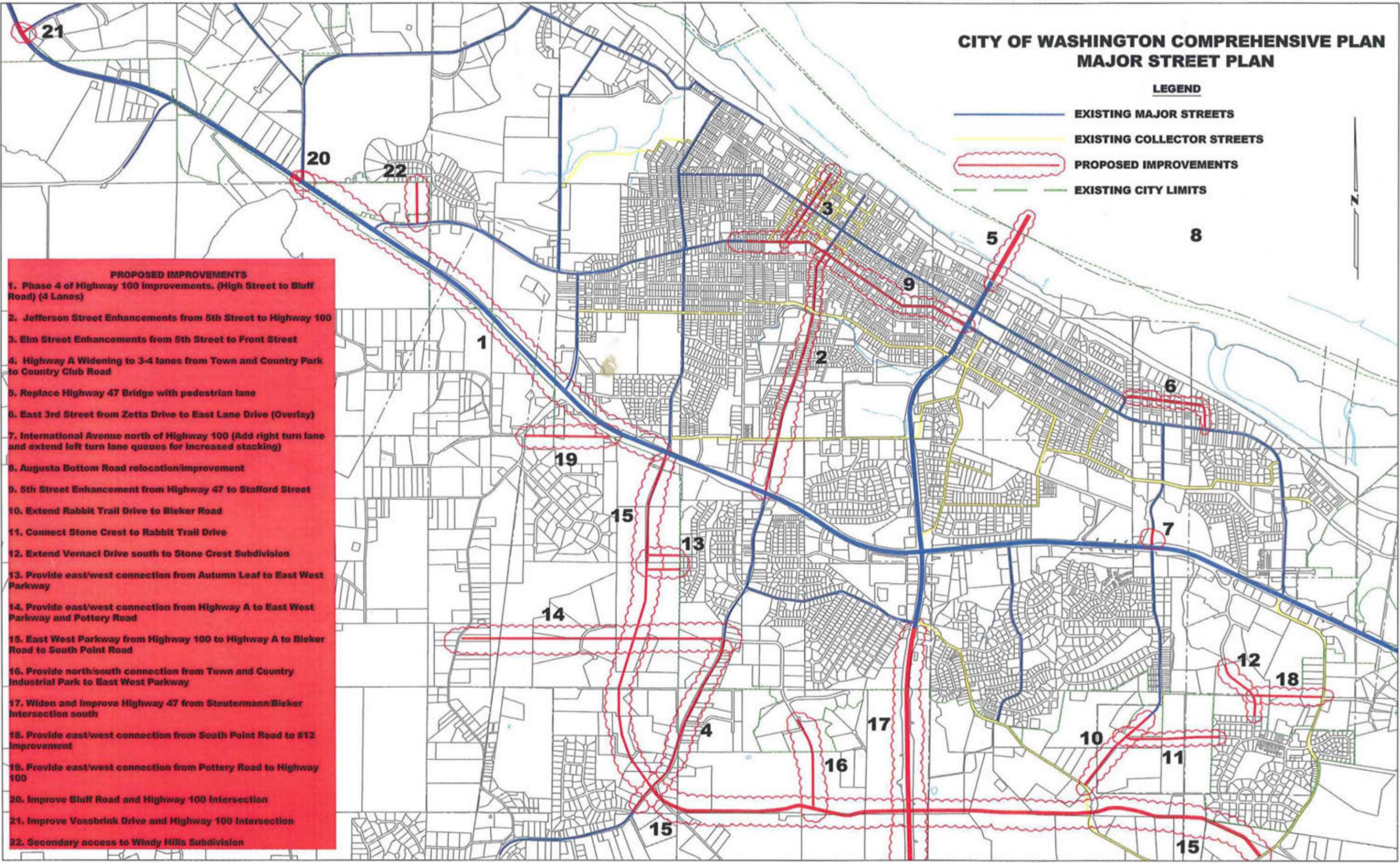
The Major Street Plan is the other map specifically identified in the Revised Statutes for the State of Missouri for the Comprehensive Plan. The Major Street Plan map can be used as a powerful tool to help implement street improvement plans throughout the City of Washington. The Steering Committee worked extensively with City Staff members to identify the key transportation improvements which should be made in the future to facilitate traffic movements around the community. There were 21 major improvements recommended by the Steering Committee for adoption by the Planning and Zoning Commission as shown on the Major Street Plan map and generally described as follows:

- Phase 4 of Highway 100 Improvements
- Jefferson Street Enhancements
- Elm Street Enhancements
- Highway A Widening
- Highway 47 Bridge Replacement
- East 3rd Street Overlay
- International Avenue Improvements
- Augusta Bottom Road Relocation/Improvement
- 5th Street Enhancement
- Rabbit Trail Drive Extension
- Stone Crest to Rabbit Trail Drive Connection
- Vernaci Drive Extension
- East/West Connector from Autumn Leaf

CITY OF WASHINGTON COMPREHENSIVE PLAN MAJOR STREET PLAN

LEGEND

-  EXISTING MAJOR STREETS
-  EXISTING COLLECTOR STREETS
-  PROPOSED IMPROVEMENTS
-  EXISTING CITY LIMITS



- PROPOSED IMPROVEMENTS**
1. Phase 4 of Highway 100 Improvements. (High Street to Bluff Road) (4 Lanes)
 2. Jefferson Street Enhancements from 5th Street to Highway 100
 3. Elm Street Enhancements from 5th Street to Front Street
 4. Highway A Widening to 3-4 lanes from Town and Country Park to Country Club Road
 5. Replace Highway 47 Bridge with pedestrian lane
 6. East 3rd Street from Zetta Drive to East Lane Drive (Overlay)
 7. International Avenue north of Highway 100 (Add right turn lane and extend left turn lane queues for increased stacking)
 8. Augusta Bottom Road relocation/improvement
 9. 5th Street Enhancement from Highway 47 to Stafford Street
 10. Extend Rabbit Trail Drive to Bleker Road
 11. Connect Stone Crest to Rabbit Trail Drive
 12. Extend Vernaci Drive south to Stone Crest Subdivision
 13. Provide east/west connection from Autumn Leaf to East West Parkway
 14. Provide east/west connection from Highway A to East West Parkway and Pottery Road
 15. East West Parkway from Highway 100 to Highway A to Bleker Road to South Point Road
 16. Provide north/south connection from Town and Country Industrial Park to East West Parkway
 17. Widen and Improve Highway 47 from Steutermann/Bleker Intersection south
 18. Provide east/west connection from South Point Road to #12 Improvement
 19. Provide east/west connection from Pottery Road to Highway 100
 20. Improve Bluff Road and Highway 100 Intersection
 21. Improve Vosbrink Drive and Highway 100 Intersection
 22. Secondary access to Windy Hills Subdivision

- East/West Connector from Highway A
- East West Parkway from Highway 100
- North/South Connector from Town and Country Industrial Park
- Highway 47 Improvements
- East/West Connector from South Point Road
- East/West Connector from Pottery Road
- Bluff Road/Highway 100 Intersection Improvement
- Vossbrink Drive/Highway 100 Intersection Improvement
- Secondary access to Windy Hills Subdivision

PARKS, RECREATION, AND OPEN SPACE

As indicated in the Existing Conditions Section of this Comprehensive Plan, the City of Washington has eleven different parks; the larger acreage parks include the Washington City Park, Burger Park, Jerry J. Jasper Lakeview Park, and Hillerman Park.

The City of Washington recently updated Park Master Plan. The Parks and Recreation Director for the City of Washington were very involved with assisting in the process of preparing this Comprehensive Plan. His participation was helpful in providing guidance to ensure that the goals and objectives contained as part of this Plan were somewhat consistent with those contained in the newly adopted Park Master Plan.

In order to evaluate the adequacy of park facilities, it would be useful to review applicable standards and guidelines developed for this purpose as a part of the Comprehensive Plan. Several elements of a state comprehensive outdoor recreation plan (SCORP) are developed to guide outdoor parks and recreation planning for both public and private agencies. The SCORP is intended to recognize key issues, estimate and project outdoor statewide levels, identify agency roles and responsibilities, and based on all of these and other elements, establish priority goals and recommendations for all parks and recreation providers. This statewide/regional approach promotes a synergistic effort by guiding the planning and implementation efforts of all agencies in order to meet the established regional and statewide needs, goals, and recommendations. When establishing these, however, there must be some common denominators which can be used to maintain consistency among the various agencies. These usually take the form of outdoor recreation use standards, but at the statewide or regional level. Thus, when local agencies begin to establish or revise their own outdoor recreation use standards, SCORP can be used to identify the region's standard or average uses concomitantly with the regional and statewide needs, goals, and recommendations.

SCORP standards were used for this *Master Plan* opposed to the National Recreation and Park Association (NRPA) standards due to the fact that the SCORP standards are Missouri based opposed to a national base, which gives more accurate account of what is relative to the needs of the City of Washington. Furthermore, it is also important to understand the relationship between the Land Water Conservation Fund (LWCF) and the Recreation Trails Program (RTP) and SCORP - To be eligible for these matching state grants, all grant applications submitted must be in accordance with the SCORP standards.

Both the SCORP and NRPA standards only count facilities that are publically owned and are open to the general public. As such, Places of Worship, Subdivisions/Home Owner Associations, Private Clubs, YMCA's, JCC's, Athletic Associations, Private Schools etc. do not count towards the overall total of facility/park inventory, as they are not available to the total population.

Public Schools can count towards the overall total of facility/park inventory, as they are available to the total population. However, the actual Public School facility/park inventory numbers must be divided in half, as they are only available to the general total population half of the time.

Although we must recognize that there is several State and other municipal parks located within the service area that Washington Residents may have access to, they will not be included in the current facility inventory, as they are not located within the City Limits of Washington. However, these parks/facilities would be counted towards the population base of the municipality or unincorporated area that they are located in for the purpose of this inventory. *The level of service (LOS) guideline is a quantified ratio of the number of parks, facilities, trails (or other appropriate unit; e.g. miles, acres) which represents the minimum amount needed per portion of the population to meet real time recreation demands of the citizens of a community.*

The LOS is derived by identifying the spaces and facilities required to meet the community real time recreation demand, and the minimum amount of park land, facilities, trails, etc., needed to accommodate specific facilities and spaces needed for recreation activities. A LOS standard is nothing more than a benchmark or acceptable measure. Unless the LOS standard is mandated by law, there is no absolute requirement that it be used as anything more than a guideline.

In addition to the minimum LOS, there may be a host of other community considerations which, although not easily quantifiable, are nonetheless important in planning the park and recreation system of a community. These policy issues are unique to each community and must be considered in the light of local attitudes, values, economic conditions and historical precedents. After considering these issues the calculated LOS may be changed in order to more accurately reflect a LOS which community leaders can commit to.

The goal of the Missouri SCORP is to examine the outdoor parks and recreation facility needs of the communities within the state. These needs are then quantified into LOS ratios of the number of facilities (or other appropriate unit; e.g. miles, acres) needed per portion of the population within a city or service area. These LOS ratios, called *Outdoor Recreation Development Goals*, represent the number of facilities (miles, acres, etc.) per the City's population that would satisfy the City's parks and recreation needs.

OUTDOOR RECREATION DEVELOPMENT GOALS (2008-2012)

| FACILITY | DEVELOPMENT GOALS |
|---------------------------------|---------------------------|
| Parkland (Acres) | 1 Acre/47 People |
| Walking Trails (Miles) | 1 Mile/4,446 People |
| Bicycle Trail (Miles) | 1 Mile/2,624 People |
| Equestrian Trail (Miles) | 1 Mile/4,854 People |
| Exercise Trail (Miles) | 1 Mile/3,907 People |
| Nature Trail (Miles) | 1 Mile/4,814 People |
| Multi-Purpose Trail (Miles) | 1 Mile/4,220 People |
| Swimming Pool (Bodies of Water) | 1 Pool/6,500 People |
| Picnic Tables | 1 Table/128 People |
| Picnic Pavilion | 1 Pavilion/1,356 People |
| Golf Courses | 1 Course/25,674 People |
| Baseball Fields | 1 Field/1,545 People |
| Playgrounds | 1 Playground/1,379 People |
| Tennis Courts | 1 Court/2,333 People |
| Open Playfields | 1 Field/7,886 People |
| Volleyball Courts | 1 Court/4,659 People |
| Basketball Courts | 1 Court/4,410 People |
| Football/Soccer Fields | 1 Field/3,274 People |
| Handball/Racquetball Courts | 1 Court/43,187 People |
| Multi-Use Courts | 1 Court/6,073 People |
| Horseshoe Courts | 1 Court/2,810 People |
| Shuffle Board Courts | 1 Court/4,251 People |
| Campsites | 1 Site/3,400 People |
| Boat Ramps | N/A |
| Ice Rinks | 1 Rink/108,838 People |
| Skateboard Park | 1 Park/34,435 People |

III. IMPLEMENTATION STRATEGY

This portion of the City of Washington Comprehensive Plan is by far the most important of the overall Plan. This Implementation Strategy section details the 42 goals and 144 objectives necessary to assist the community achieve its desired vision for the future. These goals and objectives are the culmination of a thirteen month effort involving three public participation meetings, an official Public Hearing, and many hours of discussion between the consultant Project Team, the Steering Committee, and City Staff. The goals and objectives are categorized under the six key focus topic areas identified early in the Comprehensive Plan process. The goals and objectives are identified as follows:

TRANSPORTATION/OTHER INFRASTRUCTURE

1. INVESTIGATE AN EXPANDED PUBLIC TRANSIT OPTION FOR THE COMMUNITY.

Objective 1.1 Discuss with local service providers the “gap” in public transportation options for the community.

Objective 1.2 Review the possibility of establishing an expanded local bus/shuttle service for the community.

2. EXPAND THE CITY OF WASHINGTON’S PEDESTRIAN/BIKEWAY NETWORK.

Objective 2.1 Develop a pedestrian access strategy and fund additional enhancements such as streetscape improvements, lighting, safe street crossings, and benches.

Objective 2.2 Evaluate the placement of sidewalks along collector and arterial streets in the City.

Objective 2.3 Consider sidewalks and bicycle paths as part of future street improvement projects.

3. IMPROVE THE TRANSPORTATION FLOW THROUGHOUT THE COMMUNITY.

Objective 3.1 Undertake an analysis of traffic flow throughout the community to determine the problem areas.

Objective 3.2 Utilize the Major Street Plan map as a guide to develop future roadway improvements, widenings, realignments, extensions, and new construction.

Objective 3.3 Utilize state-of-the-art technology to improve traffic flow throughout Washington.

4. CONTINUE A TRANSPORTATION PROGRAM TO KEEP THE STREETS SAFE AND WELL-MAINTAINED IN THE FUTURE.

Objective 4.1 Continue to maintain a street inventory to assess the condition of City streets.

Objective 4.2 Continue to coordinate with Federal, State, Regional, and County agencies to fund identified street improvements.

Objective 4.3 Continue to develop an aggressive street maintenance program to repair public streets.

Objective 4.4 Continue to maintain the policy of requiring developers and/or property owners, as development occurs, to dedicate right-of-way and construct roadways consistent with the City's Major Street Plan.

5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET.

Objective 5.1 Continue to maintain building and code enforcement measures to ensure that public safety needs are being met.

Objective 5.2 Maintain an up-to-date Emergency Operations Plan for the City.

Objective 5.3 Publicize the City's emergency procedures so that citizens can respond appropriately during an emergency

Objective 5.4 Continue to work toward excellence in the City's Insurance Service Organization (ISO) rating.

6. CONTINUE TO UPGRADE, ENHANCE AND CONSTRUCT SUFFICIENT BRIDGE STRUCTURES IN THE AREA.

Objective 6.1 Continue to maintain an inventory of bridge conditions throughout the City.

Objective 6.2 Continue to utilize all available funding strategies for identified bridge deficiencies.

Objective 6.3 Continue to aggressively pursue construction of a new Missouri River Bridge for Highway 47.

7. CONTINUE TO MEET THE NEEDS OF OTHER INFRASTRUCTURE RESOURCES SUCH AS WATER, WASTEWATER, AND STORMWATER MANAGEMENT.

Objective 7.1 Maintain adequate water and wastewater resources to meet both current and projected service demands.

Objective 7.2 Maintain an inventory of stormwater problems and develop an approach to solve those problems.

Objective 7.3 Explore the use of in-stream detention to aid in stormwater control.

Objective 7.4 Encourage the use of retention basins in residential developments.

Objective 7.5 Continue the City's policy of placing the responsibility of new infrastructure development on the developer and/or property owner.

8. CONTINUE TO EXPAND OTHER TRANSPORTATION SERVICES SUCH AS THE AIRPORT, RAIL, AND WATERWAY (RIVER) INFRASTRUCTURE.

Objective 8.1 Work with airport users to market the airport.

Objective 8.2 Provide the facilities and services commensurate with the demand.

Objective 8.3 Continue to work with the railroad to expand rail opportunities for local businesses.

Objective 8.4 Attempt to expand the City's role in utilization of the Missouri River.

9. INVESTIGATE THE TELECOMMUNICATION (CABLE, BROADBAND, INTERNET) NEEDS OF THE COMMUNITY.

Objective 9.1 Incorporate telecommunication service considerations into all roadway improvement and extension projects.

Objective 9.2 Cooperate with the telecommunication industry to enhance the existing services available in the community.

ECONOMIC DEVELOPMENT

1. EXPAND OUR LONG-TERM ECONOMIC DEVELOPMENT STRATEGY TO PROMOTE GROWTH FOR THE CITY OF WASHINGTON.

Objective 1.1 Develop an industrial and business retention, and expansion, plan.

Objective 1.2 Pursue partnerships with educational institutions to retain a quality and educated workforce.

Objective 1.3 Continue to develop an infrastructure support plan which will allow growth to occur both within and adjacent to the City of Washington.

Objective 1.4 Continue to foster a pro-development approach to business development and enhancement.

Objective 1.5 Consider establishing a business recognition program to recognize businesses which have a positive impact on the community.

Objective 1.6 Continue public-private partnerships that support growth opportunities.

Objective 1.7 Retain a full-time Economic Development Director for the City.

2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS.

Objective 2.1 Investigate the feasibility of establishing a façade improvement program within Downtown Washington.

Objective 2.2 Create architectural design guidelines for Downtown Washington.

Objective 2.3 Promote the use of financial incentives such as historic tax credits to renovate and revitalize buildings in Downtown Washington.

Objective 2.4 Promote residential living in downtown Washington.

3. BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES.

Objective 3.1 Maintain an inventory of existing businesses and develop a marketing plan to target underserved economic development interests.

Objective 3.2 Continue to work closely with the State of Missouri to identify key properties for development and the City's interest in developing those parcels.

Objective 3.3 Create a high-quality marketing plan and distribute it to "targeted" business as a means to diversify the local economy.

Objective 3.4 Actively pursue development of an office park in the Washington community.

Objective 3.5 Work to establish a small-business incubator within the City of Washington to expand the City's business base.

4. REVIEW THE CITY'S POLICY CONCERNING THE USE OF ECONOMIC DEVELOPMENT INCENTIVES TO CREATE ECONOMIC OPPORTUNITY.

Objective 4.1 Ensure that financial incentives are linked to specific performance criteria such as the number of jobs or wage rate targets.

Objective 4.2 Work cooperatively with the Washington School District and other taxing jurisdictions regarding the use of tax incentives.

5. FOCUS ON MAKING THE CITY OF WASHINGTON A DESTINATION LOCATION IN THE ST. LOUIS METROPOLITAN REGION.

Objective 5.1 Increase the marketing of both tourism and non-tourism aspects of the Washington area to attract visitors to the community.

Objective 5.2 Develop a unified thematic approach to better identify the Washington community.

Objective 5.3 Investigate various financing strategies to promote and enhance the tourism market.

PARKS, RECREATION, AND OPEN SPACE

1. ENHANCE THE EXISTING, AND EXPLORE THE DEVELOPMENT OF NEW, PARK FACILITIES WITHIN THE CITY OF WASHINGTON.

Objective 1.1 Investigate construction of a multi-use facility in the City of Washington.

Objective 1.2 Continue to implement the Park Master Plan for future park development and improvement.

Objective 1.3 Explore funding resources/strategies to implement the Park Master Plan more quickly

Objective 1.4 Continue efforts to link parks with the community through enhanced biking/pedestrian access.

Objective 1.5 Utilize the Existing Land Use map to identify potential area(s) for future park land.

Objective 1.6 Explore development of a tourism RV park and campground within the community.

2. CONTINUE TO CREATE ADDITIONAL RECREATIONAL PROGRAMS AND ACTIVITIES FOR THE COMMUNITY.

Objective 2.1 Develop an inventory of recreational programs offered throughout the Washington community by both public and private providers.

Objective 2.2 Prepare and distribute a recreation program survey to determine citizen interests.

Objective 2.3 Cooperate with the Washington School District and parochial schools to expand joint partnerships for recreation programs/activities.

Objective 2.4 Explore the development of “Wellness Stations” throughout the community.

3. CREATE ADDITIONAL PARK AND OPEN SPACE THROUGH NEW DEVELOPMENT ACTIVITY AND OTHER OPPORTUNITIES.

Objective 3.1 Investigate the establishment of a set-aside program for open space through the City’s subdivision process.

Objective 3.2 Work cooperatively with the development community to attempt to create public open space as part of their projects.

4. ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE OUTDOOR EXPERIENCE FOR AREA RESIDENTS.

Objective 4.1 Undertake routine water quality sampling along the principal stream corridors and at the City lake(s) to ensure acceptable standards are being met.

Objective 4.2 Correct any noted water quality deficiencies.

Objective 4.3 Evaluate lighting throughout the City park system to ensure that it is adequate for park safety issues.

Objective 4.4 Work with developers to ensure that soil stabilization methods are adequate.

5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON.

Objective 5.1 Establish landscaping regulations within the City Zoning Code.

6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS.

Objective 6.1 Identify and inventory special open space resources.

Objective 6.2 Adopt an Ordinance to protect specific open space resources such as wetlands and stream corridors.

Objective 6.3 Work with a land trust to establish a mechanism whereby special open space resources such as wetlands could be placed in a trust for perpetual preservation.

7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

Objective 7.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City's current needs.

Objective 7.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan.

Objective 7.3 Evaluate possible expansion of the riverfront park area.

AESTHETICS

1. FOCUS THE CITY OF WASHINGTON CODE ENFORCEMENT EFFORTS FOCUSING ON IMPROVING THE APPEARANCE OF THE COMMUNITY.

Objective 1.1 Review and make improvements as appropriate for City Department's to work together on specific issues such as weeds, derelict vehicles, and temporary signage to control negative aesthetic images.

Objective 1.2 Strengthen enforcement of the City's property maintenance code.

Objective 1.3 Expand the City-wide cleanup program to provide residents with more opportunities to get rid of unwanted items.

2. CONTINUE TO FOCUS ON THE AESTHETICS OF DOWNTOWN WASHINGTON.

Objective 2.1 Continue to work with Downtown Washington to identify images in need of aesthetic improvement and develop a program to improve those elements.

Objective 2.2 Develop an "arts program" to add interest and vitality to Downtown.

3. SUPPORT THE PRESERVATION AND ENHANCEMENT OF THE CITY'S HISTORIC STRUCTURES.

Objective 3.1 Maintain an inventory, and perform a visual inspection, of the exterior of every historic structure in the City of Washington.

Objective 3.2 Work with the private-sector to develop a plan to preserve these structures.

Objectives 3.3 Continue to place a historic marker on each of the identified historic structures located throughout the community.

4. EXPAND THE CITY'S UNIFORM SIGNAGE PROGRAM WELCOMING VISITORS TO THE CITY OF WASHINGTON.

Objective 4.1 Continue to develop a unified and thematic approach to signage throughout the City of Washington.

Objective 4.2 Place uniform signage at each of the major entrances into the City.

Objective 4.3 Work with the business community to “match” this unified signage approach.

Objective 4.4 Work toward a grouping of temporary signage to promote events and activities occurring throughout the community.

Objective 4.5 Continue the banner program on light-poles which extends this welcoming signage throughout the community.

5. REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING MATERIALS AND THEIR APPLICABILITY TO DIFFERENT AREAS WITHIN THE COMMUNITY.

Objective 5.1 Identify which areas of the community would benefit most from having a building material restriction.

Objective 5.2 Decide which building materials should be restricted.

Objective 5.3 Adopt regulations to restrict the use of certain building materials in these identified areas.

6. INCORPORATE VISUAL ENHANCEMENT STRATEGIES THROUGHOUT THE CITY OF WASHINGTON.

Objective 6.1 Continue to design and maintain government facilities which reflect a commitment to high-quality.

Objective 6.2 Expand landscaping efforts throughout the community and develop an upkeep and maintenance program.

Objective 6.3 Continue to work with utility companies to place utility service lines underground.

Objective 6.4 Investigate creating a uniform street light and parking lot lighting program and reduce light pollution through the adoption of appropriate regulations.

Objective 6.5 Work toward removal of off-premise signage along Highway 100 and Highway 47.

LAND USE

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES WITHIN THE COMMUNITY.

Objective 1.1 Encourage private development of higher-density residential housing near commercial areas.

Objective 1.2 Develop a housing strategy to create opportunities for renters to become homeowners in the community.

Objective 1.3 Investigate the creation of a residential zoning district which allows smaller lot sizes, but with higher-quality architectural standards.

2. MAINTAIN AN APPROPRIATE BALANCE IN THE AMOUNT AND PLACEMENT OF PRINCIPAL LAND-USE CATEGORIES (OPEN SPACE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OFFICE).

Objective 2.1 Utilize the City's Future Land Use map as a guide in making land use decisions.

Objective 2.2 Undertake a periodic review of the City's Future Land Use map to determine if changes appear warranted based upon changing conditions.

Objective 2.3 Coordinate closely with Franklin County on development occurring within the City's identified future growth area.

Objective 2.4 Manage the potential conflict between residential and non-residential land use through an effective application of mitigation measures.

3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON.

Objective 3.1 Work aggressively to reduce vacancy rates in the City's downtown area.

Objective 3.2 Continue to support an appropriate mix of residential and non-residential uses.

Objective 3.3 Continue to work closely with Downtown Washington, Inc. on projects which benefit the downtown area.

4. MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL VERSUS URBAN LAND USES.

Objective 4.1 Cooperate with agricultural interests in the identified future growth area to meet present needs while planning for alternative land uses in the future.

Objective 4.2 Manage the impact of “leap-frogging” agricultural areas when urban development occurs.

5. DEVELOP AN EFFECTIVE GROWTH MANAGEMENT STRATEGY FOR BOTH INSIDE AND OUTSIDE THE CITY LIMITS OF WASHINGTON.

Objective 5.1 Utilize the City’s adopted Future Land Use map as a method to ensure that adequate land area exists to meet future development needs.

Objective 5.2 Work with developing projects to size infrastructure to meet the future needs of the community.

Objective 5.3 Evaluate an annexation strategy which provides a mix of housing options, job opportunities, and community services for the future.

6. EVALUATE COMMERCIAL GROWTH THROUGHOUT THE CITY AND MANAGE THAT GROWTH TO BENEFIT THE COMMUNITY.

Objective 6.1 Maintain an active inventory of existing commercial enterprises and vacancies.

Objective 6.2 Maintain a balance of land uses to enhance the opportunity for additional commercial activities.

7. EVALUATE AND DETERMINE THE NEEDS FOR LIFE-CYCLE (YOUNG-ADULT THROUGH OLDER-ADULT) HOUSING.

Objective 7.1 Inventory the mix of housing options available within the City of Washington.

Objective 7.2 Work with the developer/builder community to promote the construction of a variety of housing types in the City.

Objective 7.3 Utilize a Planned Residential Development zoning district approach to provide a mix of housing types.

8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY.

Objective 8.1 Review the Zoning Code to determine whether some land uses should be more closely reviewed to avoid potential conflicts.

Objective 8.2 Minimize conflicting land uses through the enactment of provisions which buffer those uses from one another.

CIVIC IMPROVEMENT

1. CONTINUE TO PROVIDE GOVERNMENTAL SERVICES IN A MANNER WHICH MAXIMIZES PUBLIC BENEFIT WHILE MINIMIZING PUBLIC EXPENDITURES.

Objective 1.1 Establish a “standing Committee” consisting of City staff, elected, and appointed officials to recommend priorities for future capital expenditures.

Objective 1.2 Continue to explore methods to supplement City funds such as grants, tax incentives, and tax credits from both public and private sources.

Objective 1.3 Evaluate the delivery of all City services and establish guidelines for what is considered an acceptable level-of-service.

2. SEEK COST-EFFECTIVE STRATEGIES WHICH UTILIZE TECHNOLOGY TO IMPROVE GOVERNMENTAL SERVICES.

Objective 2.1 Utilize proven technologies, such as reverse 911 and “green-light” capabilities, to improve public safety for the citizens of the community.

Objective 2.2 Promote the use of other current technologies to enhance service such as remote meter reading and GIS enhancement of information.

3. DEVELOP COOPERATIVE APPROACHES WITH OTHER PUBLIC AND QUASI-PUBLIC INSTITUTIONS AND AGENCIES TO PROVIDE ENHANCED SERVICES TO THE RESIDENTS OF THE COMMUNITY.

Objective 3.1 Develop a list of other public and quasi-public institutions which might be available to cooperate with the City on mutually beneficial projects.

Objective 3.2 Work with the Washington School District and other private schools in the community to determine how to maximize the use of equipment, facilities, and resources for the benefit of area residents.

Objective 3.3 Discuss with Franklin and Warren County officials how the City and Counties might best cooperate on mutually-beneficial projects.

Objective 3.4 Review all mutual-aid agreements to ensure that they are adequate.

Objective 3.5 Coordinate with local health care providers (i.e. hospital, health departments, etc.) to identify top community health needs and develop a plan to address those needs to improve the mental health of the community.

Objective 3.6 Work with local health and fitness providers in the community to encourage a healthy lifestyle by maximizing the use of outdoor parks, trails and facilities to promote healthy activities and exercise.

4. ATTRACT AND RETAIN PROFESSIONALLY QUALIFIED CITY EMPLOYEES WITH HIGH-ETHICAL STANDARDS AND ENHANCED CUSTOMER SERVICE SKILLS.

Objective 4.1 Maintain an on-going effort to rewrite job descriptions, as appropriate, to match the necessary skills and qualifications to their respective City positions.

Objective 4.2 Evaluate the need for a dedicated Human Resource person for the City.

Objective 4.3 Support the practice of maintaining high-ethical standards and convey to City staff the expectations of the City in dealing with the public.

Objective 4.4 Promote programs that recognize employee efforts in delivering exceptional service to the City's customers.

Objective 4.5 Continue to provide specific training opportunities for City staff to keep them current in their knowledge and skills.

5. ENCOURAGE ON-GOING COMMUNITY SUPPORT AND INVOLVEMENT THROUGH IMPLEMENTATION OF A COMPREHENSIVE PLAN.

Objective 5.1 Adopt the City of Washington Comprehensive Plan.

Objective 5.2 Establish a subcommittee of the Planning and Zoning Commission to "track progress" on meeting the goals and objectives of the Plan.

Objective 5.3 Have the subcommittee, at least annually, provide a report to the Commission on progress toward implementation of the Plan.

Objective 5.4 Have the Planning Commission work with City staff and the City Council in implementing the Plan.

6. WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT.

Objective 6.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City's current needs.

Objective 6.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan.

Objective 6.3 Evaluate possible expansion of the riverfront park area.

7. EXPAND THE ENVIRONMENTAL PROGRAMS AND SERVICES AVAILABLE THROUGHOUT THE COMMUNITY.

Objective 7.1 Evaluate the possibility of utilizing Leadership in Energy and Environmental Design (LEED) principles in the construction of new buildings in the City of Washington.

Objective 7.2 Evaluate the City's current recycling program and determine if it adequately meets the needs of the community.

Objective 7.3 Work to ensure that both the above-ground and below-ground water resources are adequately protected.

Objective 7.4 Evaluate the City's current mosquito control program and expand, as may be appropriate, to protect the health of the population.

ECONOMIC DEVELOPMENT PROGRAMS/FUNDING

Following is a brief summary of the various tax incentive programs offered by the State of Missouri through the Missouri Department of Economic Development (DED) and local communities. Several of these programs could be used by the City to assist in implementing the goals and objectives contained within this Comprehensive Plan. These potential funding sources are as follows:

Business Facility Tax Credit Program

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

Chapter 353 Tax Abatement

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

Enhanced Enterprise Zone

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

Enterprise Zone Tax Benefit Program

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

Film Production Tax Credit Program

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

Loan Guarantee Fee Tax Credit Program

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

Mutual Fund Tax Apportionment

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

Quality Jobs Program

Facilitates new quality jobs by targeting various business projects.

Rebuilding Communities Tax Credit Program

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

Sales Tax Exemption

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

Small Business Incubator Tax Credit Program

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

Wine and Grape Tax Credit Program

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

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

Brownfield Program

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

Industrial Development Bond

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

Industrial Infrastructure Grant

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

Tax Credit for Contribution Program

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

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

Seed Venture Capital

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

New Enterprise Creation Act

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

Certified Capital Companies (CAPCO)

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

U.S. Small Business Administration

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

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

Action Fund Loan

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

Industrial Development Bonds

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

Urban Enterprise Loan Program

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

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

General Revenue Sales Tax

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

Capital Improvements Sales Tax

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

Economic Development Sales Tax

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

Transportation Sales Tax

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

Storm Water/Parks Sales Tax

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

Fire Protection Sales Tax

While some municipalities do not have their own Fire Department, the State Statutes do allow Cities to enact a sales tax of as much as one-fourth of one percent for fire protection purposes. The funds generated from this tax must be deposited in a special trust fund and used only for the operation of a municipal Fire Department.

Local Use Tax

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

Other Revenue Sources

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

Municipal Property Taxes

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

General Operating Levy

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

Parks/Recreation Levy

The Missouri State Statutes authorize a tax levy of up to \$0.20 per \$100 of assessed valuation to be used for park and recreation purposes. This levy also requires two-thirds voter approval. The revenue can also be used for the purchase and maintenance of park land if approved by a majority of voters. The monies are to be administered by a nine-member administrative park board who have control over how funds are spent.

Health/Solid Waste/Museum Levy

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

Library Levy

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

Municipal Motor Vehicle License Tax

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

Business License

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

Liquor License

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

Municipal Utility Gross Receipts Taxes

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

Municipal Court Revenue

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

Motor Vehicle Fuel Tax

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

Hotel/Motel Tax

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

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

Chapter 100

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

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

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

Neighborhood Improvement District (NID)

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

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

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

Transportation Development District (TDD)

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

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

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

Tax Increment Financing (TIF)

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

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

Chapter 353

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

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

Other Development Assistance Programs

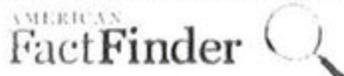
Since 1977 when the Neighborhood Assistance Tax Credit was created by the Missouri Legislature, over 60 programs for funding methods to assist projects have been created. These programs have included tax credits, general revenue appropriations for grants and loans, tax diversion, tax apportionment, exemptions,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

A number of these various economic development programs are already being utilized by the City of Washington. However, several of the programs have not been used by the City and may be an appropriate tool to use as a funding source to implement the goals and objectives outlined in this Comprehensive Plan.

Whatever programs are applied need to be done so with the support of the community and in a way that further enhances the overall quality of life for the citizens.

Appendix A

Demographic Characteristics



QT-P1 Age Groups and Sex: 2010
2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: ▼

| Age | Number | | | Percent | | | Males per 100 females |
|-------------------|------------|-------|--------|------------|-------|--------|-----------------------|
| | Both sexes | Male | Female | Both sexes | Male | Female | |
| Total population | 13,982 | 6,882 | 7,300 | 100.0 | 100.0 | 100.0 | 91.5 |
| Under 5 years | 917 | 444 | 473 | 6.6 | 6.6 | 6.5 | 93.9 |
| 5 to 9 years | 878 | 470 | 408 | 6.3 | 7.0 | 5.6 | 115.2 |
| 10 to 14 years | 967 | 498 | 469 | 6.9 | 7.5 | 6.4 | 106.2 |
| 15 to 19 years | 930 | 483 | 447 | 6.7 | 7.2 | 6.1 | 108.1 |
| 20 to 24 years | 792 | 372 | 420 | 5.7 | 5.6 | 5.8 | 88.6 |
| 25 to 29 years | 1,007 | 537 | 470 | 7.2 | 8.0 | 6.4 | 114.3 |
| 30 to 34 years | 789 | 398 | 391 | 5.6 | 6.0 | 5.4 | 101.8 |
| 35 to 39 years | 798 | 386 | 412 | 5.7 | 5.8 | 5.6 | 93.7 |
| 40 to 44 years | 885 | 437 | 448 | 6.3 | 6.5 | 6.1 | 97.5 |
| 45 to 49 years | 1,047 | 492 | 555 | 7.5 | 7.4 | 7.6 | 88.6 |
| 50 to 54 years | 1,062 | 508 | 554 | 7.6 | 7.6 | 7.6 | 91.7 |
| 55 to 59 years | 820 | 412 | 408 | 5.9 | 6.2 | 5.6 | 101.0 |
| 60 to 64 years | 718 | 340 | 378 | 5.1 | 5.1 | 5.2 | 89.9 |
| 65 to 69 years | 586 | 264 | 322 | 4.2 | 4.0 | 4.4 | 82.0 |
| 70 to 74 years | 511 | 199 | 312 | 3.7 | 3.0 | 4.3 | 63.8 |
| 75 to 79 years | 479 | 193 | 286 | 3.4 | 2.9 | 3.9 | 67.5 |
| 80 to 84 years | 407 | 145 | 262 | 2.9 | 2.2 | 3.6 | 55.3 |
| 85 to 89 years | 247 | 72 | 175 | 1.8 | 1.1 | 2.4 | 41.1 |
| 90 years and over | 142 | 32 | 110 | 1.0 | 0.5 | 1.5 | 29.1 |
| Under 18 years | 3,372 | 1,725 | 1,647 | 24.1 | 25.8 | 22.6 | 104.7 |
| 18 to 64 years | 8,238 | 4,052 | 4,186 | 58.9 | 60.6 | 57.3 | 96.8 |
| 18 to 24 years | 1,112 | 542 | 570 | 8.0 | 8.1 | 7.8 | 95.1 |
| 25 to 44 years | 3,479 | 1,758 | 1,721 | 24.9 | 26.3 | 23.6 | 102.1 |
| 25 to 34 years | 1,796 | 935 | 861 | 12.8 | 14.0 | 11.8 | 108.6 |
| 35 to 44 years | 1,683 | 823 | 860 | 12.0 | 12.3 | 11.8 | 95.7 |
| 45 to 64 years | 3,647 | 1,752 | 1,895 | 26.1 | 26.2 | 26.0 | 92.5 |
| 45 to 54 years | 2,109 | 1,000 | 1,109 | 15.1 | 15.0 | 15.2 | 90.2 |
| 55 to 64 years | 1,538 | 752 | 786 | 11.0 | 11.3 | 10.8 | 95.7 |
| 65 years and over | 2,372 | 905 | 1,467 | 17.0 | 13.5 | 20.1 | 61.7 |
| 65 to 74 years | 1,097 | 463 | 634 | 7.8 | 6.9 | 8.7 | 73.0 |
| 75 to 84 years | 886 | 338 | 548 | 6.3 | 5.1 | 7.5 | 61.7 |
| 85 years and over | 389 | 104 | 285 | 2.8 | 1.6 | 3.9 | 36.5 |
| 16 years and over | 11,035 | 5,167 | 5,868 | 78.9 | 77.3 | 80.4 | 88.1 |
| 18 years and over | 10,810 | 4,957 | 5,853 | 75.9 | 74.2 | 77.4 | 87.7 |
| 21 years and over | 10,154 | 4,719 | 5,435 | 72.6 | 70.6 | 74.5 | 86.8 |
| 60 years and over | 3,090 | 1,245 | 1,845 | 22.1 | 18.6 | 25.3 | 67.5 |
| 62 years and over | 2,767 | 1,082 | 1,685 | 19.8 | 16.2 | 23.1 | 64.2 |
| 67 years and over | 2,129 | 792 | 1,337 | 15.2 | 11.9 | 18.3 | 59.2 |
| 75 years and over | 1,275 | 442 | 833 | 9.1 | 6.6 | 11.4 | 53.1 |

QT-P1 Age Groups and Sex: 2000
Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datnotes/expsf1u.htm>.

| Age | Washington city, Missouri | | | | | | Males per 100 females |
|--------------------|---------------------------|-------|--------|------------|-------|--------|-----------------------|
| | Number | | | Percent | | | |
| | Both sexes | Male | Female | Both sexes | Male | Female | |
| Total population | 13,243 | 6,327 | 6,916 | 100.0 | 100.0 | 100.0 | 91.5 |
| Under 5 years | 990 | 500 | 490 | 7.5 | 7.9 | 7.1 | 102.0 |
| 5 to 9 years | 914 | 453 | 461 | 6.9 | 7.2 | 6.7 | 98.3 |
| 10 to 14 years | 911 | 457 | 454 | 6.9 | 7.2 | 6.6 | 100.7 |
| 15 to 19 years | 964 | 481 | 483 | 7.3 | 7.6 | 7.0 | 99.6 |
| 20 to 24 years | 785 | 378 | 387 | 5.8 | 6.0 | 5.8 | 97.7 |
| 25 to 29 years | 904 | 455 | 449 | 6.8 | 7.2 | 6.5 | 101.3 |
| 30 to 34 years | 992 | 527 | 465 | 7.5 | 8.3 | 6.7 | 113.3 |
| 35 to 39 years | 1,041 | 504 | 537 | 7.9 | 8.0 | 7.8 | 93.9 |
| 40 to 44 years | 1,071 | 543 | 528 | 8.1 | 8.6 | 7.6 | 102.8 |
| 45 to 49 years | 834 | 430 | 404 | 6.3 | 6.8 | 5.8 | 106.4 |
| 50 to 54 years | 716 | 358 | 358 | 5.4 | 5.7 | 5.2 | 100.0 |
| 55 to 59 years | 555 | 254 | 301 | 4.2 | 4.0 | 4.4 | 84.4 |
| 60 to 64 years | 464 | 205 | 259 | 3.5 | 3.2 | 3.7 | 79.2 |
| 65 to 69 years | 504 | 224 | 280 | 3.8 | 3.5 | 4.0 | 80.0 |
| 70 to 74 years | 510 | 215 | 295 | 3.9 | 3.4 | 4.3 | 72.9 |
| 75 to 79 years | 401 | 148 | 253 | 3.0 | 2.3 | 3.7 | 58.5 |
| 80 to 84 years | 356 | 111 | 245 | 2.7 | 1.8 | 3.5 | 45.3 |
| 85 to 89 years | 204 | 57 | 147 | 1.5 | 0.9 | 2.1 | 38.8 |
| 90 years and over | 147 | 27 | 120 | 1.1 | 0.4 | 1.7 | 22.5 |
| Under 18 years | 3,398 | 1,698 | 1,700 | 25.7 | 26.8 | 24.6 | 99.9 |
| 18 to 64 years | 7,723 | 3,847 | 3,876 | 58.3 | 60.8 | 56.0 | 99.3 |
| 18 to 24 years | 1,146 | 571 | 575 | 8.7 | 9.0 | 8.3 | 99.3 |
| 25 to 44 years | 4,008 | 2,029 | 1,979 | 30.3 | 32.1 | 28.6 | 102.5 |
| 25 to 34 years | 1,896 | 982 | 914 | 14.3 | 15.5 | 13.2 | 107.4 |
| 35 to 44 years | 2,112 | 1,047 | 1,065 | 15.9 | 16.5 | 15.4 | 98.3 |
| 45 to 64 years | 2,569 | 1,247 | 1,322 | 19.4 | 19.7 | 19.1 | 94.3 |
| 45 to 54 years | 1,550 | 788 | 762 | 11.7 | 12.5 | 11.0 | 103.4 |
| 55 to 64 years | 1,019 | 459 | 560 | 7.7 | 7.3 | 8.1 | 82.0 |
| 65 years and over | 2,122 | 782 | 1,340 | 16.0 | 12.4 | 19.4 | 58.4 |
| 65 to 74 years | 1,014 | 439 | 575 | 7.7 | 6.9 | 8.3 | 76.3 |
| 75 to 84 years | 757 | 259 | 498 | 5.7 | 4.1 | 7.2 | 52.0 |
| 85 years and over | 351 | 84 | 267 | 2.7 | 1.3 | 3.9 | 31.5 |
| 18 years and over | 10,238 | 4,827 | 5,411 | 77.3 | 76.3 | 78.2 | 89.2 |
| 18 years and over | 9,845 | 4,629 | 5,216 | 74.3 | 73.2 | 75.4 | 88.7 |
| 21 years and over | 9,318 | 4,361 | 4,957 | 70.4 | 68.9 | 71.7 | 88.0 |
| 60 years and over | 2,586 | 987 | 1,599 | 19.5 | 15.6 | 23.1 | 61.7 |
| 62 years and over | 2,410 | 909 | 1,501 | 18.2 | 14.4 | 21.7 | 60.6 |
| 67 years and over | 1,934 | 699 | 1,235 | 14.6 | 11.0 | 17.9 | 56.6 |
| 75 years and over | 1,108 | 343 | 765 | 8.4 | 5.4 | 11.1 | 44.8 |
| Median age (years) | 35.9 | 34.1 | 37.6 | (X) | (X) | (X) | (X) |

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P13 and PCT12.

DP-1 Profile of General Population and Housing Characteristics: 2010
2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpst.pdf>.

Geography: 

| Subject | Number | Percent |
|--------------------|--------|---------|
| SEX AND AGE | | |
| Total population | 13,982 | 100.0 |
| Under 5 years | 917 | 6.6 |
| 5 to 9 years | 878 | 6.3 |
| 10 to 14 years | 967 | 6.9 |
| 15 to 19 years | 930 | 6.7 |
| 20 to 24 years | 792 | 5.7 |
| 25 to 29 years | 1,007 | 7.2 |
| 30 to 34 years | 789 | 5.6 |
| 35 to 39 years | 798 | 5.7 |
| 40 to 44 years | 885 | 6.3 |
| 45 to 49 years | 1,047 | 7.5 |
| 50 to 54 years | 1,062 | 7.6 |
| 55 to 59 years | 820 | 5.9 |
| 60 to 64 years | 718 | 5.1 |
| 65 to 69 years | 586 | 4.2 |
| 70 to 74 years | 511 | 3.7 |
| 75 to 79 years | 479 | 3.4 |
| 80 to 84 years | 407 | 2.9 |
| 85 years and over | 389 | 2.8 |
| Median age (years) | 39.4 | (X) |
| 16 years and over | 11,035 | 78.9 |
| 18 years and over | 10,610 | 75.9 |
| 21 years and over | 10,154 | 72.6 |
| 62 years and over | 2,767 | 19.8 |
| 65 years and over | 2,372 | 17.0 |
| Male population | 6,682 | 47.8 |
| Under 5 years | 444 | 3.2 |
| 5 to 9 years | 470 | 3.4 |
| 10 to 14 years | 498 | 3.6 |
| 15 to 19 years | 483 | 3.5 |
| 20 to 24 years | 372 | 2.7 |
| 25 to 29 years | 537 | 3.8 |
| 30 to 34 years | 398 | 2.8 |
| 35 to 39 years | 386 | 2.8 |
| 40 to 44 years | 437 | 3.1 |
| 45 to 49 years | 492 | 3.5 |
| 50 to 54 years | 508 | 3.6 |
| 55 to 59 years | 412 | 2.9 |
| 60 to 64 years | 340 | 2.4 |
| 65 to 69 years | 264 | 1.9 |

| Subject | Number | Percent |
|--------------------|--------|---------|
| 60 to 64 years | 378 | 2.7 |
| 65 to 69 years | 322 | 2.3 |
| 70 to 74 years | 312 | 2.2 |
| 75 to 79 years | 286 | 2.0 |
| 80 to 84 years | 262 | 1.9 |
| 85 years and over | 285 | 2.0 |
| Median age (years) | 41.9 | (X) |
| 16 years and over | 5,868 | 42.0 |
| 18 years and over | 5,653 | 40.4 |
| 21 years and over | 5,435 | 38.9 |
| 62 years and over | 1,685 | 12.1 |
| 65 years and over | 1,467 | 10.5 |

RACE

| | | |
|--|--------|-------|
| Total population | 13,982 | 100.0 |
| One Race | 13,818 | 98.8 |
| White | 13,521 | 96.7 |
| Black or African American | 96 | 0.7 |
| American Indian and Alaska Native | 20 | 0.1 |
| Asian | 76 | 0.5 |
| Asian Indian | 11 | 0.1 |
| Chinese | 31 | 0.2 |
| Filipino | 17 | 0.1 |
| Japanese | 0 | 0.0 |
| Korean | 11 | 0.1 |
| Vietnamese | 6 | 0.0 |
| Other Asian [1] | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander | 10 | 0.1 |
| Native Hawaiian | 2 | 0.0 |
| Guamanian or Chamorro | 2 | 0.0 |
| Samoan | 0 | 0.0 |
| Other Pacific Islander [2] | 6 | 0.0 |
| Some Other Race | 95 | 0.7 |
| Two or More Races | 164 | 1.2 |
| White; American Indian and Alaska Native [3] | 47 | 0.3 |
| White; Asian [3] | 22 | 0.2 |
| White; Black or African American [3] | 58 | 0.4 |
| White; Some Other Race [3] | 24 | 0.2 |

Race alone or in combination with one or more other races: [4]

| | | |
|--|--------|------|
| White | 13,682 | 97.9 |
| Black or African American | 156 | 1.1 |
| American Indian and Alaska Native | 75 | 0.5 |
| Asian | 99 | 0.7 |
| Native Hawaiian and Other Pacific Islander | 15 | 0.1 |
| Some Other Race | 128 | 0.9 |

HISPANIC OR LATINO

| | | |
|----------------------------------|--------|-------|
| Total population | 13,982 | 100.0 |
| Hispanic or Latino (of any race) | 299 | 2.1 |
| Mexican | 204 | 1.5 |
| Puerto Rican | 20 | 0.1 |
| Cuban | 1 | 0.0 |
| Other Hispanic or Latino [5] | 74 | 0.5 |
| Not Hispanic or Latino | 13,683 | 97.9 |

HISPANIC OR LATINO AND RACE

| | | |
|------------------|--------|-------|
| Total population | 13,982 | 100.0 |
|------------------|--------|-------|

| Subject | Number | Percent |
|---|--------|---------|
| 65 years and over | 44 | 0.3 |
| Nonrelatives | 702 | 5.0 |
| Under 18 years | 80 | 0.6 |
| 65 years and over | 13 | 0.1 |
| Unmarried partner | 394 | 2.8 |
| In group quarters | 186 | 1.3 |
| Institutionalized population | 186 | 1.3 |
| Male | 52 | 0.4 |
| Female | 134 | 1.0 |
| Noninstitutionalized population | 0 | 0.0 |
| Male | 0 | 0.0 |
| Female | 0 | 0.0 |
| HOUSEHOLDS BY TYPE | | |
| Total households | 5,863 | 100.0 |
| Family households (families) [7] | 3,665 | 62.5 |
| With own children under 18 years | 1,683 | 28.7 |
| Husband-wife family | 2,833 | 48.3 |
| With own children under 18 years | 1,178 | 20.1 |
| Male householder, no wife present | 237 | 4.0 |
| With own children under 18 years | 146 | 2.5 |
| Female householder, no husband present | 595 | 10.1 |
| With own children under 18 years | 359 | 6.1 |
| Nonfamily households [7] | 2,198 | 37.5 |
| Householder living alone | 1,871 | 31.9 |
| Male | 752 | 12.8 |
| 65 years and over | 165 | 2.8 |
| Female | 1,119 | 19.1 |
| 65 years and over | 655 | 11.2 |
| Households with individuals under 18 years | 1,838 | 31.3 |
| Households with individuals 65 years and over | 1,651 | 28.2 |
| Average household size | 2.35 | (X) |
| Average family size [7] | 2.97 | (X) |
| HOUSING OCCUPANCY | | |
| Total housing units | 6,319 | 100.0 |
| Occupied housing units | 5,863 | 92.8 |
| Vacant housing units | 456 | 7.2 |
| For rent | 186 | 2.9 |
| Rented, not occupied | 5 | 0.1 |
| For sale only | 127 | 2.0 |
| Sold, not occupied | 20 | 0.3 |
| For seasonal, recreational, or occasional use | 20 | 0.3 |
| All other vacants | 98 | 1.6 |
| Homeowner vacancy rate (percent) [8] | 3.1 | (X) |
| Rental vacancy rate (percent) [9] | 9.0 | (X) |
| HOUSING TENURE | | |
| Occupied housing units | 5,863 | 100.0 |
| Owner-occupied housing units | 3,994 | 68.1 |
| Population in owner-occupied housing units | 9,943 | (X) |
| Average household size of owner-occupied units | 2.49 | (X) |
| Renter-occupied housing units | 1,869 | 31.9 |
| Population in renter-occupied housing units | 3,853 | (X) |
| Average household size of renter-occupied units | 2.06 | (X) |

S2402

OCCUPATION BY SEX AND MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2010 INFLATION-ADJUSTED)
FULL-TIME, YEAR-ROUND CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER
2006-2010 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides population for the nation, states, and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey Methodology section.

| Subject | Washington city, Missouri | | | | | | | | |
|--|---------------------------|-----------------|----------|-----------------|----------|-----------------|---------------------------|-----------------|------------------|
| | Total | | Male | | Female | | Median earnings (dollars) | | Median (dollars) |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| Full-time, year-round civilian employed population 16 years and over | 4,631 | +/-378 | 58.6% | +/-3.3 | 41.4% | +/-3.3 | 37,750 | +/-3,161 | 44,740 |
| Management, business, science, and arts occupations: | 1,879 | +/-269 | 55.0% | +/-6.3 | 45.0% | +/-6.3 | 45,243 | +/-5,839 | 52,475 |
| Management, business, and financial occupations: | 693 | +/-159 | 59.2% | +/-11.9 | 40.8% | +/-11.9 | 43,653 | +/-4,861 | 50,132 |
| Management occupations | 457 | +/-124 | 59.5% | +/-13.1 | 40.5% | +/-13.1 | 47,411 | +/-7,173 | 50,500 |
| Business and financial operations occupations | 236 | +/-92 | 58.5% | +/-22.9 | 41.5% | +/-22.9 | 34,836 | +/-6,861 | 39,634 |
| Computer, engineering, and science occupations: | 290 | +/-114 | 83.4% | +/-14.8 | 16.6% | +/-14.8 | 58,306 | +/-5,476 | 58,306 |
| Computer and mathematical occupations | 115 | +/-66 | 79.1% | +/-18.9 | 20.9% | +/-18.9 | 52,404 | +/-10,651 | 50,096 |
| Architecture and engineering occupations | 151 | +/-90 | 84.1% | +/-24.8 | 15.9% | +/-24.8 | 58,750 | +/-22,256 | 70,568 |
| Life, physical, and social science occupations | 24 | +/-37 | 100.0% | +/-58.2 | 0.0% | +/-58.2 | - | ** | - |
| Education, legal, community service, arts, and media occupations: | 559 | +/-173 | 38.1% | +/-12.4 | 61.9% | +/-12.4 | 34,059 | +/-3,714 | 37,125 |
| Community and social services occupations | 122 | +/-73 | 53.3% | +/-26.4 | 46.7% | +/-26.4 | 28,716 | +/-2,426 | 26,359 |
| Legal occupations | 12 | +/-18 | 0.0% | +/-82.3 | 100.0% | +/-82.2 | - | ** | - |
| Education, training, and library occupations | 238 | +/-100 | 39.5% | +/-18.4 | 60.5% | +/-18.4 | 35,705 | +/-4,285 | 36,000 |
| Arts, design, entertainment, sports, and media occupations | 187 | +/-151 | 28.9% | +/-24.9 | 71.1% | +/-24.9 | 34,781 | +/-41,426 | 64,429 |
| Healthcare practitioner and technical occupations: | 337 | +/-130 | 50.1% | +/-17.4 | 49.9% | +/-17.4 | 54,728 | +/-43,474 | 92,404 |
| Health diagnosing and treating practitioners and other technical occupations | 241 | +/-105 | 54.8% | +/-19.8 | 45.2% | +/-19.8 | 90,288 | +/-54,436 | 113,056 |
| Health technologists and technicians | 96 | +/-61 | 38.5% | +/-35.6 | 61.5% | +/-35.6 | 27,222 | +/-40,122 | 85,573 |
| Service occupations: | 448 | +/-146 | 62.5% | +/-13.9 | 37.5% | +/-13.9 | 28,652 | +/-2,910 | 28,465 |

| Subject | Washington city, Missouri | | | | | | | | Median earnings (dollars) | Median (dollars) |
|-----------------------------|---------------------------|-----------------|----------|-----------------|----------|-----------------|---------------------------|-----------------|---------------------------|------------------|
| | Total | | Male | | Female | | Median earnings (dollars) | | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | | |
| Transportation occupations | 141 | +/-67 | 100.0% | +/-19.0 | 0.0% | +/-19.0 | 59,327 | +/-23,413 | 59,327 | |
| Material moving occupations | 120 | +/-89 | 81.7% | +/-27.8 | 18.3% | +/-27.8 | 20,909 | +/-20,473 | 17,356 | |
| PERCENT IMPUTED | | | | | | | | | | |
| Occupation | 1.6% | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) |

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a margin of error. A statistical test is not appropriate.

An '.' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate or cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An '.' following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An '*' following a median estimate means the median falls in the upper interval of an open-ended distribution.

An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution.

An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of observations is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is expressed as a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent confidence interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contain the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). This is not represented in these tables.

The methodology for calculating median income and median earnings changed between 2008 and 2009. Medians over \$75,000 were most likely to be affected. The methodology for calculating median income and median earnings changed between 2008 and 2009. Medians over \$75,000 were most likely to be affected. The methodology for calculating median income and median earnings changed between 2008 and 2009. Medians over \$75,000 were most likely to be affected. The methodology for calculating median income and median earnings changed between 2008 and 2009. Medians over \$75,000 were most likely to be affected.

Occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC) 2010. The 2010 Census occupation codes are based on the 2010 revision of the SOC. To allow for the creation of 2006-2010 and 2008-2010 tables, occupation data in the multiyear files (2006-2010 Census occupation codes). We recommend using caution when comparing data coded using 2010 Census occupation codes with data coded using 2000 Census occupation codes. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/hhes/w>

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the 2000 Census data due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. These estimates have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of the 2000 Census.

S2405

INDUSTRY BY OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER
2006-2010 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides population for the nation, states, and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey Methodology section.

| Subject | Washington city, Missouri | | | | | | | | |
|--|---------------------------|-----------------|---|-----------------|---------------------|-----------------|------------------------------|-----------------|---|
| | Total | | Management, business, science, and arts occupations | | Service occupations | | Sales and office occupations | | Natural resources, construction, maintenance, and other occupations |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| Civilian employed population 16 years and over | 7,104 | +/-358 | 35.6% | +/-4.2 | 17.2% | +/-3.0 | 21.9% | +/-3.5 | 9.4% |
| Agriculture, forestry, fishing and hunting, and mining | 22 | +/-26 | 45.5% | +/-54.5 | 0.0% | +/-60.7 | 0.0% | +/-60.7 | 54.5% |
| Construction | 514 | +/-151 | 11.1% | +/-11.3 | 0.0% | +/-5.7 | 6.4% | +/-6.0 | 80.2% |
| Manufacturing | 1,468 | +/-208 | 21.5% | +/-7.6 | 1.7% | +/-2.5 | 24.5% | +/-7.7 | 1.2% |
| Wholesale trade | 120 | +/-88 | 7.5% | +/-13.4 | 0.0% | +/-21.9 | 41.7% | +/-33.8 | 0.0% |
| Retail trade | 567 | +/-151 | 11.6% | +/-8.3 | 12.5% | +/-8.0 | 59.6% | +/-14.6 | 8.8% |
| Transportation and warehousing, and utilities | 343 | +/-111 | 20.1% | +/-16.0 | 0.0% | +/-8.4 | 1.5% | +/-2.5 | 21.0% |
| Information | 65 | +/-49 | 30.8% | +/-39.7 | 23.1% | +/-35.7 | 0.0% | +/-34.9 | 16.9% |
| Finance and insurance, and real estate and rental and leasing | 357 | +/-124 | 41.5% | +/-16.3 | 3.1% | +/-5.0 | 53.2% | +/-15.8 | 2.2% |
| Professional, scientific, and management, and administrative and waste management services | 614 | +/-228 | 55.0% | +/-14.7 | 13.4% | +/-10.1 | 30.3% | +/-14.3 | 0.0% |
| Educational services, and health care and social assistance | 1,397 | +/-254 | 69.5% | +/-8.5 | 15.2% | +/-6.4 | 14.4% | +/-7.0 | 0.0% |
| Arts, entertainment, and recreation, and accommodation and food services | 910 | +/-242 | 26.9% | +/-15.3 | 61.3% | +/-15.2 | 10.7% | +/-8.8 | 0.0% |
| Other services, except public administration | 382 | +/-155 | 30.9% | +/-15.6 | 39.3% | +/-18.5 | 6.8% | +/-8.4 | 23.0% |
| Public administration | 345 | +/-125 | 48.4% | +/-20.1 | 28.7% | +/-15.5 | 20.9% | +/-16.8 | 0.0% |
| PERCENT IMPUTED | | | | | | | | | |
| Industry | 2.3% | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) |

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

An "X" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute the estimate.

B14006

**POVERTY STATUS IN THE PAST 12 MONTHS BY SCHOOL ENROLLMENT
BY LEVEL OF SCHOOL FOR THE POPULATION 3 YEARS AND OVER**
Universe: Population 3 years and over for whom poverty status is
determined
2006-2010 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

| | Washington city, Missouri | |
|---|---------------------------|-----------------|
| | Estimate | Margin of Error |
| Total: | 13,532 | +/-135 |
| Income in the past 12 months below the poverty level: | 1,347 | +/-385 |
| Enrolled in school: | 455 | +/-193 |
| Enrolled in nursery school, preschool | 78 | +/-81 |
| Enrolled in kindergarten | 20 | +/-33 |
| Enrolled in grade 1 to grade 4 | 129 | +/-89 |
| Enrolled in grade 5 to grade 8 | 64 | +/-52 |
| Enrolled in grade 9 to grade 12 | 116 | +/-88 |
| Enrolled in college undergraduate years | 48 | +/-42 |
| Enrolled in graduate or professional school | 0 | +/-114 |
| Not enrolled in school | 892 | +/-251 |
| Income in the past 12 months at or above the poverty level: | 12,185 | +/-413 |
| Enrolled in school: | 3,048 | +/-353 |
| Enrolled in nursery school, preschool | 126 | +/-53 |
| Enrolled in kindergarten | 145 | +/-71 |
| Enrolled in grade 1 to grade 4 | 738 | +/-177 |
| Enrolled in grade 5 to grade 8 | 780 | +/-170 |
| Enrolled in grade 9 to grade 12 | 725 | +/-195 |
| Enrolled in college undergraduate years | 444 | +/-150 |
| Enrolled in graduate or professional school | 90 | +/-70 |
| Not enrolled in school | 9,137 | +/-357 |

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "!" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An "!" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling

B20002

MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2010 INFLATION-ADJUSTED DOLLARS) BY SEX FOR THE POPULATION 16 YEARS AND OVER WITH EARNINGS IN THE PAST 12 MONTHS
 Universe: Population 16 years and over with earnings
 2006-2010 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

| | Washington city, Missouri | |
|---|---------------------------|-----------------|
| | Estimate | Margin of Error |
| Median earnings in the past 12 months (in 2010 inflation-adjusted dollars) -- | | |
| Total: | 27,999 | +/-2,378 |
| Male | 35,962 | +/-3,545 |
| Female | 22,516 | +/-2,267 |

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

An "" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The methodology for calculating median income and median earnings changed between 2008 and 2009. Medians over \$75,000 were most likely affected. The underlying income and earning distribution now uses \$2,500 increments up to \$250,000 for households, non-family households, families, and individuals and employs a linear interpolation method for median calculations. Before 2009 the highest income category was \$200,000 for households, families and non-family households (\$100,000 for individuals) and portions of the income and

Appendix B

Public Participation Materials



WANTED-"YOU"

WHERE: THE SENIOR CENTER

WHEN: TUESDAY, FEBRUARY 28

TIME: 6:30 – 8:30 P.M. SHARP

WHY: TO HELP PLAN THE FUTURE
OF WASHINGTON

CITY OF WASHINGTON
FOCUS TOPIC PUBLIC PARTICIPATION MEETING
FEBRUARY 28, 2012
ATTENDEE LIST

Name and Address

| | | |
|-------------------|---------------------------------|------------|
| Gus Raeker | 103 Wheatly Ct. | Washington |
| BETTY MERGELMEYER | 809 W. 3RD | " |
| Cameron Lucken | 2050 7560 Bluff Road | Washington |
| Andrea Lucken | 7560 Bluff Rd | Washington |
| MARK HORNANUS | 207 EMMAN SE | Washington |
| Tracy Moreland | 1106 N Park Dr. | Washington |
| Mary Crawshaw | 1694 Pottery | Washington |
| MARK WESSELS | 3420 Springcrest | " |
| Mike Smith | 701 E. 1st St. | Wash. |
| Alexia Loyd | 1048 Washington Sq. | Wash, DC |
| Bridgett Epple | 256 High St | Washington |

CITY OF WASHINGTON
 FOCUS TOPIC PUBLIC PARTICIPATION MEETING
 FEBRUARY 28, 2012
 ATTENDEE LIST

Name and Address

| | | |
|---------------------------|-----------------------|----------------------|
| Derek Schaefer | 2659 Seaside Point Dr | |
| Henry Brinker | 176 Pottery Rd | Wash. Mo |
| Frank Brinker | 1538 Pottery Rd | Wash Mo |
| Edith Brinker | 1788 Pottery Rd | Wash. Mo. |
| Jerone Klerhump | 806 East Cr. | Washington |
| Maurice Mauns | 2288. HIGH A | WASHINGTON |
| Edith Brinker | 6440 Meadowlark Rd | Wash Mo |
| Bob Eckelkamp | 3420 Grand Rd | Wash Mo |
| Jeff Markson | 4016rd Ave | Wash. Mo |
| Waruna Winkley | 4014rd Ave | Washington |
| Kersty Jager | 3 W 2nd St. | Washington, MO |
| Bob Zick | 7 Brockshear Ln | Wash. Mo |
| Ronald Brinker | 5705 Country Club Ln | Washington, MO 63090 |
| J C [unclear] | 333 STATE ST | WASHINGTON MO |
| Maggie Jeff | 2309 Brookview | " " |
| Bill & Derna Mendenhall | 1197 Pottery Rd | Washington Mo |
| Norman & Barbara Schaefer | 1988 Red Spire Lane | Northland Mo |
| Rod & Anne Johnson | 407 Lafayette St. | Washington |
| Don PETERS | 807 FIELDCREST DR | WASH. MO |
| Jim [unclear] | 4901 Old Hwy 100 | Washington |
| Mary Birken | 1551 Birken Road | Washington |
| Bob & [unclear] | 1551 BIRKEN RD | WASH. MO |
| Roger Koch | 2684 Hwy A | Washington Mo |
| Mrs Jim Maune | 1772 Pottery | Washington |

CITY OF WASHINGTON
FOCUS TOPIC PUBLIC PARTICIPATION MEETING
FEBRUARY 28, 2012
ATTENDEE LIST

Name and Address

MIKE HAMPTON 1226 DEER RUN DR. WASHINGTON, MO 63090
John K Stettens 4 Zetta Dr. Washington Mo 63090
BERRY BIRDMAYER 547 E. SIXTH ST WASHINGTON, MO 63090
William Nic Masters 1604 Madison Washington Mo
Bill & Janet Juedemann 1213 Deer Run Dr., Wash MO 63090
Fred O. Stalcher 7 Feverwood Farm LAbadie
Brenda Meyer 5196 Scott Pt WASH MO
DEN MEYER 5196 SCOTT PT WASH MO
Arae Maya 241 May A Wash

CITY OF WASHINGTON
FOCUS TOPIC PUBLIC PARTICIPATION MEETING
FEBRUARY 28, 2012
ATTENDEE LIST

Name and Address

| | |
|----------------------|--------------------------------|
| Raymond J. Schroeder | 2329 Highway A |
| Alberda Schroeder | 2329 Hwy A Washington |
| Rob Hill | 571 Schroeder Lane Washington |
| MARK HIRITCH | 17 EDWARD PLACE WASH DC |
| Marilyn Schnepf | 9308 Rock Creek Rd. High Ridge |
| Marilyn Schnepf | 1141 OLD HWY 141 FENTON, MO |
| Christa Schnepf | 1501 East Rose Lane Washington |
| Mary E. Weseloh | 613 Henry St Washington |
| Raebach Weseloh | 613 Henry St Washington |
| Walter Q. Elliot | 1343 Bieker Rd 63090 |
| Dorrie & Nora Bell | 1708 Pottery Rd. 63090 |
| ANDY UNERSTALL | 105 HALLTOP C-UNERSTALL MO |
| Celeste Peters | 1113 E 3rd St. 63090 |

CITY OF WASHINGTON
FOCUS TOPIC PUBLIC PARTICIPATION MEETING
FEBRUARY 28, 2012
ATTENDEE LIST

Name and Address

| | |
|-------------------|--|
| Ralph Gildenhous | 110A JEFFERSON |
| Mary Crommer | 2787 Stonecrest Drive |
| ALFRED CRAWMER | 2787 STONECREST DR. |
| Tim Buddemeyer | 619 Roberts St Washington mo. |
| Bill HARMEN | 905 WEST 9 TH WASHINGTON MO 63090 |
| Uthman Dasper | 1640 Pottery Rd Washington |
| DAVE McMAHON | POTTERY RD. WASHINGTON |
| RON UNKERSTALL | 351 DAVID DR. WASH. MO. |
| Josh Brinker | 428 High St WASH MO |
| SAM/PAM KANCJANIC | 1695 POTTERY RD WASH MO |
| METON GIBSEN | 215 W. TULSA WASHINGTON |
| Heidi Wunderlich | 435 Lewis Washington |
| Slawa Bauman | 115 E. 6th St. Washington MO |
| Ruth Buddemeyer | 470 Grand Ave Washington mo |
| Mark Harriman | 1301 W. 5 TH ST. |
| Ed Menefee | 5265 Steutermann Rd, Washington, MO |
| He Hoensky | 670 Ming Lake DR, WASH MO |
| Charles Sachse | 49 Berkshire Dr. Washington |
| Danae Sachse | 49 Berkshire Dr Washington |

CITY OF WASHINGTON
FOCUS TOPIC PUBLIC PARTICIPATION MEETING
FEBRUARY 28, 2012
ATTENDEE LIST

Name and Address

John Nilges (BFA) 103 Elm Street
SHAWN MYALL 5-K CONTRACTORS PO BOX 21 63090
Charles Gschlatter 721 Stone Gate
Wm G Gschlatter 721 Stone Gate
Rodney Styer 3 West 2nd Street Washington
BILL CRAWSHAW 1694 POTTERY Rd WASHINGTON
Muel A Madonnan 919 MADISON AVE WASH ~~63090~~ 63090
Voyd EVERSOLE 606 W 5th city
Joette Reidy 112 Lake Washington Dr 63090
Karen Scudder 1006 Karen Lane, Wash.
Robert Brown 1006 Karen Lane, Wash.

Name

Address

| | | |
|------------------|------------------------|-----------|
| DAVID ARNOLD | 101 WESTWAY DR. | WASH. MO |
| Jane Arnold | " | " |
| Daisy Wood | 119 E. 4 th | " " |
| Maureen Kleekamp | 2309 Brookview | Wash, MO, |
| Al Kleekamp | 3430 Bremer Rd | Wash |

TRANSPORTATION

1. WHAT THINGS DO YOU MOST LIKE ABOUT THE CITY STREETS AND WHAT ARE THE BEST STREETS?
2. WHAT THINGS DO YOU MOST DISLIKE ABOUT THE CITY STREETS AND WHAT ARE THE WORST STREETS?
3. SHOULD WE CREATE A MORE PEDESTRIAN/BICYCLE-FRIENDLY COMMUNITY? IF YES, WHAT KIND OF ADDITIONAL IMPROVEMENTS WOULD YOU SUGGEST?
4. ON A SCALE OF 1 – 10 (WORST- BEST), HOW WOULD YOU RATE THE OVERALL TRAFFIC PATTERN AND TRAFFIC CONGESTION IN THE CITY OF WASHINGTON?
5. ARE THERE ANY PARTICULAR TRANSPORTATION CONCERNS WHICH YOU WOULD LIKE TO SEE ADDRESSED IN THE WASHINGTON AREA?
6. ARE THERE SPECIFIC PUBLIC TRANSPORTATION OPTIONS WHICH YOU WOULD LIKE TO SEE IN THE CITY? IF SO, THEN WHAT OPTIONS DO YOU SUGGEST BE MADE AVAILABLE?

Transportation

February 28, 2012

1. Best things about streets, Best streets; Good condition of streets, easy to find things (signage), wide streets with curb and gutter, NO parking meters!, good maintenance, sidewalks (a good thing), cleanliness, street lights, pride in our streets.

Best Streets: East 5th Street Stafford, south-getting rid of stop signs
Grand Avenue No longer doing chip and seal
Jefferson Yellow center line on 5th Street
14th Street Market
Front Street High Street
Hwy 100 East (4 lanes) Trees
Manhole leveling

2. Dislike? Worst streets: Narrowness in older parts of town, parking on both sides of heavily travelled streets, bump outs on Jefferson (MANY times mentioned), new MO River bridge needed/important, Camp Street bridge (access across town), some streets don't go through to International, connectivity (good & bad), Hwy 47 at 5th street intersection, chip and seal was awful, sidewalks should be optional (not required of developers), streets built too wide...results in speeding...should be more "quaint".

Worst Streets: 5th street by Jo's Dance...parking a hazard for children
Stop sign at pool, when coming up hill Chockers (?) at Lexington...legal?
Parking on corners block view Hwy 47 north bound...truck sign sooner
Stafford & Cedar north too narrow to 8th street
Vernaci Drive...a round about rather than a large curb Grand sidewalks in street
Stafford from 3rd to 5th, park only on one side... also needs to be resurfaced
Dips on 6th street at Penn and Roosevelt Parking on curves: High, East 11th, 3rd
(Olive & Stafford), 5th Street Remove stop signs: 5th & MacArthur, 5th &
Stafford Shorten time of flashing yellow lights at schools
Lexington & Wenona resurfaced Signals at South Point/5th at Hwy 100,
Stuettermann at Hwy 47: slow to respond to cross traffic
Time signals on Hwy 100 (east & west) to facilitate flow of traffic (green lights)
Signal at Hwy 47 at Heritage Hills, needs to respond to turning traffic faster
Against annexation: to upgrade streets in annexed area will hurt/limit projects in city

3. Should we continue to expand bike/pedestrian trails. Improvements:

Bikes: YES: connect to Katy Trail, only on side streets (no main streets), bike and sidewalk on new MO River Bridge, include in widening streets, more bikes being used due to higher gas prices, keep shoulders clean on highways...concrete in gutters a hazard. NO: not on private property, let people use the Katy Trail, bike trails/lanes not used, a distraction to drivers.

Pedestrian: YES: expansion of Riverfront Trail west to City Park(crossing over tracks on west end), attach trails to Phoenix Park from East 5th Street, need more sidewalks, keep sidewalks maintained, desire walking trails (and bike) in Industrial Parks, need safer crossing at Lafayette and RR crossing, yes in new subdivision development, pedestrian mall in downtown (Main Street from Elm to Jefferson), crosswalks should be better marked on all main streets, better signage for pedestrian and bike trails. NO: do not add sidewalks to existing neighborhoods.

4. Scale of 1-10, rate traffic patterns: 4: 2 votes 5: 3 votes 6: 2 votes
7: 12 votes 8: 15 votes 9: 2 votes NOTE: Depends on time of day.
Not all voted on scale.
5. Transportation concerns: MO River Bridge, need for shuttle/trolley/bus service(for elderly, tourists, to wineries/Hermann, downtown to highway shopping areas, to Katy Trail, connectivity), Camp Street Bridge, replace bump outs on Jefferson, 14th street expansion from Jefferson to High, safer crossing at Lafayette and RR, 6th Street at Hwy 47 (going east/west visibility a problem), lower speed limit to 45 mph on Hwy 100 west of Jefferson to KK, parking on 5th Street (limit), 8th Street from Stafford to High, more turn lanes, Hwy A shoulders to YY, outer road to connect High Street to Hwy 47, continue 4 lanes on Hwy 100 to KK, widen Hwy 47 to Union, post signs: lights on when wipers needed, paving problem at Schnuck's entrance off Hwy 47, move MO River Bridge to 185, No enhancements on Hwy 100, A Roy across Hwy 100 to Mike Alan Drive, blinking warning lights (of turning signal to red) at all traffic signals.
6. Public Transit Options: Need for a public shuttle/trolley/bus to connect downtown with highway shopping areas, medical facilities, etc. Low income public transportation to serve senior center/assisted living, etc. More trees. (?)

ECONOMIC DEVELOPMENT

1. IS ECONOMIC DEVELOPMENT IMPORTANT TO OUR CITY'S FUTURE? IF YES, THEN WHAT KIND OF FUTURE ECONOMIC DEVELOPMENT WOULD YOU LIKE TO SEE IN THE CITY (COMMERCIAL/INDUSTRIAL/OFFICE)?
2. SHOULD ECONOMIC DEVELOPMENT BENEFITS BE OFFERED TO ATTRACT BUSINESSES TO WASHINGTON? IF YES, THEN WHY?
3. WHAT ARE YOUR FEELINGS ABOUT THE USE OF SPECIALIZED PROGRAMS TO SUPPORT ECONOMIC DEVELOPMENT SUCH AS A TRANSPORTATION DEVELOPMENT DISTRICT, TAX INCREMENT FINANCING, OR A NEIGHBORHOOD IMPROVEMENT DISTRICT; OR ABOUT CHARGING AN IMPACT FEE TO DEVELOPERS TO DEVELOP HERE IN THE CITY?
4. WHAT PROGRAMS, IF ANY, SHOULD BE DEVELOPED TO SUPPORT THE DOWNTOWN BUSINESS DISTRICT?
5. SHOULD THE CITY USE BOTH VOLUNTARY AND INVOLUNTARY ANNEXATION METHODS TO BRING PROPERTY INTO THE CITY OF WASHINGTON?
6. WHAT KIND OF BUSINESSES SHOULD THE CITY TRY TO ATTRACT TO WASHINGTON? WHAT SHOULD BE DISCOURAGED?

1. IS ECONOMIC DEVELOPMENT IMPORTANT TO OUR CITY'S FUTURE?

Yes (all groups) absolutely important

IF YES, THEN WHAT KIND OF FUTURE ECONOMIC DEVELOPMENT WOULD YOU LIKE TO SEE IN THE CITY (COMMERCIAL/INDUSTRIAL/OFFICE)?

- Commercial – create jobs
- Balanced combination of commercial, industrial, and office to weather economic ups and downs
- Industrial development will drive the office/retail sector
- Clean industrial (high-tech) such as Harman-Becker is good, these are the types of jobs we should attract
- (Many concerns about Harman-Becker, how to re-use the building)
- Get businesses into the buildings downtown
- Engage the community in downtown – balance residential/commercial with cultural
- Definitely like to see more retail and major (high tech) industrial, jobs to keep people here
- Washington does a good job with ED; 353 does a great job
- We must grow, or stagnate
- ED crucial to community; focus on locally produced goods, local marketplaces
- Have historically focused on manufacturing but the future trend is toward service industries
- Make it a tourist attraction – paint the downtown silos like wine bottles [T. Buddemeyer]
- Add a gambling boat on the riverfront
- Washington does a great job of helping schools, industries, retail and downtown grow - like wheels on a car, they all move together. Continue focus on all areas. [B. Epple]
- Housing is important; both to house labor and add retail/commercial spending
- Affordable housing
- ED focus on creating jobs for our kids in the future, so they can afford to buy homes here
- Green technology, solar panels, etc.
- Computer technology businesses
- Employment so our kids can get jobs and afford to live here
- Boost tax base – schools need money
- Develop all kinds (commercial, industrial, office)
- Industrial jobs bring housing which brings retail
- Jobs! Permanent jobs.
- We need to provide quality jobs for our people so they don't have to commute
- ED needed to stimulate growth – jobs, houses, tax revenue
- Tourism could grow; people visit Washington a lot, we could do more with that
- Quality manufacturing (Valent, etc) in skilled trades
- The heated rivalry between Mercy and Patients First may be ending; because of our location we could be a medical center in addition to the commercial/retail center that we already are – seems to be enough demand for both facilities, just expand services

- Companies like Valent, CG Power, and the GM Wentzville plant are all expanding; we should pursue the smaller companies that supply these – develop small businesses that support larger businesses in area
- Keep downtown thriving; expand entertainment, filling downtown businesses
- Industrial first; the rest will come
- Have to get industrial to stay
- If you're not growing, you die

2. SHOULD ECONOMIC DEVELOPMENT BENEFITS BE OFFERED TO ATTRACT BUSINESSES TO WASHINGTON? IF YES, THEN WHY?

- Yes, if there is no risk of losing it (general view that Harman-Becker took incentives, then left without Washington reaping benefits of that investment)
- ED incentives are necessary to stay competitive with other communities
- Washington is a great place to live, good schools, etc. but incentives are what drive corporate decisions
- ED efforts should depend on how many jobs the business will ultimately create (each job should create 5+ more jobs within community). Base incentives on the economic impact across the community.
- Businesses should be required to meet certain thresholds/criteria before we offer incentives
- Historically we haven't done a lot of incentives, which creates bitterness with our more established businesses who came in at a better economic time
- Yes, but it's a catch-22 (went through that with Harman-Becker, when time was up they left)
- Need to give companies incentives to stay
- Look at community offerings compared to other communities – that's our competition
- Harman-Becker provided the infrastructure to encourage Valent, Mercy, etc. to build; there were other benefits of having Harman here than the jobs. [T. Buddemeyer]
- Today's companies are looking for tax breaks; industry tax rates are insane and they will relocate/build wherever the taxes are best
- IL tax rate problems provide opportunity for MO
- Companies look at more than just tax breaks
- Keep industries comparable to those in the cities; commuting is too easy – keep people here with businesses that offer great wages
- Yes, but with conditions.
- We don't offer a lot of incentives – it can be overdone.
- Judicious use of incentives, with clawback provisions for companies who leave early
- Offer incentives but not too much – don't give away the farm
- No but we have to because everyone else does; we hate it but competition drives it
- As a last resort
- With strings, limitations, and phase-out features
- Provide jobs, houses, etc. and keep it all here so people don't move away
- Keep incentives to prevent repeat of Harman-Becker
- Improve airport – bigger companies use more jets (yes, would support incentives)

- Fire our entire school board! Obama offered money for shovel-ready projects, and we did nothing. Now they want to tax us.
- To a point. TIF money burns me bad – my money is wasted when people don't fulfill expectations. Better scrutiny on recipients; some of these don't need incentives.
- We need to bring people in, kids don't want to stay because there are no good paying jobs
- We have to incent because other towns do
- Pick and choose – be selective with programs

3. WHAT ARE YOUR FEELINGS ABOUT THE USE OF SPECIALIZED PROGRAMS TO SUPPORT ECONOMIC DEVELOPMENT SUCH AS A TRANSPORTATION DEVELOPMENT DISTRICT, TAX INCREMENT FINANCING, OR A NEIGHBORHOOD IMPROVEMENT DISTRICT; OR ABOUT CHARGING AN IMPACT FEE TO DEVELOPERS TO DEVELOP HERE IN THE CITY?

- Same as above – we have to provide incentives to stay competitive, but need to balance these with the impact they're actually bringing to the community
- Can't do it in a vacuum; have to consider what competing communities are offering.
- Consider project to project, case by case, rather than blanket policy
- Rhine River Development used TIF, that's a good project that made sense
- Make TIF applications more like a grant application that requires approval; but don't short the tax base for schools – find balance, project by project
- It's nice that they have to be voted on, get consensus – this is a great way to go
- Transportation throughout Franklin County are needed; would support tax incentives for shuttle buses, etc.
- These don't always work; a special sales tax can drive away some customers (not always a factor, but on large purchases it is) – it can be a good tool, have to weigh pro/con
- Have to do what everyone else does
- Can't be cookie cutter; must be project-by-project
- This worked well with Target
- We can't do it; can't sacrifice the tax dollars for schools. Pay extra tax on retail.
- Missouri didn't want taxes going to build a sports arena in St Louis, but St Louis taxes helped build a road all the way across Missouri
- Would be nice to have a law prohibiting these so that everyone competes on merit; but we have to stay competitive – get better input on who gets incentives, more on how much value a project brings on a case-by-case basis
- Manage the intent of program
- Don't give it away

[IMPACT FEES]

- We've seen that TIF incentives have been beneficial but it'd be shaky to charge developer impact fees.
- Why charge developers who help us grow?
- Don't charge the developer impact fees for road infrastructure; that's a MoDOT thing
- Sewer/water/school/fire/police fees only work against the community and ED goals
- When you charge developers, it ultimately rolls back to the people

- Better if fees are hidden, to absorb costs
- Developers already pay for infrastructure changes; we don't charge a lot of impact fees but it can be used to control growth [R. Unnerstall]
- Contractor normally covers these costs
- Probably not a good idea; may scare them away
- As long as it equals TIF!
- Results in no development; have to give incentives, not fees

4. WHAT PROGRAMS, IF ANY, SHOULD BE DEVELOPED TO SUPPORT THE DOWNTOWN BUSINESS DISTRICT?

- Become more of a cultural center where people can be more involved, other than shopping/eating, after 5 p.m. - most downtown businesses close by 5 p.m.
- Something for kids, keep them off the streets – need a big indoor facility (i.e., the shoe factory) where they can play sports, etc. Find grant for funding.
- Art/entertainment district can be self-perpetuating (festival attendance boosts hotel/restaurant sales); the impact goes beyond downtown during these events
- We need a grocery store downtown (would be open to a tax/incentive for this)
- Our Riverfront is a unique asset – need more development there to make it an attraction (build a marina/restaurant, focus on our history in the clay industry)
- Make it an attraction; pipe factory could be an asset for tourism (like the Louisville Slugger factory in KY)
- If a downtown isn't viable, the area dies
- Amtrak stop is very beneficial, many communities don't have this feature – use it!
- Transportation
- As retailer, I can assure you that that would impact my decision to move downtown vs. elsewhere (positive and negative)
- Our riverfront is undervalued – we should do anything we can to improve that. The 2005 plan was never completed; people are drawn to the riverfront
- Oklahoma City built a canal through the City – we could build a channel through town with locks to get up the hills!
- Need to leverage the waterfront; capitalize on it's uniqueness
- More signage (the “antique” style wayfinding signs are great)
- We need a grocery store downtown (seniors strongly prefer) and would support public incentives for this
- Look at the outcomes, balance pros/cons
- We did one TIF downtown, it is supporting businesses – do we really need more?
- Aren't most downtown buildings privately owned? Growth would be market driven, lowering rent to attract businesses, etc. not a City role
- City is trying to promote residential space on the 2nd floors of downtown buildings by changing codes, is there another way for the City to assist in this redevelopment? Should we offer incentives for downtown?
- On a small scale yes – not entire area
- Need a grocery store if you want people living downtown
- Parking is an issue

- Streets are blocked during festivals/events which is bad for retailers – although many of them are closed during these anyway
- Can we get some kind of shuttle during downtown events, like the Fair shuttle, or the Hermann Trolley?
- The center of commerce has moved from Main Street and is now along the 47/100 corridor – downtown is charming, but it's not where business will be. Even St Charles' Main Street, which is great, is not their business district. Only discretionary money should go to downtown.
- Would hate to lose downtown's specialty shops by not supporting them
- The stores close by 5 p.m. – stay open later if they want to compete; people who work during the day can't shop there. Stores are even closed during downtown events.
- Downtown promotes tourism; programs to enhance it as a destination are good
- All privately owned, why should City be involved?
- Maintain streets
- Develop riverfront to attract people
- New Haven's riverfront is full – they offered years of incentives to attract artists from across the country; of course this won't work in Washington because of who owns everything downtown
- The efforts Downtown Washington does as a group are good; their efforts to attract a grocery store are good
- Keep this private - not public

5. SHOULD THE CITY USE BOTH VOLUNTARY AND INVOLUNTARY ANNEXATION METHODS TO BRING PROPERTY INTO THE CITY OF WASHINGTON?

- If voluntary, yes (all in agreement)
- City limits are actually very tight, many people in 63090 consider themselves in city limits
- Public domain in the name of safety may be a reason for involuntary annexation, but general consensus is NO to involuntary annexation – services are already in place, the City has nothing to offer except higher taxes
- Have to consider what's best for community; weigh percentage of participation (when majority wants to annex, involuntarily annexing the others may make sense)
- When someone wants to develop their farm into a subdivision, that's OK to annex
- Yes, if voluntary – we spend money for water/sewer/streets, get these people in the tax base
- Consider majority in cases of involuntary annexation
- Not a simple issue
- Like to see an East-West roadway; like to see 47 and 100 four lanes.
- In some cases involuntary annexation is needed; eminent domain can be for greater good.
- Can property still be agricultural if annexed? A subdivision would shut down a pig farm in the name of eminent domain. Annexation squeezes out farms.
- Consider on a case-by-case basis
- Not in favor generally – can City even provide services?

- There is an option for both; use involuntary very judiciously, very seldom

6. WHAT KIND OF BUSINESSES SHOULD THE CITY TRY TO ATTRACT TO WASHINGTON?

- Good ones!
- High tech
- Those that offer high pay, long term, full time jobs
- Floating restaurant/marina
- Art/cultural destination
- More manufacturing, higher paying manufacturing
- Entertainment
- Industrial – the rest will come (we do a good job with that)
- Get contractual commitment from businesses to stay
- More retail, restaurants
- More “sit down” chain restaurants like Olive Garden, Red Lobster, etc.
- Box stores are good for jobs, sales – people will shop here if they don’t have to go to STL
- We are fortunate to have what we have (Target/JCP/Kohls/WalMart) – a town this size isn’t usually able to attract/support that many stores
- Washington has always been the “crossroads” for commerce in the region; whatever growth we do, we need to do it economically and elegantly

WHAT SHOULD BE DISCOURAGED?

- Pornography, including signage
- Any “adult entertainment” or strip joints
- Any casinos/gambling
- Any hazardous waste
- Additional check cashing/payday loan places
- Additional oil change places
- Depends on which part of the city

OTHER COMMENTS

- Develop the Modern Auto building as a convention center, some kind of public building, with outdoor space overlooking the river (museum/library would have been great)
- Convention center, shops/restaurants - not enough hotel rooms to support convention centers (but not enough activity to support hotels)
- Any way to get Amtrak to expand routes (to Oklahoma City, for example)?
- Many people came tonight to talk about annexation; did not stay for entire time

PARKS, RECREATION & OPEN SPACE

1. DOES THE CITY OF WASHINGTON NEED ADDITIONAL RECREATIONAL FACILITIES AND/OR PROGRAMS? IF YES, THEN WHAT TYPE OF RECREATION FACILITIES AND/OR PROGRAMS?
2. DOES THE CITY OF WASHINGTON NEED ADDITIONAL PARKS & OPEN SPACE? IF YES, THEN IN WHAT AREAS OF THE COMMUNITY?
3. SHOULD DEVELOPERS BE REQUIRED TO SET-ASIDE OPEN SPACE AS PART OF THEIR PROJECTS? IF YES, THEN HOW SHOULD THESE AREAS BE UTILIZED (ACTIVE OR PASSIVE RECREATION, OR BOTH)?
4. ARE THERE ANY KEY ENVIRONMENTAL ISSUES TO ADDRESS IN WASHINGTON? IF YES, THEN WHAT ARE THOSE ISSUES.
5. HOW SHOULD THE CITY GO ABOUT GETTING ADDITIONAL PARKS & OPEN SPACE (PURCHASE, TAXES, COOPERATIVE AGREEMENTS, DEDICATION, OTHER)?
6. HOW SUPPORTIVE WOULD YOU BE OF ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL SITE DEVELOPMENT WITHIN THE CITY?
7. ARE THERE ANY PARTICULAR MAINTENANCE CONCERNS WHICH YOU WOULD LIKE TO SEE ADDRESSED BY THE CITY AND HOW WOULD YOU RATE THE OVERALL MAINTENANCE ON A SCALE OF 1-10 (WORST TO BEST)?

Parks and Recreation and Open Spaces

#1 Does the city of Washington need additional recreational facilities and/

Yes consensus develop trails throughout the city
connection to Katy Trail (each group mentioned)
playground on the riverfront
New Aquatic facility
1 person playground in every neighborhood
Indoor pool and tennis court (on East side)
Roller rink/Ice rink
more picnic areas on East end of town
additional softscape trails throughout city

****If you add parks, you also need to be sure and add additional funds to maintain
more playgrounds throughout the city
Rec Center -place for kids/teens to hang out
free, lighted multi use fields
Community Cultural Arts Center
Trap and Skeet, shooting range
more connecting bike trails
More basketball courts

No Improve what we have
Improve Riverfront to draw tourists
Add docks and marina at Riverfront

#2 Does the City of Washington need additional parks and open space? If y

Yes More trails on public property
more stuff on the east and south side of city
utilization of Phoenix Park - let people know it's there
1 person food sales, bike and skate rentals at the riverfront
more baseball fields
basketball courts throughout the city
RV lot
1 person soccer fields by the airport
open, green area downtown
Aquatic center on East End of town

No
1 person
1 person
Continued development to Riverfront (consensus)
need to develop our current parks more
no bike trails in people's backyards
too much open space downtown
find a way to utilize old city dump at Stuettermann Road

#3 **Should developers be required to set aside open space as part of their p**

Yes
Combination of both passive and active
just open green space usable for playing ball, etc
nice to have a walking trail around subdivision
As long as city could use if needed

No
would prohibit developers from selling because of too high assessments needed

Concerns/;
most
Who would pay for upkeep, liability issues
too much assessment cost
thinks city should take care of land
depends on size of development
city to consider PUD developments
Would it be public ground?
maybe take a portion for water retention but not on the developers backs
water gardens for use of runoff water?
developers should do on their own not mandated by the city

#4 **Are there any key environmental issues to address in Washington? If ye:**

More wildflower areas instead of grass cutting areas
Stinks at the south point end of trail
the "back to nature" plantings along the creek in park is unsightly and can be ho
Noise issue along Hwy 100
smell of sewage along creek when it backs up
old city dump with it's pipes sticking up is wasted space
Are factories monitored?
need to do something with pipes across creeks

use of certain pesticides and fertilizers contaminating run-off water
possibly the creek that runs behind factories in Industrial park...monitored?
the barriers to the riverfront trail (tracks, oil pipelines, etc
the lead in the bankment at the old shooting range at Southpoint
Seco area?
city needs more hazardous recycling times (4-6 times per year)
our landfills

#5

How should the city go about getting additional parks and open spaces?

city needs to be prepared to accept donated property
1/2 cents sales tax
future use of land from requiring developers in cooperation agreement
sales tax just for Park system
capital improvement tax
fundraising events for a project
extra fair money used to purchase additional park ground
find some way to make money off the river - tax?

Some no's

we just need to focus and do a better job developing and maintaining what we h
utilize flood plain areas
seems pretty saturated

#6

How supportive would you be of additional landscaping regulations for

Most favorable

as long as regulations are open and fair
difficult to enforce
take into consideration large parking lot (loss of green space)
have to have some but not too many
tree line buffers
keep simple
put into place over time...
encourage but not mandate/regulate

No's

city should enforce what is has in place now
difficult to enforce

1-2 people

we have too many now- deterrent for some companies looking here
Hwy 100 - tearing out concrete and additional expense not needed

#7

Are there any particular maintenance concerns which you would see addressed?

Great job with what we have now - (most scores of 7 and above)

Suggestions

consensus

1 person

volunteers days to help in park clean-up

being careful with all the additional amenities that are coming this year that we

more care of historic structures

keep riverfront neater especially in summer when used more

open up trail along river (trim trees) so river can be seen

there is limited parking at playing fields

clean up west of Lafayette along riverfront

keep nature friendly - wildflowers

1 person

town should try and have something that it is known for (like a cherry blossom d

better care and upkeep of sidewalks in city

1 person

lawnmower damage to trees

quicker repair to sidewalks - McLaughlin field sidewalk damage set for a long tim

AESTHETICS

1. DO YOU FEEL THAT THE CITY IS ACHIEVING HIGH-QUALITY ARCHITECTURAL DESIGN/APPEARANCE FOR BUILDING PROJECTS IN THE CITY?
2. WHEN YOU THINK ABOUT HOW YOU WANT THE CITY TO LOOK IN THE FUTURE, WHAT KIND OF THINGS WOULD YOU LIKE TO SEE DONE TO ACHIEVE THAT LOOK?
3. WHAT DO YOU MOST VALUE ABOUT THE CITY'S APPEARANCE? WHAT DO LEAST LIKE ABOUT THE CITY'S APPEARANCE?
4. ARE THERE ANY TYPES OF BUILDING MATERIALS WHICH YOU WOULD PREFER BE USED, OR NOT BE USED, ON THE EXTERIOR OF BUILDINGS IN THE CITY?
5. SHOULD BUILDING AESTHETICS BE A PART OF THE CITY REVIEW PROCESS? WHO SHOULD BE INVOLVED?
6. ARE THERE OTHER AESTHETIC ISSUES WHICH SHOULD BE ADDRESSED WITHIN THE CITY?
7. ARE THERE AREAS OF THE CITY OF WASHINGTON THAT NEED VISUAL IMPROVEMENT? IF YES, THEN WHERE ARE THEY LOCATED?

February 28, 2012
Meeting Minutes

Aesthetics

1. Do you feel that the city is achieving high-quality architectural design/appearance for building projects in the city?

- From 1-10 better than average.
- City is building well – good materials but residential need materials to be appropriate.
- The downtown is doing a great job in trying to keep the historical design of old town Washington.
- The city projects are very good.
- Yes – for the most part Washington Bank was over kill.
- City does a great job.
- New bridge needs to incorporate identity of city in new design.
- Downtown does a great job. Target and box buildings are not pretty at Phoenix Center.
- Yes.
- Yes – like that they require minimum standards.
- City's projects – library, City Hall, etc., look good but spending too much money.
- Hate the bump outs – remove them.
- Take trees out – trees will have root problems.
- City – yes absolutely. Need help with commercial.
- Fire stations – great job - very safe buildings – integrity.
- We need a canal through our city.

2. When you think about how you want the city to look in the future, what kind of things would you like to see done to achieve that look?

- Keep green space.
- More tree canopy; increase on streets.
- Keep trail nice and open it up more so you can see the river.
- Old downtown is in demise, need flower boxes on posts. Mid-town deteriorating.
- Revitalize downtown to keep businesses downtown – need more businesses.
- Re-do riverfront flowers and trees around the river.
- City should buy Modern Auto. Nice indoor facility overlooking the river.
- Power lines should be buried.
- Keep going on the riverfront.

- Residential areas nice. Improve on commercial buildings – should require brick.
- Welcome to Washington at N – S. (nice on 100 – need at all entrances to the city). Tree infrastructure – increase the number of trees.
- German architectural brick needs to stay – we need to keep that theme.
- City has sections now.
- Shut off Main Street and make it a pedestrian area.
- Industrial park is great.
- Bank of Washington did a great job. Keep up old style/ old German heritage.
- More utilities underground.
- Need to know when you arrive; entryway to city, improve – New Haven and Union – all 4 directions; across bridge too.
- America in Bloom – hanging baskets with flowers.
- Two train sections that city owns needs preservation.
- Preserve older buildings.
- Black mast arms very nice.

Future:

- More retail.
- More jobs.
- More industrial.
- More residential.
- Want to see buildings everywhere.
- More unique types of buildings versus Phoenix Center. Old charm.
- Commercial construction in new sections.
- More trees.
- More greenery.
- Replace and re-do bridge – same integrity we have had.
- Great community standards – keep it nice – keep integrity.
- Gingko tree drops leaves at one time.
- More park areas (green) throughout areas of city.

3. What do you most value about the city's appearance? What do you least like about the city's appearance?

Most valued:

- Clean town
- Like the waterfront Rotary trail
- Large parks
- Historic
- The river itself is a huge asset
- Cleanliness
- Curbs and gutters
- Scenery from North to South
- Vibrant downtown
- Nice parks

- Inspection for safety required
- Clean
- People are respectful
- Neat
- Riverfront and downtown have nice features

Most Valued Summarized:

- Cleanliness (x4)
- Riverfront (x3)
- Lion's Lake
- Not a lot of trash or junk cars
- Proud of curbs and gutters
- Park system
- Love downtown historical feel
- Bank of Washington – big, solid landmark of community
- Keeping buildings occupied – fewer empty buildings than other cities

Least liked:

- Graffiti
- Overhead wires
- Vacant buildings and houses
- West end (west of depot) – clean up railroad
- Jefferson Street – patched streets
 - Fewer bump-outs – no rolled curbs
 - Looks of 5th street
 - Get rid of rounded curb cuts down town
 - Clean out gutters more often – grates stopped up
- Dilapidated buildings
- Bridge over St. John's Creek (Highway 100) needs to be improved
- Riverfront could do so much more
 - Railroad tracks
 - Shrubbery
 - Bridge over railroad for walkers
 - More parking
 - Connect riverfront to park west of riverfront
 - Boathouse
 - Continue trail to city park
- Underground cables

Least Liked Summarized:

- Jefferson Street
- Bump outs
- Streets not wide enough for bump outs
- Patchwork sidewalks
- Concern about median on Highway 100 (trees)
- Hope Highway 100 doesn't turn into Manchester Road
- Lack of upkeep and maintenance of residential areas

LAND USE

1. WHAT TYPE OF LAND USES WOULD YOU MOST LIKE TO SEE IN THE CITY (RESIDENTIAL, COMMERCIAL, INDUSTRIAL, OFFICE, OPEN SPACE)?
2. WHAT TYPE OF LAND USES WOULD YOU MOST NOT LIKE TO SEE IN THE CITY (RESIDENTIAL, COMMERCIAL, INDUSTRIAL, OFFICE, OPEN SPACE)?
3. WHAT DO YOU SEE AS THE VALUE IN HAVING AN OVERALL FUTURE LAND USE PLAN?
4. ARE THERE ANY CHANGES IN ZONING REGULATIONS/DISTRICTS WHICH YOU WOULD SUGGEST?
5. DO YOU SEE ANY PRINCIPAL LAND USE CONCERNS AFFECTING THE CITY OF WASHINGTON? IF YES, THEN WHAT?
6. DOES THE CITY OF WASHINGTON PROVIDE ADEQUATE DIVERSITY OF HOUSING CHOICES TO MEET OUR CURRENT AND FUTURE NEEDS?
7. SHOULD THE CITY SUPPORT WORKFORCE HOUSING AND WHY OR WHY NOT? DEFINE WORKFORCE HOUSING AS SUPPORTING TEACHERS, POLICE OFFICERS, RESTAURANT WORKERS, ETC.

City of Washington

Comprehensive Plan
Visioning Meeting
February 28, 2012

The following is a summary of the comments, suggestions, information we gathered from the 6 groups on the topic of land use.

QUESTION #1

What type of land uses would you most like to see in the city (i.e. residential, commercial, industrial, office, open space, etc.)?

Group #1

- Open space and agriculture
- Washington special because of relationship between agriculture out of town and services in town
- Keep the mix
- Control commercial development
- Concern Ag will be taken for development
- People should have the right to use their land as they want
- Our industrial parks are spread out

Group #2

- Agriculture
- Industrial companies (jobs). This drives office/commercial/residential
- Industrial companies drive retail
- Jobs first

Group #3

- More open spaces
- Grocery Store
- Commercial in industrial parks
- Phoenix Center is an ideal example of having retail and open spaces in the same area

QUESTION #1 (CON'T)

Group #4

- Need it all
- Code to support tourism
- More industry
- Open space pays for itself

Group #5

- Good mix – variety
- Industry will bring or drive the rest
- RV park
- Most commercial / retail is on the Eastern part of the city. Need more on Western out by industrial parks

Group #6

- Nice, quality affordable housing (i.e. \$100,000-\$150,000)
- More parks and utilize existing parks for more events
- Industrial – Good paying jobs

QUESTION #2

What type of land uses would you most not like to see in the city (i.e. residential, commercial, industrial, office, open space, etc.)?

Group #1

- Don't be forced into annexation
- Not much HUD housing

Group #2

- Commercial only along main highways
- No open space (green space) on private property. Only on public property.
- Cannot force someone to do something
- No subsidized housing unless for seniors
- No building in flood plain

QUESTION #2 (CON'T)

Group #3

- No hazardous material disposal
- Need everything but have proper zoning
- Keep to zoning. No spot zoning. No commercial in residential area.
- Limit exceptions
- Don't mix things up – multi zoned areas
- No city annexation East of town
- Voluntary annexation only.

Group #4

- No big box stores downtown – small stores only
- Parking is important, especially downtown, but no big open parking lots-use parking garages downtown.

Group #5

- Voluntary annexation only

Group #6

- No more storage units
- No bike trails through backyards
- No hazardous material operations
- No new mobile home parks

QUESTION #3

What do you see as the value in having an overall future land use plan?

Group #1

- Proper notice to surrounding property owners
- Helps control and slow development
- The effect it might have over a 10 year period.
- Planned, controlled growth
- People should decide what they want, not the city.

QUESTION #3 (CON'T)

Group #2

- Don't see a value
- Have a plan – Don't be forced to do something
- No cookie cutter – don't change plan after completed
- Control growth
- New subdivisions forced to get storm water drainage correct

Group #3

- Good plan – Good future – Consistent
- Need long range plan
- Helps you set up your resources and infrastructure (i.e. transportation, water, sewer)

Group #4

- Preserves community
- Downtown area preserved as historic river town
- Restricts commercial in certain areas
- Need plan to bring people to riverfront
- City must be guided by plan otherwise city will suffer

Group #5

- Organized development
- Must include redevelopment of older areas
- Plan must be able to change, evolve over time
- Helps plan infrastructure
- Helps focus on best use of the land
- Don't mess with the agriculture zoning
- Don't spend large amount of money on aspects of plan that won't ever happen
- Plan could discourage someone else from their own plan

Group #6

- Essential – no plan don't know where your headed
- Future infrastructure needs
- Protect property values
- Provides for themes
- Helps with economic development

QUESTION #4

Are there any changes in zoning regulations/districts which you would suggest?

Group #1

- Residential lot size as it relates to infrastructure
- City needs more cooperation and input on developments within 1 ½ miles of city limits

Group #2

- Maintain agriculture zoning in city
- Ag. Should be allowed to operate - don't control
- Don't change their zoning without their approval
- Smaller lot size for workforce housing
- building / maintenance rules of city causing trouble for workforce housing. People cannot afford to buy older homes and immediately remodel to bring up to city code

Group #3

- Keep agriculture zoning
- Lot sizes – depends on type of housing. Allow lower lot size however in one area, not spread out over the city.

Group #4

- Regulations on upkeep of home
- Enforce what codes we have now and communicate how they enforce them.

Group #5

- Be careful in putting one area by another (i.e. new commercial by existing residential).
- Limited or no spot zoning
- No HUD housing

Group #6

- Should be reviewed and changed periodically as things change
- In downtown – No large buildings (height restrictions).
- Control sign and billboards in city
- Get old industrial buildings cleaned up and in use

QUESTION #5

Do you see any principal land use concerns affecting the city of Washington? If yes, then what?

Group #1

- Don't take farm ground for things like airport expansion
- Spot zoning – residential next to industrial – step it down
- Highway development – should be sufficient for traffic flow (i.e. out of industrial parks, etc.)
- Extending of sewer / water lines along roads to help outlying areas.
- Geographical limitations to growth (i.e. River to North). Need to decide where we want the city to grow.

Group #2

- Open space / Green space

Group #3

- Does this plan include land outside the city?
- Keep shopping centers in certain areas.
- Storm water issues from development outside the city limits
- Keep rental properties up to date and looking good.
- Traffic flows
- Land use can change over 10 years
- No HUD housing

Group #4

- Proposed annexation
- Developments next to but outside the City.

Group #5

- HUD housing
- No concentrated are of subsidized housing
- Make sure subdivisions connect to one another for traffic flow (emergency vehicles, etc)

Group #6

- With school district moving East, development will follow and thus other areas might go down. Need balanced development.
- Make sure we have cohesiveness between downtown and & Hwy 100 retail.

QUESTION #6

Does the City of Washington provide adequate diversity of housing choices to meet our current and future needs?

Group #1

- No. Affordability of homes is a concern.
- Tough to build new homes for workforce housing
- Life cycle housing (i.e. college grad., small family, step up). Need balance.

Group #2

- NO
- More houses for sale in older part of town than they have ever seen.
- Building maintenance code is causing this problem as people cannot afford to fix issues prior to selling and the workforce housing segment cannot afford to fix after purchase.

Group #3

- No. Need for affordable housing.

Group #4

- No. Need more senior housing

Group #5

- Yes we do
- No we don't not on the low end.
- There is a lot of property for sale
- Young people want new instead of an older home

Group #6

- No. Price gap
- Housing for each transition in life that is affordable
- Code on trailer parks hurting

QUESTION #7

Should the City support workforce housing and why or why not? Define workforce housing as supporting teachers, police officers, restaurant workers, etc.

Group #1

-We can still have affordable housing without HUD housing

Group #2

-Yes. Smaller lots to build quality smaller homes.

-limit smaller lot size to 8,000 sq. ft. 6,000 sq. ft. lots to small.

Group #3

-Yes. If you want them to live in the City of Washington

-Workforce housing not HUD housing

-PUD is not HUD housing

Group #4

-Provide incentives for property owners downtown to renovate 2nd and 3rd floors for apartments

-Yes. City should encourage this.

-Incentives for fixing up older homes vs. new

-Incentives include tax breaks or grants

Group #5

-City needs to define what "support" means

-Do things similar to old Sporlan plant on 6th street

-Citizens have elitest attitude that we don't want smaller homes

-Yes. We need to have diversity.

-Don't create new subdivisions for this, incorporate into existing areas.

Group #6

-Yes. Similar to military housing.

-Give incentives to fix up existing homes

-Subsidize rent if new to the area.

-Grants. Rebates back on property taxes.

CIVIC IMPROVEMENT

1. HOW WOULD YOU CHARACTERIZE THE CITY OF WASHINGTON?
2. HOW WOULD YOU LIKE FOR OTHERS TO SEE OUR COMMUNITY?
3. HOW WOULD YOU RATE THE OVERALL LEVEL-OF-SERVICE PROVIDED BY THE CITY? WHAT SERVICES WOULD YOU IMPROVE?
4. WHAT ARE YOUR THOUGHTS ABOUT THE CITY'S WATER AND SEWER SERVICE AND TRASH PICK-UP?
5. HOW WOULD YOU RATE OTHER INSTITUTIONS/AGENCIES IN OUR CITY SUCH AS THE SCHOOLS, HOSPITALS AND AMBULANCE SERVICES?
6. ARE THERE ANY ADDITIONAL PUBLIC SERVICES OR FACILITIES WHICH YOU WOULD YOU LIKE TO SEE IN THE COMMUNITY?

CIVIC IMPROVEMENT

1. How would you characterize the City of Washington?

| | |
|----------------------------------|---|
| Hardworking | |
| Active | |
| Friendly | 3 |
| growing | |
| Family Friendly | 2 |
| Good Place | |
| Progressive | 4 |
| Historic | |
| Good Community spirit | 2 |
| volunteerism | |
| giving | |
| conscientious | |
| showpiece | |
| caters to too much individualism | |
| quaint | |
| safe | 3 |
| wonderful place to live | |
| good industry | |
| clean | 2 |
| snobbish | |
| clicky | |
| charming | |
| unique | |
| best place ever | |
| warm | |
| inviting | |

2. How would you like others to see our Community?

| | |
|--------------------------------|---|
| Historic | 4 |
| entertaining | 2 |
| clean | 2 |
| safe | |
| economically viable | |
| drug free | |
| inviting | 3 |
| diverse | |
| good food | |
| great schools | 2 |
| well rounded | |
| great Hospital | |
| great place to raise your kids | |
| glad we could raise kids here | |
| friendly | 4 |
| hospitable | |
| great riverfront | |
| great fire dept | |
| community spirit | |

need RV park
great at setting and attaining goals
planning is good
problems get addressed there
good at attracting business
great shopping
great regional workplace
should utilize riverfront more and develop
open to all economic classes
good parks system
strong work ethic

3. How would you rate the overall level of services provided by the c

good 4
great parks and utilities
improve teen activities
need to provide sewer and water to all residents
make sure we plan well with park expansion and maintenance
Riverfront improvement needed
we offer more than most other communities
great fire department
good schools
fantastic!
no issues!
a lot of bang for the buck on services
need public transportation 3
use transportation sales tax to fund public transportation
need to improve recycling, accept more items and not be so stringent on what items we do take (labels
streets need improving
bump-out curbs on Jefferson need to be rounded off.
Excellent Police Chief
need to improve some billing issues with businesses and trash
need to better address stormwater issues
need to pick up trash for businesses

4. What are your thoughts on the City's water and sewer services an

Good to very good
stormwater issues need better addressing
best water around
need more recycling
leaf pick-up needs improvement
publish schedule better of leaf pick-up
need to address bush creek throughout town make it nicer than simply a storm-sewer canyon

5. How would you rate other institutions/agencies such as schools,

Great school system 4
very high rating for all
Hospital is good

Hope Hospital and Patients first get back together
 Ambulance service is good 2
 need the school proposition I to pass
 Washington is unique in that within 20 minutes from anywhere you can get preschool through college e
 good college prep high schools here
 schools need to do a better job of teaching the basics, kids cant count change anymore
 Hospital saved my life!
 great medical services here, we need to keep them growing
 need more reading writing and arithmetic
 public school buildings need refurbishing
 outpatient is wonderful at hospital, inpatient is horrible
 need nicer helicopter pad at hospital
 need more public AED's and eduction for them

6. What type of additional public services or facilities would you like

Marina 6
 city wide wifi
 need public transportation 9
 need RV park
 allow businesses to pay for recycling
 swimming pool needed on east end of town
 need added resources for our youth 2
 need to double our parks system
 riverfront improvement 7
 address boat ramp at riverfront 3
 make washington smoke free 6
 need cultural arts center
 need a tourism draw item in town like take advantage of worlds only corn cob pipe factory
 more way-finding signage needed for town both downtown and highway
 new stage at fairgrounds is awesome 5
 municipal shooting range needed 2
 build a canal for tourism naming it "connect the creeks"
 give the ambulance people a raise

7. What do you see as Washington's greatest needs?

affordable workforce housing
 housing for new families/professionals
 senior transportation 2
 public transportation 8
 grocery needs downtown and west Washington 3
 improve and enhance riverfront 3
 City needs to treat the water for Lime/calcium
 build a rivrfront cultural arts center
 build a new marina/municipal marina 2
 add a carrousell to the park system
 add a floating restaurant to riverfront
 add skate and bicycle rental to riverfront 2
 need shooting range and claybird range 3

City of Washington Comprehensive Plan

Steering Committee Meeting

January 18, 2012

Agenda

1. Introduction of Project Team and Steering Committee Members
2. Purpose of a Comprehensive Plan
3. Discussion of Project Schedule
4. Discussion of Public Involvement Strategy, including Visioning Meeting and Other Public Participation Techniques
5. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, APRIL 24, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Distribution of Draft Existing Conditions Report
2. Discussion of upcoming Comprehensive Plan process
3. Discussion of Draft Goals for three Focus Topics
4. Discussion of May 15, 2012 Steering Committee Meeting
5. Other Items
6. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, MAY 15, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Collection of Draft Existing Conditions Report
2. Discussion of Draft Goals for remaining three Focus Topics
3. Discussion of June 6, 2012 Public Participation Meeting
4. Setting of next Steering Committee Meeting and activities
5. Other Items
6. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, JUNE 12, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Results of June 6, 2012 Public Participation Meeting
2. Discussion of Major Street Plan mapping
3. Setting of next Steering Committee Meeting and activities
4. Other Items
5. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, JULY 24, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Compare/contrast the survey results from the Public Participation meeting and on-line survey
2. Finalization of Draft Goals
3. Finalization of Major Street Plan mapping
4. Distribution of Existing Land Use mapping
5. Discussion of booth at Town & Country Fair
6. Setting of next Steering Committee Meeting and activities
7. Other Items
8. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, AUGUST 21, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Finalization of Major Street Plan mapping
2. Discussion of Future Land Use mapping
3. Distribution of Sample Objectives
4. Discussion of booth at next major Washington event
5. Setting of next Steering Committee Meeting and activities
6. Other Items
7. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

TUESDAY, SEPTEMBER 18, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Focus Topic Objectives-Economic Development, Aesthetics, Civic Improvement
2. Discussion of Future Land Use mapping
3. Discussion of booth activity
4. Setting of next Steering Committee Meeting and future activities
5. Other Items
6. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

THURSDAY, OCTOBER 4, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Focus Topic Objectives-Aesthetics; Parks, Recreation & Open Space;
Civic Improvement
2. Discussion of Future Land Use mapping
3. Discussion of booth activity
4. Setting of next Steering Committee Meeting and future activities
5. Other Items
6. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

THURSDAY, OCTOBER 25, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Focus Topic Objectives-Land Use and Transportation/Other Infrastructure
2. Discussion of setting the date for next Public Participation meeting
3. Setting of next Steering Committee Meeting and future activities
4. Other Items
5. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

THURSDAY, DECEMBER 6, 2012
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Public Participation results-Draft Objectives
2. Discussion of Future Land Use mapping
3. Setting of next Steering Committee Meeting and future activities
4. Other Items
5. Adjournment

AGENDA

STEERING COMMITTEE MEETING
WASHINGTON COMPREHENSIVE PLAN

THURSDAY, JANUARY 24, 2013
CITY COUNCIL CHAMBERS
3:00 P.M.

1. Discussion of Proposed Changes to Draft Comprehensive Plan
2. Final Review of Proposed Mapping
3. Recommendation to Planning & Zoning Commission
4. Other Items
5. Adjournment

Appendix C

Draft Goals/Objectives and Voting Results

**DRAFT GOALS
AESTHETICS FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN**

1. FOCUS THE CITY OF WASHINGTON CODE ENFORCEMENT EFFORTS FOCUSING ON IMPROVING THE APPEARANCE OF THE COMMUNITY.
2. CONTINUE TO FOCUS ON THE AESTHETICS OF DOWNTOWN WASHINGTON.
3. SUPPORT THE PRESERVATION AND ENHANCEMENT OF THE CITY'S HISTORIC STRUCTURES.
4. EXPAND THE CITY'S UNIFORM SIGNAGE PROGRAM WELCOMING VISITORS TO THE CITY OF WASHINGTON.
5. REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING MATERIALS AND THEIR APPLIABILITY TO DIFFERENT AREAS WITHIN THE COMMUNITY.
6. INCORPORATE VISUAL ENHANCEMENT STRATEGIES THROUGHOUT THE CITY OF WASHINGTON.

DRAFT GOALS
CIVIC IMPROVEMENT FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN

1. CONTINUE TO PROVIDE GOVERNMENTAL SERVICES IN A MANNER WHICH MAXIMIZES PUBLIC BENEFIT WILL MINIMIZING PUBLIC EXPENDITURES.
2. SEEK COST-EFFECTIVE STRATEGIES WHICH UTILIZE TECHNOLOGY TO IMPROVE GOVERNMENTAL SERVICES.
3. DEVELOP COOPERATIVE APPROACHES WITH OTHER PUBLIC AND QUASI-PUBLIC INTITUTIONS AND AGENCIES TO PROVIDE ENHANCED SERVICES TO THE RESIDENTS OF THE COMMUNITY.
4. ATTRACT AND RETAIN PROFESSIONALLY QUALIFIED CITY EMPLOYEES WITH HIGH-ETHICAL STANDARDS AND ENHANCED CUSTOMER SERVICE SKILLS.
5. ENCOURAGE ON-GOING COMMUNITY SUPPORT AND INVOLVEMENT THROUGH IMPLEMENTATION OF A COMPREHENSIVE PLAN.
6. WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT.
7. EXPAND THE ENVIRONMENT PROGRAMS AND SERVICES AVAILABLE THROUGHOUT THE COMMUNITY.

**DRAFT GOALS
LAND USE FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN**

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES WITHIN THE COMMUNITY.
2. MAINTAIN AN APPROPRIATE BALANCE IN THE AMOUNT AND PLACEMENT OF PRINCIPAL LAND-USE CATEGORIES (OPEN SPACE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OFFICE).
3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON.
4. MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL VERSUS URBAN LAND USES.
5. DEVELOP AN EFFECTIVE GROWTH MANAGEMENT STRATEGY FOR BOTH INSIDE AND OUTSIDE THE CITY LIMITS OF WASHINGTON.
6. EVALUATE COMMERCIAL GROWTH THROUGHOUT THE CITY AND MANAGE THAT GROWTH TO BENEFIT THE COMMUNITY.
7. EVALUATE AND DETERMINE THE NEEDS FOR LIFE-CYCLE (YOUNG-ADULT THROUGH OLDER-ADULT) HOUSING.
8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY.

DRAFT GOALS
TRANSPORTATION/OTHER INFRASTRUCTURE FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN

1. INVESTIGATE AN EXPANDED PUBLIC TRANSIT OPTION FOR THE COMMUNITY.
2. EXPAND THE CITY OF WASHINGTON'S PEDESTRIAN/BIKEWAY NETWORK.
3. IMPROVE THE TRANSPORTATION FLOW THROUGHOUT THE COMMUNITY.
4. CONTINUE A TRANSPORTATION PROGRAM TO KEEP THE STREETS SAFE AND WELL-MAINTAINED IN THE FUTURE.
5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET.
6. CONTINUE TO UPGRADE, ENHANCE AND CONSTRUCT SUFFICIENT BRIDGE STRUCTURES IN THE AREA.
7. CONTINUE TO MEET THE NEEDS OF OTHER INFRASTRUCTURE RESOURCES SUCH AS WATER, WASTEWATER, AND STORMWATER MANAGEMENT.
8. CONTINUE TO EXPAND OTHER TRANSPORTATION SERVICES SUCH AS THE AIRPORT, RAIL, AND WATERWAY (RIVER) INFRASTRUCTURE.
9. INVESTIGATE THE TELECOMMUNICATION (CABLE, BROADBAND, INTERNET) NEEDS OF THE COMMUNITY.

DRAFT GOALS
PARKS, RECREATION, AND OPEN SPACE FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN

1. ENHANCE THE EXISTING, AND EXPLORE THE DEVELOPMENT OF NEW, PARK FACILITIES WITHIN THE CITY OF WASHINGTON.
2. CONTINUE TO CREATE ADDITIONAL RECREATIONAL PROGRAMS AND ACTIVITIES FOR THE COMMUNITY.
3. CREATE ADDITIONAL PARK AND OPEN SPACE THROUGH NEW DEVELOPMENT ACTIVITY AND OTHER OPPORTUNITIES.
4. ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE OUTDOOR EXPERIENCE FOR AREA RESIDENTS.
5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON.
6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS.
7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

DRAFT GOALS
ECONOMIC DEVELOPMENT FOCUS TOPIC
CITY OF WASHINGTON COMPREHENSIVE PLAN

1. EXPAND OUR LONG-TERM ECONOMIC DEVELOPMENT STRATEGY TO PROMOTE GROWTH FOR THE CITY OF WASHINGTON.
2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS.
3. BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES.
4. REVIEW THE CITY'S POLICY CONCERNING THE USE OF ECONOMIC DEVELOPMENT INCENTIVES TO CREATE ECONOMIC OPPORTUNITY.
5. FOCUS ON MAKING THE CITY OF WASHINGTON A DESTINATION LOCATION IN THE ST. LOUIS METROPOLITAN REGION.

DRAFT GOALS
CITY OF WASHINGTON COMPREHENSIVE PLAN
PUBLIC PARTICIPATION MEETING
JUNE 6, 2012

INSTRUCTIONS TO PARTICIPANTS: THERE ARE 42 DRAFT GOALS WHICH HAVE BEEN DEVELOPED BY THE CITY'S STEERING COMMITTEE BASED UPON YOUR INPUT AT THE PREVIOUS PUBLIC PARTICIPATION MEETING. THESE GOALS ARE UNDER SIX MAJOR FOCUS TOPICS. WHEN YOU CAME IN TO THIS MEETING YOU WERE GIVEN 16 STARS, 1 GREEN DOT, AND 1 RED DOT. USE THE 16 STARS TO "VOTE" ON THE 16 MAJOR GOALS YOU WOULD LIKE FOR THE CITY TO ACHIEVE OVER THE NEXT SEVERAL YEARS. USE THE GREEN DOT FOR THE ONE GOAL WHICH YOU CONSIDER TO BE THE MOST IMPORTANT GOAL OF ALL 42 PROPOSED. USE THE RED DOT FOR THE ONE YOU CONSIDER TO BE THE LEAST IMPORTANT. PLACE THE STARS/DOTS NEXT TO YOUR ANSWERS. THERE IS NO RIGHT OR WRONG ANSWER. WE WANT TO KNOW WHAT YOU THINK. WE APPRECIATE YOUR PARTICIPATION. AFTER YOU HAVE "VOTED" ON THE GOALS, PLEASE TURN IN YOUR SHEET TO ONE OF THE STEERING COMMITTEE MEMBERS WHO ARE WEARING NAME TAGS. YOU ARE NOW FINISHED. WE WILL USE THIS INFORMATION TO ESTABLISH THE FINAL GOALS FOR THE CITY OF WASHINGTON COMPREHENSIVE PLAN. THANK YOU FOR TAKING TIME TO COME AND "VOTE".

DRAFT GOALS
AESTHETICS FOCUS TOPIC

1. FOCUS THE CITY OF WASHINGTON CODE ENFORCEMENT EFFORTS ON IMPROVING THE APPEARANCE OF THE COMMUNITY. (29) G2 R1
2. CONTINUE TO FOCUS ON THE AESTHETICS OF DOWNTOWN WASHINGTON. (53) G2
3. SUPPORT THE PRESERVATION AND ENHANCEMENT OF THE CITY'S HISTORIC STRUCTURES. (69) R1
4. EXPAND THE CITY'S UNIFORM SIGNAGE PROGRAM WELCOMING VISITORS TO THE CITY OF WASHINGTON. (34) G1
5. REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING MATERIALS AND THEIR APPLIABILITY TO DIFFERENT AREAS WITHIN THE COMMUNITY. (23)
6. INCORPORATE VISUAL ENHANCEMENT STRATEGIES THROUGHOUT THE CITY OF WASHINGTON. (25) R1

**DRAFT GOALS
CIVIC IMPROVEMENT FOCUS TOPIC**

1. CONTINUE TO PROVIDE GOVERNMENTAL SERVICES IN A MANNER WHICH MAXIMIZES PUBLIC BENEFIT WHILE MINIMIZING PUBLIC EXPENDITURES. (49)
2. SEEK COST-EFFECTIVE STRATEGIES WHICH UTILIZE TECHNOLOGY TO IMPROVE GOVERNMENTAL SERVICES. (35)
3. DEVELOP COOPERATIVE APPROACHES WITH OTHER PUBLIC AND QUASI-PUBLIC INSTITUTIONS AND AGENCIES TO PROVIDE ENHANCED SERVICES TO THE RESIDENTS OF THE COMMUNITY. (21)
4. ATTRACT AND RETAIN PROFESSIONALLY QUALIFIED CITY EMPLOYEES WITH HIGH-ETHICAL STANDARDS AND ENHANCED CUSTOMER SERVICE SKILLS. (63)
5. ENCOURAGE ON-GOING COMMUNITY SUPPORT AND INVOLVEMENT THROUGH IMPLEMENTATION OF A COMPREHENSIVE PLAN. (28) G2
6. WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT. (94)
7. EXPAND THE ENVIRONMENT PROGRAMS AND SERVICES AVAILABLE THROUGHOUT THE COMMUNITY. (21) R1

**DRAFT GOALS
LAND USE FOCUS TOPIC**

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES WITHIN THE COMMUNITY. (18) R8
2. MAINTAIN AN APPROPRIATE BALANCE IN THE AMOUNT AND PLACEMENT OF PRINCIPAL LAND-USE CATEGORIES (OPEN SPACE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OFFICE). (24)
3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON. (90)
4. MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL VERSUS URBAN LAND USES. (52) G2

5. DEVELOP AN EFFECTIVE GROWTH MANAGEMENT STRATEGY FOR BOTH INSIDE AND OUTSIDE THE CITY LIMITS OF WASHINGTON. (29) G1 R4
6. EVALUATE COMMERCIAL GROWTH THROUGHOUT THE CITY AND MANAGE THAT GROWTH TO BENEFIT THE COMMUNITY. (49) G1
7. EVALUATE AND DETERMINE THE NEEDS FOR LIFE-CYCLE (YOUNG-ADULT THROUGH OLDER-ADULT) HOUSING. (34) G2 R6
8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY. (10) R1

**DRAFT GOALS
TRANSPORTATION/OTHER INFRASTRUCTURE FOCUS TOPIC**

1. INVESTIGATE AN EXPANDED PUBLIC TRANSIT OPTION FOR THE COMMUNITY. (63) G1
2. EXPAND THE CITY OF WASHINGTON'S PEDESTRIAN/BIKEWAY NETWORK. (33) G4 R6
3. IMPROVE THE TRANSPORTATION FLOW THROUGHOUT THE COMMUNITY. (45) G2
4. CONTINUE A TRANSPORTATION PROGRAM TO KEEP THE STREETS SAFE AND WELL-MAINTAINED IN THE FUTURE. (70) G1
5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET. (73) G4
6. CONTINUE TO UPGRADE, ENHANCE AND CONSTRUCT SUFFICIENT BRIDGE STRUCTURES IN THE AREA. (54) G1 R2
7. CONTINUE TO MEET THE NEEDS OF OTHER INFRASTRUCTURE RESOURCES SUCH AS WATER, WASTEWATER, AND STORMWATER MANAGEMENT. (64)
8. CONTINUE TO EXPAND OTHER TRANSPORTATION SERVICES SUCH AS THE AIRPORT, RAIL, AND WATERWAY (RIVER) INFRASTRUCTURE. (39) G2
9. INVESTIGATE THE TELECOMMUNICATION (CABLE, BROADBAND, INTERNET) NEEDS OF THE COMMUNITY. (44)

DRAFT GOALS
PARKS, RECREATION, AND OPEN SPACE FOCUS TOPIC

1. ENHANCE THE EXISTING, AND EXPLORE THE DEVELOPMENT OF NEW, PARK FACILITIES WITHIN THE CITY OF WASHINGTON. (57) R1
2. CONTINUE TO CREATE ADDITIONAL RECREATIONAL PROGRAMS AND ACTIVITIES FOR THE COMMUNITY. (48) R1
3. CREATE ADDITIONAL PARK AND OPEN SPACE THROUGH NEW DEVELOPMENT ACTIVITY AND OTHER OPPORTUNITIES. (18) R1
4. ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE OUTDOOR EXPERIENCE FOR AREA RESIDENTS. (22) R2
5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON. (14) R10
6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS. (18) G2 R79
7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA. (91) G2

DRAFT GOALS
ECONOMIC DEVELOPMENT FOCUS TOPIC

1. EXPAND OUR LONG-TERM ECONOMIC DEVELOPMENT STRATEGY TO PROMOTE GROWTH FOR THE CITY OF WASHINGTON. (48) G2 R6
2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS. (66) G6
3. BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES. (69) G4
4. REVIEW THE CITY'S POLICY CONCERNING THE USE OF ECONOMIC DEVELOPMENT INCENTIVES TO CREATE ECONOMIC OPPORTUNITY. (38)
5. FOCUS ON MAKING THE CITY OF WASHINGTON A DESTINATION LOCATION IN THE ST. LOUIS METROPOLITAN REGION. (51) R3

(#) = VOTE TOTALS FROM MEETING OF 6/6/12 G=GREEN DOT R=RED DOT

DRAFT GOAL SURVEY SUMMARY
CITY OF WASHINGTON COMPREHENSIVE PLAN

NUMBER OF SURVEYS COMPLETED

PUBLIC PARTICIPATION MEETING-172
ON-LINE SURVEY-65

MOST SUPPORTED GOALS

PUBLIC PARTICIPATION MEETING

PARKS 7- DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN
AREA (91)

LAND USE 3- DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT
DOWNTOWN WASHINGTON (90)

ON-LINE SURVEY

PARKS 37- DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN
AREA (43)

ECON. 40- BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING
DIVERSE BUSINESSES (43)

LEAST SUPPORTED GOALS

PUBLIC PARTICIPATION MEETING

LAND USE 8- EVALUATE SPECIFIC LAND USE ACTIVITIES AND
ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE
CITIZENRY (10)

PARKS 5- CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING
REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO
FURTHER ENHANCE THE AESTHETIC QUALITIES OF
WASHINGTON (14)

ON-LINE SURVEY

LAND USE 21- EVALUATE SPECIFIC LAND USE ACTIVITIES AND
ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE
CITIZENRY (9)

PARKS 34- ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE
OUTDOOR EXPERIENCE FOR AREA RESIDENTS (13)

LAND USE 17- MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL
VERSUS URBAN LAND USES (13)

TOP "GREEN DOT" SUPPORTED GOALS

PUBLIC PARTICIPATION MEETING

ECON. 2- INCREASE THE ECONOMIC VITALITY OF DOWNTOWN
WASHINGTON IN BOTH ATTRACTING AND RETAINING
BUSINESS (6)

ECONOMIC DEVELOPMENT 3, TRANSPORTATION 2 & 5 (4 EACH)

ON-LINE SURVEY

CIVIC 12- WORK TOWARD ENHANCED DEVELOPMENT OF THE
RIVERFRONT (12)

PARKS 37- DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN
AREA (12)

LEAST "RED DOT" SUPPORTED GOALS

PUBLIC PARTICIPATION MEETING

PARKS 6- PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES
SUCH AS FLOODPLAINS, WETLANDS, AND STREAM
CORRIDORS (79)

LAND USE 1- CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL
RESIDENCES WITHIN THE COMMUNITY (8)

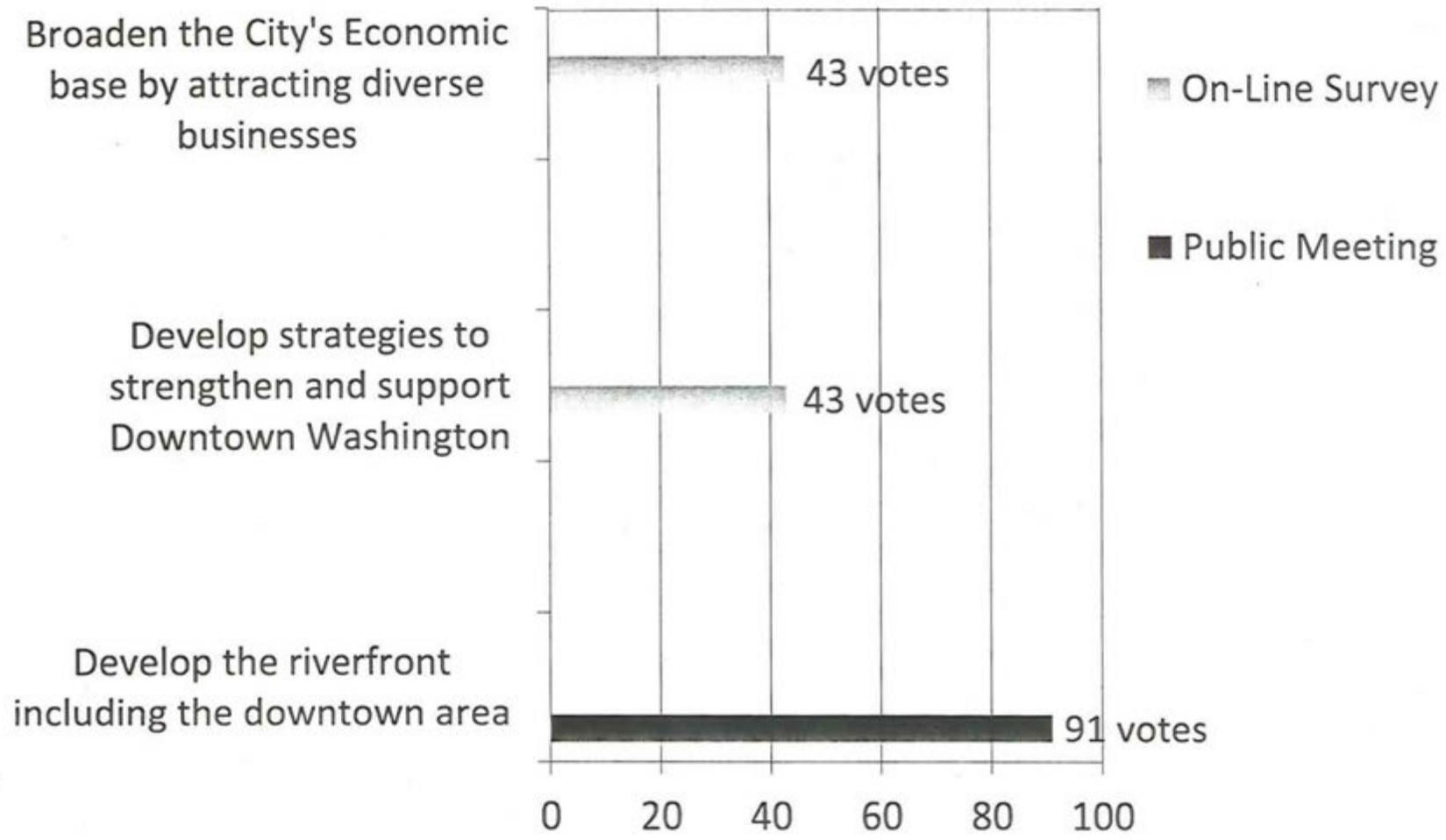
ON-LINE SURVEY

LAND USE 14- CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL
RESIDENCES WITHIN THE COMMUNITY (11)

AESTHETICS 4- EXPAND THE CITY'S UNIFORM SIGNAGE PROGRAM
WELCOMING VISITORS TO THE CITY OF WASHINGTON (10)

AESTHETICS 5- REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING
MATERIALS AND THEIR APPLICABILITY TO DIFFERENT
AREAS WITHIN THE COMMUNITY (10)

Draft Goals Survey Summary: Most Supported Goals



Draft Goals Survey Summary: Least Supported Goals

Evaluate specific land use activities and encourage/discourage those which benefit the citizenry

9 votes

Evaluate specific land use activities and encourage/discourage those which benefit the citizenry

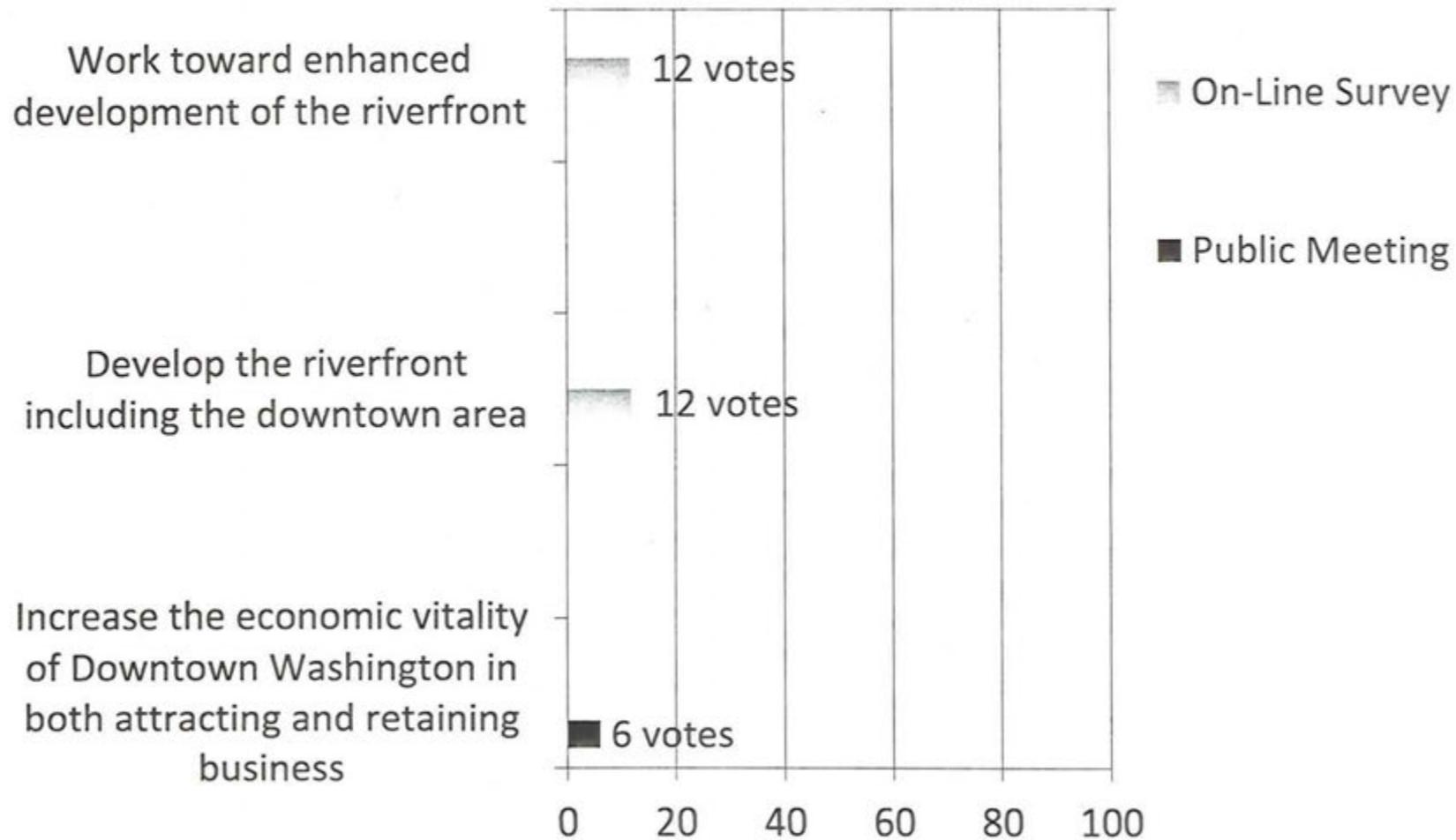
9 votes

■ On-Line Survey

■ Public Meeting

0 20 40 60 80 100

Draft Goals Survey Summary: Top "Green Dot" Supported Goals



Draft Goals Survey Summary: Least "Red Dot" Supported Goals

Create provisions to encourage
entry-level residences within
the community

11 votes

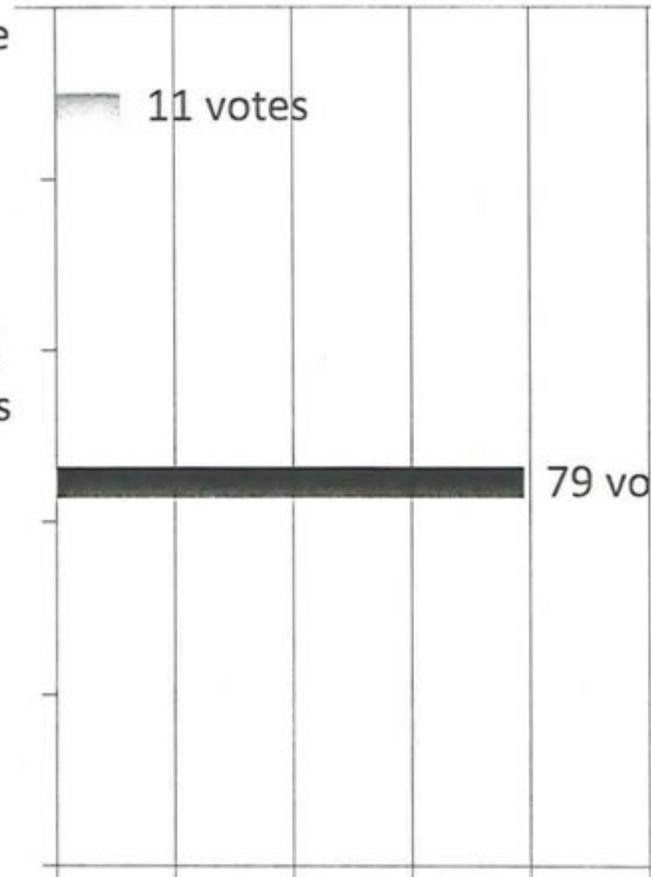
■ On-Line Survey

Preserve and protect special
open space resources such as
floodplains, wetlands, and
stream corridors

79 votes

■ Public Meeting

0 20 40 60 80 100



City of Washington Comprehensive Plan Draft Objectives

*These are the draft objectives for the Washington Comprehensive Plan. The City would like to have your input on whether you agree or disagree with each proposed objective. In the space provided after each objective, please indicate by a **number** whether you **4-strongly disagree**, **3-disagree**, **2-agree**, or **1-strongly agree**. Thank you for taking the time to provide your opinion to help the City set its future direction.*

TRANSPORTATION/OTHER INFRASTRUCTURE

1. INVESTIGATE AN EXPANDED PUBLIC TRANSIT OPTION FOR THE COMMUNITY.

Objective 1.1 Discuss with local service providers the “gap” in public transportation options for the community. 1.73

Objective 1.2 Review the possibility of establishing an expanded local bus/shuttle service for the community. 1.68

2. EXPAND THE CITY OF WASHINGTON’S PEDESTRIAN/BIKEWAY NETWORK.

Objective 2.1 Develop a pedestrian access strategy and fund additional enhancements such as streetscape improvements, lighting, safe street crossings, and benches. 1.73

Objective 2.2 Evaluate the placement of sidewalks along collector and arterial streets in the City. 1.73

Objective 2.3 Consider sidewalks and bicycle paths as part of future street improvement projects. 1.68

3. IMPROVE THE TRANSPORTATION FLOW THROUGHOUT THE COMMUNITY.

Objective 3.1 Undertake an analysis of traffic flow throughout the community to determine the problem areas. 1.50

Objective 3.2 Utilize the Major Street Plan map as a guide to develop future roadway improvements, widenings, realignments, extensions, and new construction. 1.59

Objective 3.3 Utilize state-of-the-art technology to improve traffic flow throughout Washington. 1.91

4. CONTINUE A TRANSPORTATION PROGRAM TO KEEP THE STREETS SAFE AND WELL-MAINTAINED IN THE FUTURE.

Objective 4.1 Continue to maintain a street inventory to assess the condition of City streets. 1.52

Objective 4.2 Continue to coordinate with Federal, State, Regional, and County agencies to fund identified street improvements. 1.50

Objective 4.3 Continue to develop an aggressive street maintenance program to repair public streets. 1.32

Objective 4.4 Continue to maintain the policy of requiring developers and/or property owners, as development occurs, to dedicate right-of-way and construct roadways consistent with the City's Major Street Plan. 1.50

5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET.

Objective 5.1 Continue to maintain building and code enforcement measures to ensure that public safety needs are being met. 1.54

Objective 5.2 Maintain an up-to-date Emergency Operations Plan for the City. 1.50

Objective 5.3 Publicize the City's emergency procedures so that citizens can respond appropriately during an emergency. 1.68

Objective 5.4 Continue to work toward excellence in the City's Insurance Service Organization (ISO) rating. 1.82

6. CONTINUE TO UPGRADE, ENHANCE AND CONSTRUCT SUFFICIENT BRIDGE STRUCTURES IN THE AREA.

Objective 6.1 Continue to maintain an inventory of bridge conditions throughout the City. 1.68

Objective 6.2 Continue to utilize all available funding strategies for identified bridge deficiencies. 1.45

Objective 6.3 Continue to aggressively pursue construction of a new Missouri River Bridge for Highway 47. 1.27

7. CONTINUE TO MEET THE NEEDS OF OTHER INFRASTRUCTURE RESOURCES SUCH AS WATER, WASTEWATER, AND STORMWATER MANAGEMENT.

Objective 7.1 Maintain adequate water and wastewater resources to meet both current and projected service demands. 1.54

Objective 7.2 Maintain an inventory of stormwater problems and develop an approach to solve those problems. 1.73

Objective 7.3 Explore the use of in-stream detention to aid in stormwater control. 1.91

Objective 7.4 Encourage the use of retention basins in residential developments. 1.95

Objective 7.5 Continue the City's policy of placing the responsibility of new infrastructure development on the developer and/or property owner. 1.91

8. CONTINUE TO EXPAND OTHER TRANSPORTATION SERVICES SUCH AS THE AIRPORT, RAIL, AND WATERWAY (RIVER) INFRASTRUCTURE.

Objective 8.1 Work with airport users to market the airport. 1.95

Objective 8.2 Provide the facilities and services commensurate with the demand. 1.77

Objective 8.3 Continue to work with the railroad to expand rail opportunities for local businesses. 1.54

Objective 8.4 Attempt to expand the City's role in utilization of the Missouri River. 1.30

9. INVESTIGATE THE TELECOMMUNICATION (CABLE, BROADBAND, INTERNET) NEEDS OF THE COMMUNITY.

Objective 9.1 Incorporate telecommunication service considerations into all roadway improvement and extension projects. 2.00

Objective 9.2 Cooperate with the telecommunication industry to enhance the existing services available in the community. 1.86

ECONOMIC DEVELOPMENT

1. EXPAND OUR LONG-TERM ECONOMIC DEVELOPMENT STRATEGY TO PROMOTE GROWTH FOR THE CITY OF WASHINGTON.

Objective 1.1 Develop an industrial and business retention, and expansion, plan. 1.50

Objective 1.2 Pursue partnerships with educational institutions to retain a quality and educated workforce. 1.4

Objective 1.3 Continue to develop an infrastructure support plan which will allow growth to occur both within and adjacent to the City of Washington. 1.71

Objective 1.4 Continue to foster a pro-development approach to business development and enhancement. 1.48

Objective 1.5 Consider establishing a business recognition program to recognize businesses which have a positive impact on the community. 2.00

Objective 1.6 Continue public-private partnerships that support growth opportunities. 1.48

Objective 1.7 Retain a full-time Economic Development Director for the City. 1.71

2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS.

Objective 2.1 Investigate the feasibility of establishing a façade improvement program within Downtown Washington. 1.76

Objective 2.2 Create architectural design guidelines for Downtown Washington. 1.57

Objective 2.3 Promote the use of financial incentives such as historic tax credits to renovate and revitalize buildings in Downtown Washington. 1.57

Objective 2.4 Promote residential living in downtown Washington. 1.43

3. BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES.

Objective 3.1 Maintain an inventory of existing businesses and develop a marketing plan to target underserved economic development interests. 1.67

Objective 3.2 Continue to work closely with the State of Missouri to identify key properties for development and the City's interest in developing those parcels. 1.81

Objective 3.3 Create a high-quality marketing plan and distribute it to "targeted" business as a means to diversify the local economy. 1.76

Objective 3.4 Actively pursue development of an office park in the Washington community. 2.48

Objective 3.5 Work to establish a small-business incubator within the City of Washington to expand the City's business base. 1.82

4. REVIEW THE CITY'S POLICY CONCERNING THE USE OF ECONOMIC DEVELOPMENT INCENTIVES TO CREATE ECONOMIC OPPORTUNITY.

Objective 4.1 Ensure that financial incentives are linked to specific performance criteria such as the number of jobs or wage rate targets. 1.64

Objective 4.2 Work cooperatively with the Washington School District and other taxing jurisdictions regarding the use of tax incentives. 1.86

5. FOCUS ON MAKING THE CITY OF WASHINGTON A DESTINATION LOCATION IN THE ST. LOUIS METROPOLITAN REGION.

Objective 5.1 Increase the marketing of both tourism and non-tourism aspects of the Washington area to attract visitors to the community. 1.50

Objective 5.2 Develop a unified thematic approach to better identify the Washington community. 1.52

Objective 5.3 Investigate various financing strategies to promote and enhance the tourism market. 1.54

PARKS, RECREATION, AND OPEN SPACE

1. ENHANCE THE EXISTING, AND EXPLORE THE DEVELOPMENT OF NEW, PARK FACILITIES WITHIN THE CITY OF WASHINGTON.

Objective 1.1 Investigate construction of a multi-use facility in the City of Washington. 2.18

Objective 1.2 Continue to implement the Park Master Plan for future park development and improvement. 1.59

Objective 1.3 Explore funding resources/strategies to implement the Park Master Plan more quickly. 1.91

Objective 1.4 Continue efforts to link parks with the community through enhanced biking/pedestrian access. 1.73

Objective 1.5 Utilize the Existing Land Use map to identify potential area(s) for future park land. 1.91

Objective 1.6 Explore development of an RV park and campground within the community. 2.23

2. CONTINUE TO CREATE ADDITIONAL RECREATIONAL PROGRAMS AND ACTIVITIES FOR THE COMMUNITY.

Objective 2.1 Develop an inventory of recreational programs offered throughout the Washington community by both public and private providers. 1.73

Objective 2.2 Prepare and distribute a recreation program survey to determine citizen interests. 1.73

Objective 2.3 Cooperate with the Washington School District and parochial schools to expand joint partnerships for recreation programs/activities. 1.91

Objective 2.4 Explore the development of "Wellness Stations" throughout the community. 2.23

3. CREATE ADDITIONAL PARK AND OPEN SPACE THROUGH NEW DEVELOPMENT ACTIVITY AND OTHER OPPORTUNITIES.

Objective 3.1 Investigate the establishment of a set-aside program for open space through the City's subdivision process. 2.14

Objective 3.2 Work cooperatively with the development community to attempt to create public open space as part of their projects. 2.32

4. ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE OUTDOOR EXPERIENCE FOR AREA RESIDENTS.

Objective 4.1 Undertake routine water quality sampling along the principal stream corridors and at the City lake(s) to ensure acceptable standards are being met. 1.59

Objective 4.2 Correct any noted water quality deficiencies. 1.68

Objective 4.3 Evaluate lighting throughout the City park system to ensure that it is adequate for park safety issues. 1.64

Objective 4.4 Work with developers to ensure that soil stabilization methods are adequate. 1.77

5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON.

Objective 5.1 Establish landscaping regulations within the City Zoning Code. 2.04

6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS.

Objective 6.1 Identify and inventory special open space resources. 2.23

Objective 6.2 Adopt an Ordinance to protect specific open space resources such as wetlands and stream corridors. 2.18

Objective 6.3 Work with a land trust to establish a mechanism whereby special open space resources such as wetlands could be placed in a trust for perpetual preservation. 2.23

7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

Objective 7.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City's current needs. 1.32

Objective 7.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan. 1.36

Objective 7.3 Evaluate possible expansion of the riverfront park area. 1.27

AESTHETICS

1. FOCUS THE CITY OF WASHINGTON CODE ENFORCEMENT EFFORTS FOCUSING ON IMPROVING THE APPEARANCE OF THE COMMUNITY.

Objective 1.1 Review and make improvements as appropriate for City Department's to work together on specific issues such as weeds, derelict vehicles, and temporary signage to control negative aesthetic images. 1.64

Objective 1.2 Strengthen enforcement of the City's property maintenance code. 1.95

Objective 1.3 Expand the City-wide cleanup program to provide residents with more opportunities to get rid of unwanted items. 1.59

2. CONTINUE TO FOCUS ON THE AESTHETICS OF DOWNTOWN WASHINGTON.

Objective 2.1 Continue to work with Downtown Washington to identify images in need of aesthetic improvement and develop a program to improve those elements. 1.68

Objective 2.2 Develop an "arts program" to add interest and vitality to Downtown. 1.77

3. SUPPORT THE PRESERVATION AND ENHANCEMENT OF THE CITY'S HISTORIC STRUCTURES.

Objective 3.1 Maintain an inventory, and perform a visual inspection, of the exterior of every historic structure in the City of Washington. 1.81

Objective 3.2 Work with the private-sector to develop a plan to preserve these structures. 1.71

Objectives 3.3 Continue to place a historic marker on each of the identified historic structures located throughout the community. 1.67

4. EXPAND THE CITY'S UNIFORM SIGNAGE PROGRAM WELCOMING VISITORS TO THE CITY OF WASHINGTON.

Objective 4.1 Continue to develop a unified and thematic approach to signage throughout the City of Washington. 1.67

Objective 4.2 Place uniform signage at each of the major entrances into the City. 1.43

Objective 4.3 Work with the business community to "match" this unified signage approach. 1.81

Objective 4.4 Work toward a grouping of temporary signage to promote events and activities occurring throughout the community. 1.90

Objective 4.5 Continue the banner program on light-poles which extends this welcoming signage throughout the community. 1.57

5. REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING MATERIALS AND THEIR APPLICABILITY TO DIFFERENT AREAS WITHIN THE COMMUNITY.

Objective 5.1 Identify which areas of the community would benefit most from having a building material restriction. 2.04

Objective 5.2 Decide which building materials should be restricted. 2.14

Objective 5.3 Adopt regulations to restrict the use of certain building materials in these identified areas. 1.81

6. INCORPORATE VISUAL ENHANCEMENT STRATEGIES THROUGHOUT THE CITY OF WASHINGTON.

Objective 6.1 Continue to design and maintain government facilities which reflect a commitment to high-quality. 1.62

Objective 6.2 Expand landscaping efforts throughout the community and develop an upkeep and maintenance program. 1.91

Objective 6.3 Continue to work with utility companies to place utility service lines underground. 1.32

Objective 6.4 Investigate creating a uniform street light and parking lot lighting program and reduce light pollution through the adoption of appropriate regulations. 1.86

Objective 6.5 Work toward removal of off-premise signage along Highway 100 and Highway 47. 1.91

LAND USE

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES WITHIN THE COMMUNITY.

Objective 1.1 Encourage private development of higher-density residential housing near commercial areas. 2.04

Objective 1.2 Develop a housing strategy to create opportunities for renters to become homeowners in the community. 1.95

Objective 1.3 Investigate the creation of a residential zoning district which allows smaller lot sizes, but with higher-quality architectural standards. 1.86

2. MAINTAIN AN APPROPRIATE BALANCE IN THE AMOUNT AND PLACEMENT OF PRINCIPAL LAND-USE CATEGORIES (OPEN SPACE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OFFICE).

Objective 2.1 Utilize the City's Future Land Use map as a guide in making land use decisions. 1.86

Objective 2.2 Undertake a periodic review of the City's Future Land Use map to determine if changes appear warranted based upon changing conditions. 1.68

Objective 2.3 Coordinate closely with Franklin County on development occurring within the City's identified future growth area. 1.68

Objective 2.4 Manage the potential conflict between residential and non-residential land use through an effective application of mitigation measures. 1.73

3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON.

Objective 3.1 Work aggressively to reduce vacancy rates in the City's downtown area. 1.24

Objective 3.2 Continue to support an appropriate mix of residential and non-residential uses. 1.41

Objective 3.3 Continue to work closely with Downtown Washington, Inc. on projects which benefit the downtown area. 1.36

4. MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL VERSUS URBAN LAND USES.

Objective 4.1 Cooperate with agricultural interests in the identified future growth area to meet present needs while planning for alternative land uses in the future. 1.68

Objective 4.2 Manage the impact of "leap-frogging" agricultural areas when urban development occurs. 1.86

5. DEVELOP AN EFFECTIVE GROWTH MANAGEMENT STRATEGY FOR BOTH INSIDE AND OUTSIDE THE CITY LIMITS OF WASHINGTON.

Objective 5.1 Utilize the City's adopted Future Land Use map as a method to ensure that adequate land area exists to meet future development needs. 1.86

Objective 5.2 Work with developing projects to size infrastructure to meet the future needs of the community. 1.54

Objective 5.3 Evaluate an annexation strategy which provides a mix of housing options, job opportunities, and community services for the future. 1.77

6. EVALUATE COMMERCIAL GROWTH THROUGHOUT THE CITY AND MANAGE THAT GROWTH TO BENEFIT THE COMMUNITY.

Objective 6.1 Maintain an active inventory of existing commercial enterprises and vacancies. 1.73

Objective 6.2 Maintain a balance of land uses to enhance the opportunity for additional commercial activities. 1.82

7. EVALUATE AND DETERMINE THE NEEDS FOR LIFE-CYCLE (YOUNG-ADULT THROUGH OLDER-ADULT) HOUSING.

Objective 7.1 Inventory the mix of housing options available within the City of Washington. 1.86

Objective 7.2 Work with the developer/builder community to promote the construction of a variety of housing types in the City. 1.63

Objective 7.3 Utilize a Planned Residential Development zoning district approach to provide a mix of housing types. 2.00

8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY.

Objective 8.1 Review the Zoning Code to determine whether some land uses should be more closely reviewed to avoid potential conflicts. 1.82

Objective 8.2 Minimize conflicting land uses through the enactment of provisions which buffer those uses from one another. 1.86

CIVIC IMPROVEMENT

1. CONTINUE TO PROVIDE GOVERNMENTAL SERVICES IN A MANNER WHICH MAXIMIZES PUBLIC BENEFIT WHILE MINIMIZING PUBLIC EXPENDITURES.

Objective 1.1 Establish a “standing Committee” consisting of City staff, elected, and appointed officials to recommend priorities for future capital expenditures. 1.82

Objective 1.2 Continue to explore methods to supplement City funds such as grants, tax incentives, and tax credits from both public and private sources. 1.59

Objective 1.3 Evaluate the delivery of all City services and establish guidelines for what is considered an acceptable level-of-service. 1.59

2. SEEK COST-EFFECTIVE STRATEGIES WHICH UTILIZE TECHNOLOGY TO IMPROVE GOVERNMENTAL SERVICES.

Objective 2.1 Utilize proven technologies, such as reverse 911 and “green-light” capabilities, to improve public safety for the citizens of the community. 1.64

Objective 2.2 Promote the use of other current technologies to enhance service such as remote meter reading and GIS enhancement of information. 1.68

3. DEVELOP COOPERATIVE APPROACHES WITH OTHER PUBLIC AND QUASI-PUBLIC INSTITUTIONS AND AGENCIES TO PROVIDE ENHANCED SERVICES TO THE RESIDENTS OF THE COMMUNITY.

Objective 3.1 Develop a list of other public and quasi-public institutions which might be available to cooperate with the City on mutually beneficial projects. 1.77

Objective 3.2 Work with the Washington School District and other private schools in the community to determine how to maximize the use of equipment, facilities, and resources for the benefit of area residents. 1.86

Objective 3.3 Discuss with Franklin and Warren County officials how the City and Counties might best cooperate on mutually-beneficial projects. 1.73

Objective 3.4 Review all mutual-aid agreements to ensure that they are adequate. 1.73

Objective 3.5 Coordinate with local health care providers (i.e. hospital, health departments, etc.) to identify top community health needs and develop a plan to address those needs to improve the health of the community. 1.68

Objective 3.6 Work with local health and fitness providers in the community to encourage a healthy lifestyle by maximizing the use of outdoor parks, trails and facilities to promote healthy activities and exercise. 1.45

4. ATTRACT AND RETAIN PROFESSIONALLY QUALIFIED CITY EMPLOYEES WITH HIGH-ETHICAL STANDARDS AND ENHANCED CUSTOMER SERVICE SKILLS.

Objective 4.1 Maintain an on-going effort to rewrite job descriptions, as appropriate, to match the necessary skills and qualifications to their respective City positions. 1.54

Objective 4.2 Evaluate the need for a dedicated Human Resource person for the City. 1.91

Objective 4.3 Support the practice of maintaining high-ethical standards and convey to City staff the expectations of the City in dealing with the public. 1.64

Objective 4.4 Promote programs that recognize employee efforts in delivering exceptional service to the City's customers. 1.54

Objective 4.5 Continue to provide specific training opportunities for City staff to keep them current in their knowledge and skills. 1.54

5. ENCOURAGE ON-GOING COMMUNITY SUPPORT AND INVOLVEMENT THROUGH IMPLEMENTATION OF A COMPREHENSIVE PLAN.

Objective 5.1 Adopt the City of Washington Comprehensive Plan. 1.57

Objective 5.2 Establish a subcommittee of the Planning and Zoning Commission to “track progress” on meeting the goals and objectives of the Plan. 1.81

Objective 5.3 Have the subcommittee, at least annually, provide a report to the Commission on progress toward implementation of the Plan. 1.76

Objective 5.4 Have the Planning Commission work with City staff and the City Council in implementing the Plan. 1.77

6. WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT.

Objective 6.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City’s current needs. 1.32

Objective 6.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan. 1.27

Objective 6.3 Evaluate possible expansion of the riverfront park area. 1.24

7. EXPAND THE ENVIRONMENTAL PROGRAMS AND SERVICES AVAILABLE THROUGHOUT THE COMMUNITY.

Objective 7.1 Evaluate the possibility of utilizing Leadership in Energy and Environmental Design (LEED) principles in the construction of new buildings in the City of Washington. 2.00

Objective 7.2 Evaluate the City’s current recycling program and determine if it adequately meets the needs of the community. 1.59

Objective 7.3 Work to ensure that both the above-ground and below-ground water resources are adequately protected. 1.45

Objective 7.4 Evaluate the City’s current mosquito control program and expand, as may be appropriate, to protect the health of the population. 1.54

**City of Washington
Comprehensive Plan
Draft Objectives: NOV. 15TH PUBLIC MEETING AND ON
LINE SURVEY COMBINED SUMMARY
(Total 22 surveys from the public meeting and
30 on line survey responses)
Dec. 06, 2012**

*These are the draft objectives for the Washington Comprehensive Plan. The City would like to have your input on whether you agree or disagree with each proposed objective. In the space provided after each objective, please indicate by a **number** whether you **4-strongly disagree**, **3-disagree**, **2-agree**, or **1-strongly agree**. Thank you for taking the time to provide your opinion to help the City set its future direction.*

TRANSPORTATION/OTHER INFRASTRUCTURE

1. INVESTIGATE AN EXPANDED PUBLIC TRANSIT OPTION FOR THE COMMUNITY.

Objective 1.1 Discuss with local service providers the “gap” in public transportation options for the community. 2.03

Objective 1.2 Review the possibility of establishing an expanded local bus/shuttle service for the community. 1.99

2. EXPAND THE CITY OF WASHINGTON’S PEDESTRIAN/BIKEWAY NETWORK.

Objective 2.1 Develop a pedestrian access strategy and fund additional enhancements such as streetscape improvements, lighting, safe street crossings, and benches. 1.95

Objective 2.2 Evaluate the placement of sidewalks along collector and arterial streets in the City. 1.88

Objective 2.3 Consider sidewalks and bicycle paths as part of future street improvement projects. 1.84

3. IMPROVE THE TRANSPORTATION FLOW THROUGHOUT THE COMMUNITY.

Objective 3.1 Undertake an analysis of traffic flow throughout the community to determine the problem areas. 1.78

Objective 3.2 Utilize the Major Street Plan map as a guide to develop future roadway improvements, widenings, realignments, extensions, and new construction. 1.76

Objective 3.3 Utilize state-of-the-art technology to improve traffic flow throughout Washington. 2.01

4. CONTINUE A TRANSPORTATION PROGRAM TO KEEP THE STREETS SAFE AND WELL-MAINTAINED IN THE FUTURE.

Objective 4.1 Continue to maintain a street inventory to assess the condition of City streets. 1.58

Objective 4.2 Continue to coordinate with Federal, State, Regional, and County agencies to fund identified street improvements. 1.57

Objective 4.3 Continue to develop an aggressive street maintenance program to repair public streets. 1.32

Objective 4.4 Continue to maintain the policy of requiring developers and/or property owners, as development occurs, to dedicate right-of-way and construct roadways consistent with the City's Major Street Plan. 1.56

5. ENSURE THAT THE PUBLIC SAFETY NEEDS (EMERGENCY RESPONSE SERVICES) OF THE COMMUNITY ARE ADEQUATELY MET.

Objective 5.1 Continue to maintain building and code enforcement measures to ensure that public safety needs are being met. 1.59

Objective 5.2 Maintain an up-to-date Emergency Operations Plan for the City. 1.65

Objective 5.3 Publicize the City's emergency procedures so that citizens can respond appropriately during an emergency. 1.68

Objective 5.4 Continue to work toward excellence in the City's Insurance Service Organization (ISO) rating. 1.89

6. CONTINUE TO UPGRADE, ENHANCE AND CONSTRUCT SUFFICIENT BRIDGE STRUCTURES IN THE AREA.

Objective 6.1 Continue to maintain an inventory of bridge conditions throughout the City. 1.70

Objective 6.2 Continue to utilize all available funding strategies for identified bridge deficiencies. 1.59

Objective 6.3 Continue to aggressively pursue construction of a new Missouri River Bridge for Highway 47. 1.40

7. CONTINUE TO MEET THE NEEDS OF OTHER INFRASTRUCTURE RESOURCES SUCH AS WATER, WASTEWATER, AND STORMWATER MANAGEMENT.

Objective 7.1 Maintain adequate water and wastewater resources to meet both current and projected service demands. 1.59

Objective 7.2 Maintain an inventory of stormwater problems and develop an approach to solve those problems. 1.72

Objective 7.3 Explore the use of in-stream detention to aid in stormwater control. 1.89

Objective 7.4 Encourage the use of retention basins in residential developments. 1.99

Objective 7.5 Continue the City's policy of placing the responsibility of new infrastructure development on the developer and/or property owner. 1.93

8. CONTINUE TO EXPAND OTHER TRANSPORTATION SERVICES SUCH AS THE AIRPORT, RAIL, AND WATERWAY (RIVER) INFRASTRUCTURE.

Objective 8.1 Work with airport users to market the airport. 1.95

Objective 8.2 Provide the facilities and services commensurate with the demand. 1.94

Objective 8.3 Continue to work with the railroad to expand rail opportunities for local businesses. 1.57

Objective 8.4 Attempt to expand the City's role in utilization of the Missouri River. 1.53

9. INVESTIGATE THE TELECOMMUNICATION (CABLE, BROADBAND, INTERNET) NEEDS OF THE COMMUNITY.

Objective 9.1 Incorporate telecommunication service considerations into all roadway improvement and extension projects. 1.90

Objective 9.2 Cooperate with the telecommunication industry to enhance the existing services available in the community. 1.87

ECONOMIC DEVELOPMENT

1. EXPAND OUR LONG-TERM ECONOMIC DEVELOPMENT STRATEGY TO PROMOTE GROWTH FOR THE CITY OF WASHINGTON.

Objective 1.1 Develop an industrial and business retention, and expansion, plan. 1.62

Objective 1.2 Pursue partnerships with educational institutions to retain a quality and educated workforce. 1.55

Objective 1.3 Continue to develop an infrastructure support plan which will allow growth to occur both within and adjacent to the City of Washington. 1.69

Objective 1.4 Continue to foster a pro-development approach to business development and enhancement. 1.57

Objective 1.5 Consider establishing a business recognition program to recognize businesses which have a positive impact on the community. 2.02

Objective 1.6 Continue public-private partnerships that support growth opportunities. 1.68

Objective 1.7 Retain a full-time Economic Development Director for the City. 1.94

2. INCREASE THE ECONOMIC VITALITY OF DOWNTOWN WASHINGTON IN BOTH ATTRACTING AND RETAINING BUSINESS.

Objective 2.1 Investigate the feasibility of establishing a façade improvement program within Downtown Washington. 1.94

Objective 2.2 Create architectural design guidelines for Downtown Washington. 1.82

Objective 2.3 Promote the use of financial incentives such as historic tax credits to renovate and revitalize buildings in Downtown Washington. 1.85

Objective 2.4 Promote residential living in downtown Washington. 1.57

3. BROADEN THE CITY'S ECONOMIC BASE BY ATTRACTING DIVERSE BUSINESSES.

Objective 3.1 Maintain an inventory of existing businesses and develop a marketing plan to target underserved economic development interests. 1.92

Objective 3.2 Continue to work closely with the State of Missouri to identify key properties for development and the City's interest in developing those parcels. 1.92

Objective 3.3 Create a high-quality marketing plan and distribute it to “targeted” business as a means to diversify the local economy. 1.92

Objective 3.4 Actively pursue development of an office park in the Washington community. 2.45

Objective 3.5 Work to establish a small-business incubator within the City of Washington to expand the City’s business base. 1.93

4. REVIEW THE CITY’S POLICY CONCERNING THE USE OF ECONOMIC DEVELOPMENT INCENTIVES TO CREATE ECONOMIC OPPORTUNITY.

Objective 4.1 Ensure that financial incentives are linked to specific performance criteria such as the number of jobs or wage rate targets. 1.71

Objective 4.2 Work cooperatively with the Washington School District and other taxing jurisdictions regarding the use of tax incentives. 1.84

5. FOCUS ON MAKING THE CITY OF WASHINGTON A DESTINATION LOCATION IN THE ST. LOUIS METROPOLITAN REGION.

Objective 5.1 Increase the marketing of both tourism and non-tourism aspects of the Washington area to attract visitors to the community. 1.68

Objective 5.2 Develop a unified thematic approach to better identify the Washington community. 1.84

Objective 5.3 Investigate various financing strategies to promote and enhance the tourism market. 1.85

PARKS, RECREATION, AND OPEN SPACE

1. ENHANCE THE EXISTING, AND EXPLORE THE DEVELOPMENT OF NEW, PARK FACILITIES WITHIN THE CITY OF WASHINGTON.

Objective 1.1 Investigate construction of a multi-use facility in the City of Washington. 2.22

Objective 1.2 Continue to implement the Park Master Plan for future park development and improvement. 1.68

Objective 1.3 Explore funding resources/strategies to implement the Park Master Plan more quickly. 1.93

Objective 1.4 Continue efforts to link parks with the community through enhanced biking/pedestrian access. 1.82

Objective 1.5 Utilize the Existing Land Use map to identify potential area(s) for future park land. 1.89

Objective 1.6 Explore development of an RV park and campground within the community. 2.42

2. CONTINUE TO CREATE ADDITIONAL RECREATIONAL PROGRAMS AND ACTIVITIES FOR THE COMMUNITY.

Objective 2.1 Develop an inventory of recreational programs offered throughout the Washington community by both public and private providers. 1.84

Objective 2.2 Prepare and distribute a recreation program survey to determine citizen interests. 1.84

Objective 2.3 Cooperate with the Washington School District and parochial schools to expand joint partnerships for recreation programs/activities. 2.02

Objective 2.4 Explore the development of "Wellness Stations" throughout the community. 2.46

3. CREATE ADDITIONAL PARK AND OPEN SPACE THROUGH NEW DEVELOPMENT ACTIVITY AND OTHER OPPORTUNITIES.

Objective 3.1 Investigate the establishment of a set-aside program for open space through the City's subdivision process. 2.07

Objective 3.2 Work cooperatively with the development community to attempt to create public open space as part of their projects. 2.11

4. ADDRESS KEY ENVIRONMENTAL ISSUES TO ENHANCE THE OUTDOOR EXPERIENCE FOR AREA RESIDENTS.

Objective 4.1 Undertake routine water quality sampling along the principal stream corridors and at the City lake(s) to ensure acceptable standards are being met. 1.62

Objective 4.2 Correct any noted water quality deficiencies. 1.64

Objective 4.3 Evaluate lighting throughout the City park system to ensure that it is adequate for park safety issues. 1.69

Objective 4.4 Work with developers to ensure that soil stabilization methods are adequate. 1.78

5. CONTINUE TO DEVELOP ADDITIONAL LANDSCAPING REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT TO FURTHER ENHANCE THE AESTHETIC QUALITIES OF WASHINGTON.

Objective 5.1 Establish landscaping regulations within the City Zoning Code. 2.28

6. PRESERVE AND PROTECT SPECIAL OPEN SPACE RESOURCES SUCH AS FLOODPLAINS, WETLANDS, AND STREAM CORRIDORS.

Objective 6.1 Identify and inventory special open space resources. 2.11

Objective 6.2 Adopt an Ordinance to protect specific open space resources such as wetlands and stream corridors. 2.11

Objective 6.3 Work with a land trust to establish a mechanism whereby special open space resources such as wetlands could be placed in a trust for perpetual preservation. 2.20

7. DEVELOP THE RIVERFRONT INCLUDING THE DOWNTOWN AREA.

Objective 7.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City's current needs. 1.66

Objective 7.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan. 1.66

Objective 7.3 Evaluate possible expansion of the riverfront park area. 1.48

AESTHETICS

1. FOCUS THE CITY OF WASHINGTON CODE ENFORCEMENT EFFORTS FOCUSING ON IMPROVING THE APPEARANCE OF THE COMMUNITY.

Objective 1.1 Review and make improvements as appropriate for City Department's to work together on specific issues such as weeds, derelict vehicles, and temporary signage to control negative aesthetic images. 1.80

Objective 1.2 Strengthen enforcement of the City's property maintenance code. 2.02

Objective 1.3 Expand the City-wide cleanup program to provide residents with more opportunities to get rid of unwanted items. 1.75

2. CONTINUE TO FOCUS ON THE AESTHETICS OF DOWNTOWN WASHINGTON.

Objective 2.1 Continue to work with Downtown Washington to identify images in need of aesthetic improvement and develop a program to improve those elements. 1.82

Objective 2.2 Develop an “arts program” to add interest and vitality to Downtown. 2.12

3. SUPPORT THE PRESERVATION AND ENHANCEMENT OF THE CITY’S HISTORIC STRUCTURES.

Objective 3.1 Maintain an inventory, and perform a visual inspection, of the exterior of every historic structure in the City of Washington. 1.99

Objective 3.2 Work with the private-sector to develop a plan to preserve these structures. 1.87

Objectives 3.3 Continue to place a historic marker on each of the identified historic structures located throughout the community. 1.79

4. EXPAND THE CITY’S UNIFORM SIGNAGE PROGRAM WELCOMING VISITORS TO THE CITY OF WASHINGTON.

Objective 4.1 Continue to develop a unified and thematic approach to signage throughout the City of Washington. 1.79

Objective 4.2 Place uniform signage at each of the major entrances into the City. 1.63

Objective 4.3 Work with the business community to “match” this unified signage approach. 1.92

Objective 4.4 Work toward a grouping of temporary signage to promote events and activities occurring throughout the community. 1.95

Objective 4.5 Continue the banner program on light-poles which extends this welcoming signage throughout the community. 1.80

5. REVIEW THE TYPE AND APPROPRIATE USE OF BUILDING MATERIALS AND THEIR APPLICABILITY TO DIFFERENT AREAS WITHIN THE COMMUNITY.

Objective 5.1 Identify which areas of the community would benefit most from having a building material restriction. 2.25

Objective 5.2 Decide which building materials should be restricted. 2.36

Objective 5.3 Adopt regulations to restrict the use of certain building materials in these identified areas. 2.20

6. INCORPORATE VISUAL ENHANCEMENT STRATEGIES THROUGHOUT THE CITY OF WASHINGTON.

Objective 6.1 Continue to design and maintain government facilities which reflect a commitment to high-quality. 1.69

Objective 6.2 Expand landscaping efforts throughout the community and develop an upkeep and maintenance program. 2.09

Objective 6.3 Continue to work with utility companies to place utility service lines underground. 1.48

Objective 6.4 Investigate creating a uniform street light and parking lot lighting program and reduce light pollution through the adoption of appropriate regulations. 2.04

Objective 6.5 Work toward removal of off-premise signage along Highway 100 and Highway 47. 2.04

LAND USE

1. CREATE PROVISIONS TO ENCOURAGE ENTRY-LEVEL RESIDENCES WITHIN THE COMMUNITY.

Objective 1.1 Encourage private development of higher-density residential housing near commercial areas. 2.20

Objective 1.2 Develop a housing strategy to create opportunities for renters to become homeowners in the community. 2.11

Objective 1.3 Investigate the creation of a residential zoning district which allows smaller lot sizes, but with higher-quality architectural standards. 2.06

2. MAINTAIN AN APPROPRIATE BALANCE IN THE AMOUNT AND PLACEMENT OF PRINCIPAL LAND-USE CATEGORIES (OPEN SPACE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OFFICE).

Objective 2.1 Utilize the City's Future Land Use map as a guide in making land use decisions. 1.95

Objective 2.2 Undertake a periodic review of the City's Future Land Use map to determine if changes appear warranted based upon changing conditions. 1.79

Objective 2.3 Coordinate closely with Franklin County on development occurring within the City's identified future growth area. 1.77

Objective 2.4 Manage the potential conflict between residential and non-residential land use through an effective application of mitigation measures. 1.86

3. DEVELOP STRATEGIES TO STRENGTHEN AND SUPPORT DOWNTOWN WASHINGTON.

Objective 3.1 Work aggressively to reduce vacancy rates in the City's downtown area. 1.46

Objective 3.2 Continue to support an appropriate mix of residential and non-residential uses. 1.61

Objective 3.3 Continue to work closely with Downtown Washington, Inc. on projects which benefit the downtown area. 1.56

4. MANAGE THE CONFLICTING INTERESTS OF AGRICULTURAL VERSUS URBAN LAND USES.

Objective 4.1 Cooperate with agricultural interests in the identified future growth area to meet present needs while planning for alternative land uses in the future. 1.79

Objective 4.2 Manage the impact of "leap-frogging" agricultural areas when urban development occurs. 1.90

5. DEVELOP AN EFFECTIVE GROWTH MANAGEMENT STRATEGY FOR BOTH INSIDE AND OUTSIDE THE CITY LIMITS OF WASHINGTON.

Objective 5.1 Utilize the City's adopted Future Land Use map as a method to ensure that adequate land area exists to meet future development needs. 1.86

Objective 5.2 Work with developing projects to size infrastructure to meet the future needs of the community. 1.72

Objective 5.3 Evaluate an annexation strategy which provides a mix of housing options, job opportunities, and community services for the future. 1.76

6. EVALUATE COMMERCIAL GROWTH THROUGHOUT THE CITY AND MANAGE THAT GROWTH TO BENEFIT THE COMMUNITY.

Objective 6.1 Maintain an active inventory of existing commercial enterprises and vacancies. 1.79

Objective 6.2 Maintain a balance of land uses to enhance the opportunity for additional commercial activities. 1.91

7. EVALUATE AND DETERMINE THE NEEDS FOR LIFE-CYCLE (YOUNG-ADULT THROUGH OLDER-ADULT) HOUSING.

Objective 7.1 Inventory the mix of housing options available within the City of Washington. 1.88

Objective 7.2 Work with the developer/builder community to promote the construction of a variety of housing types in the City. 1.72

Objective 7.3 Utilize a Planned Residential Development zoning district approach to provide a mix of housing types. 2.05

8. EVALUATE SPECIFIC LAND USE ACTIVITIES AND ENCOURAGE/DISCOURAGE THOSE WHICH BENEFIT THE CITIZENRY.

Objective 8.1 Review the Zoning Code to determine whether some land uses should be more closely reviewed to avoid potential conflicts. 1.88

Objective 8.2 Minimize conflicting land uses through the enactment of provisions which buffer those uses from one another. 1.95

CIVIC IMPROVEMENT

1. CONTINUE TO PROVIDE GOVERNMENTAL SERVICES IN A MANNER WHICH MAXIMIZES PUBLIC BENEFIT WHILE MINIMIZING PUBLIC EXPENDITURES.

Objective 1.1 Establish a “standing Committee” consisting of City staff, elected, and appointed officials to recommend priorities for future capital expenditures. 1.93

Objective 1.2 Continue to explore methods to supplement City funds such as grants, tax incentives, and tax credits from both public and private sources. 1.60

Objective 1.3 Evaluate the delivery of all City services and establish guidelines for what is considered an acceptable level-of-service. 1.72

2. SEEK COST-EFFECTIVE STRATEGIES WHICH UTILIZE TECHNOLOGY TO IMPROVE GOVERNMENTAL SERVICES.

Objective 2.1 Utilize proven technologies, such as reverse 911 and “green-light” capabilities, to improve public safety for the citizens of the community. 1.75

Objective 2.2 Promote the use of other current technologies to enhance service such as remote meter reading and GIS enhancement of information. 1.74

3. DEVELOP COOPERATIVE APPROACHES WITH OTHER PUBLIC AND QUASI-PUBLIC INSTITUTIONS AND AGENCIES TO PROVIDE ENHANCED SERVICES TO THE RESIDENTS OF THE COMMUNITY.

Objective 3.1 Develop a list of other public and quasi-public institutions which might be available to cooperate with the City on mutually beneficial projects. 1.88

Objective 3.2 Work with the Washington School District and other private schools in the community to determine how to maximize the use of equipment, facilities, and resources for the benefit of area residents. 1.88

Objective 3.3 Discuss with Franklin and Warren County officials how the City and Counties might best cooperate on mutually-beneficial projects. 1.86

Objective 3.4 Review all mutual-aid agreements to ensure that they are adequate. 1.79

Objective 3.5 Coordinate with local health care providers (i.e. hospital, health departments, etc.) to identify top community health needs and develop a plan to address those needs to improve the health of the community. 1.84

Objective 3.6 Work with local health and fitness providers in the community to encourage a healthy lifestyle by maximizing the use of outdoor parks, trails and facilities to promote healthy activities and exercise. 1.72

4. ATTRACT AND RETAIN PROFESSIONALLY QUALIFIED CITY EMPLOYEES WITH HIGH-ETHICAL STANDARDS AND ENHANCED CUSTOMER SERVICE SKILLS.

Objective 4.1 Maintain an on-going effort to rewrite job descriptions, as appropriate, to match the necessary skills and qualifications to their respective City positions. 1.64

Objective 4.2 Evaluate the need for a dedicated Human Resource person for the City. 1.90

Objective 4.3 Support the practice of maintaining high-ethical standards and convey to City staff the expectations of the City in dealing with the public. 1.59

Objective 4.4 Promote programs that recognize employee efforts in delivering exceptional service to the City's customers. 1.64

Objective 4.5 Continue to provide specific training opportunities for City staff to keep them current in their knowledge and skills. 1.57

5. ENCOURAGE ON-GOING COMMUNITY SUPPORT AND INVOLVEMENT THROUGH IMPLEMENTATION OF A COMPREHENSIVE PLAN.

Objective 5.1 Adopt the City of Washington Comprehensive Plan. 1.81

Objective 5.2 Establish a subcommittee of the Planning and Zoning Commission to “track progress” on meeting the goals and objectives of the Plan. 1.90

Objective 5.3 Have the subcommittee, at least annually, provide a report to the Commission on progress toward implementation of the Plan. 1.83

Objective 5.4 Have the Planning Commission work with City staff and the City Council in implementing the Plan. 1.81

6. WORK TOWARD ENHANCED DEVELOPMENT OF THE RIVERFRONT.

Objective 6.1 Establish a committee to review and evaluate the current Riverfront Master Plan and modify, as appropriate, to meet the City’s current needs. 1.63

Objective 6.2 Establish priorities and recommend and/or promote implementation of the Riverfront Master Plan. 1.56

Objective 6.3 Evaluate possible expansion of the riverfront park area. 1.54

7. EXPAND THE ENVIRONMENTAL PROGRAMS AND SERVICES AVAILABLE THROUGHOUT THE COMMUNITY.

Objective 7.1 Evaluate the possibility of utilizing Leadership in Energy and Environmental Design (LEED) principles in the construction of new buildings in the City of Washington. 2.18

Objective 7.2 Evaluate the City’s current recycling program and determine if it adequately meets the needs of the community. 1.85

Objective 7.3 Work to ensure that both the above-ground and below-ground water resources are adequately protected. 1.54

Objective 7.4 Evaluate the City’s current mosquito control program and expand, as may be appropriate, to protect the health of the population. 1.69

| CATEGORY | GOLD STAR (Major Goal to Achieve) | GREEN DOT (Most Important Goal to Achieve) | RED DOT (Least Important Goal to Achieve) |
|--|---|--|---|
| AESTHETICS: | | | |
| 1: Focus the City of Washington code enforcement efforts on improving the appearance of the community. | 26 | 4 | 4 |
| 2: Continue to focus on the aesthetics of Downtown Washington. | 41 | 7 | 2 |
| 3: Support the preservation and enhancement of the city's historic structures. | 35 | 6 | 3 |
| 4: Expand the City's uniform signage program welcoming visitors to the City of Washington | 22 | 4 | 10 |
| 5: Review the type and appropriate use of building materials and their applicability to different areas within the community. | 20 | 5 | 10 |
| 6: Incorporate visual enhancement strategies throughout the City of Washington. | 22 | 3 | 7 |
| CIVIC IMPROVEMENT: | | | |
| 7: Continue to provide governmental services in a manner which maximizes public benefit while minimizing public expenditures. | 31 | 3 | 1 |
| 8: Seek cost effective strategies which utilize technology to improve governmental services. | 25 | 5 | 2 |
| 9: Develop cooperative approaches with other public and quasi-public institutions and agencies to provide enhanced services to the residents of the community. | 28 | 6 | 4 |
| 10: Attract and retain professionally qualified city employees with high ethical standards and enhanced customer service skills. | 34 | 3 | 2 |
| 11: Encourage on-going community support and involvement through implementation of a comprehensive plan. | 18 | 5 | 3 |
| 12: Work toward enhanced development of the riverfront. | 39 | 12 | 4 |
| 13: Expand the environmental programs and services available throughout the community. | 21 | 7 | 8 |
| LAND USE: | | | |
| 14: Create provisions to encourage entry-level residences within the community. | 22 | 4 | 11 |
| 15: Maintain an appropriate balance in the amount and placement of principal land use categories (open space, residential, commercial, industrial and office.) | 23 | 5 | 3 |
| 16: Develop strategies to strengthen and support downtown Washington. | 36 | 7 | 3 |
| 17: Manage the conflicting interests of agricultural versus urban land uses. | 13 | 4 | 8 |
| 18: Develop an effective growth management strategy for both inside and outside the city limits of Washington. | 21 | 6 | 5 |
| 19: Evaluate commercial growth throughout the city and manage that growth to benefit the community. | 20 | 7 | 1 |
| 20: Evaluate and determine the needs for life-cycle (young adult through older adult) housing. | 18 | 4 | 7 |
| 21: Evaluate specific land use activities and encourage/discourage those which benefit the citizenry. | 9 | 6 | 4 |
| TRANSPORTATION/INFRASTRUCTURE: | | | |
| 22: Investigate an expanded public transit option for the community. | 25 | 7 | 9 |
| 23: Expand the City of Washington's pedestrian/bikeway network | 27 | 4 | 7 |
| 24: Improve the transportation flow throughout the community. | 21 | 8 | 5 |
| 25: Continue a transportation program to keep the streets safe and well maintained in the future. | 34 | 6 | 2 |
| 26: Ensure that the public safety needs (emergency response services) of the community are adequately met. | 34 | 4 | 3 |
| 27: Continue to upgrade, enhance and construct sufficient bridge structures in the area. | 26 | 5 | 1 |
| 28: Continue to meet the needs of other infrastructure resources such as water, wastewater and storm water management. | 33 | 2 | 1 |
| 29: Continue to expand other transportation services such as the airport, rail, and waterway (river) infrastructure. | 23 | 5 | 4 |
| 30: Investigate the telecommunication (cable, broadband, Internet) needs of the community. | 22 | 6 | 6 |

| Washington Comprehensive Plan DRAFT Goals On Line Survey Summary | | 1/11/2011 | | |
|--|--------------------------------------|---|--|--|
| CATEGORY | GOLD STAR (Major Goal to Achieve) | GREEN DOT (Most Important Goal to Achieve) | RED DOT (Least Important Goal to Achieve) | |
| PARKS/RECREATION/OPEN SPACE | | | | |
| 31: Enhance the existing, and explore the development of new park facilities within the City of Washington. | 29 | 9 | 4 | |
| 32: Continue to create additional recreational programs and activities for the community. | 21 | 4 | 3 | |
| 33: Create additional park and open space through new development activity and other opportunities. | 16 | 6 | 5 | |
| 34: Address key environmental issues to enhance the outdoor experience for area residents. | 13 | 8 | 4 | |
| 35: Continue to develop additional landscaping regulations for non-residential development to further enhance the aesthetic qualities of Washington. | 17 | 3 | 9 | |
| 36: Preserve and protect special open space resources such as floodplains, wetlands, and stream corridors. | 19 | 7 | 3 | |
| 37: Develop the riverfront including the downtown area. | 43 | 12 | 2 | |
| ECONOMIC DEVELOPMENT: | | | | |
| 38: Expand our long-term economic development strategy to promote growth for the City of Washington. | 30 | 7 | 3 | |
| 39: Increase the economic vitality of downtown Washington in both attracting and retaining business. | 38 | 9 | 2 | |
| 40: Broaden the city's economic base by attracting diverse businesses. | 43 | 4 | 2 | |
| 41: Review the city's policy concerning the use of economic development incentives to create to create economic opportunity. | 23 | 7 | 3 | |
| 42: Focus on making the City of Washington a destination location in the St. Louis metropolitan region. | 34 | 10 | 4 | |

Appendix D

Articles in *Missourian* about Comprehensive Plan Process

Pub: Washington
PubZone: Washington
Pubdate: 03/16/2011
PubPage: 1
PubSection: A

Headline: Board Opens Talks About New Plan to Guide Growth

Story Body: By Ed Pruneau

Missourian Managing Editor

Washington city officials are starting a discussion about preparing a new comprehensive plan to guide growth and development in the city.

The current comprehensive plan for Washington was adopted in April 2003 and many of the goals and objectives set forth in it have been accomplished, James Pona, a professional planner, told members of the Washington Planning and Zoning Commission Monday night.

Plan board members have been discussing the need to either update the current plan or prepare a new one and invited Pona to address the board about the process. Two previous planned meetings were canceled.

"I think we should be looking at a full comprehensive plan," said Darren Lamb, director of community and economic development. Lamb said an earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a fully new plan.

"We should be looking at every single issue in the city," Lamb said, noting that the 1995 update mainly focused on the area to the south, including Dawn Valley subdivision.

"I think it's time," remarked Mayor Sandy Lucy of the need for a new plan. Pona, a professional planner with 40 years' experience, worked on the current Washington comprehensive plan when he was with the Horner & Shifrin engineering firm. He now has his own firm, Pona and Associates. Pona said it's "timely" now to begin thinking about a new plan, which typically has less than a 10-year life span because of changes that occur in the community.

He said that interaction with the public is a very important element in drafting a new plan. That may include an "old-fashioned" survey mailed out to residents but he also spoke about new forms of social media and networking capabilities like Facebook and Twitter, that provide an "extremely effective way of communicating," especially among younger residents.

Other key components in preparing the comprehensive plan will be forming committees for visioning to focus on strengths, weaknesses, opportunities and threats to the community and holding public forums to get input.

"If we start with a good core steering committee, it can move forward with different components," Lamb remarked. That would lead to subcommittees to

focus in on individual areas, he said.

Affordable Housing

Greg Skornia, board member, said an important goal should be to make more affordable housing available in Washington. He asked Pona what the average lot size is in many other communities. Washington requires 10,000-square-foot lots for single-family homes.

A lot of communities are going to smaller lots in the 7,000- to 8,000-square-foot range, Pona said.

"I think lot sizes below 10,000 square feet is one of the waves of the future," he told board members.

"There is a real need for work force housing that lets our kids stay in town," Pona remarked. "It's not subsidized housing."

A comprehensive plan also will address land use.

Annexation should be a key component addressed in the plan, said Tom Holdmeier, chairman.

"Annexation should be on the table as you identify areas to give thought to smaller lot sizes," Pona said.

"We need to look at annexation," Holdmeier said. "Not wholesale annexation but in specific areas we've identified where we can provide services."

The board also discussed ways to incorporate sidewalks into neighborhoods and agreed that is an element that could be addressed in a comprehensive plan.

A new comprehensive plan should take about 18 months to prepare, depending on the number of meetings needed and whether there is opposition to certain elements, Pona said. He estimated a new plan could cost between \$40,000 and \$80,000.

The city plans to invite a representative of another planning firm to a future meeting, possibly in May.

Pub: Washington
PubZone: Washington
Pubdate: 05/14/2011
PubPage: 5
PubSection: A

Headline: Board Hears Presentation On Comprehensive Plan

Story Body: By Ed Pruneau
Missourian Managing Editor

In preparing a new comprehensive plan, city officials need to engage as many citizens as possible, young and old, in the process, a professional planner told planning and zoning commission members this week.

City officials have started a discussion about developing a new comprehensive plan, but no action has been taken to seek proposals from qualified planning consultants.

Dan Lang of the Lang Gang said a city's comprehensive plan for growth and development need to reflect the "uniqueness" of the community.

Lang, who worked on the current Washington comprehensive plan when he was with the Horner & Shifrin engineering firm, said he started his own company about five years ago "to assist cities" with planning.

The current comprehensive plan for Washington was adopted in April 2003 and it's time to develop a new plan to reflect changes that have occurred since then, Lang said.

"This plan has been a good plan for you. You've implemented it well," Lang told the board. "The next chapter will be unique."

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

Lang is the second professional planner invited to give a presentation to the board on developing a new comprehensive plan.

He said he has prepared 13 comprehensive plans for different cities during his career, including ones for Franklin County and the cities of New Haven and St. Clair, as well as working on Washington's with Horner & Shifrin.

"I try to engage as many citizens as possible," Lang said. He proposed conducting a minimum of three to four public meetings to get citizen input. And he suggested holding the meetings in various other places than the city council chambers at city hall.

Lang said by state law, the planning and zoning commission actually adopts the comprehensive plan, not the city council.

"It's important that you be involved," he remarked.

The new plan should look at sustainability issues, work to reduce the city's carbon footprint with new developments and be able to handle future, multi-use developments, Lang said.

The city needs to have the ability to "integrate" various land uses

together, he said.

He said he has worked on plans for communities ranging in size from 7,000 to 60,000 people, noting that it's the makeup of the community, not the size, in preparing a unique comprehensive plan.

"The first thing we'll do is sit down with you and talk about how we will tailor the process to get the public involved," Lang said. The goal, he said, is to engage all citizens in the community.

It's estimated that it would take 12 to 18 months to complete the plan once a firm is selected.

City Seeking Planning Consultants for New Comprehensive Plan

Posted: Wednesday, August 31, 2011 3:00 pm

The city of Washington is requesting qualifications from planning consultants to draft a new comprehensive plan for the community.

City staff are seeking firms that have a strong background in comprehensive planning, a proven background in citizen engagement, familiarity with the community, adequate professional staff and expertise in providing future consultation.

The deadline for consultants to submit qualifications is Friday, Sept. 16, by noon.

Two city planners will help the firm chosen with developing the plan and provide all necessary maps.

The last comprehensive plan — Envision Washington — was completed in 2003. Lamb said many of the items in that plan have been implemented.

Darren Lamb, community and economic development director, said an earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a fully new plan.

The 2003 plan covered such items as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

These areas will likely be covered in the new plan.

Since the adoption of the current plan, the city also adopted a downtown revitalization plan in 2004 which drove the formation of the existing Tax Increment Finance (TIF) district for the downtown area.

Additionally, many projects have been identified in the community to be funded with the half-cent capital improvement sales tax, which was renewed by voters in April 2010.

Earlier this year, the city's planning and zoning board heard from representatives from two planning firms — Dan Lang of the Lang Gang and James Pona of Pona and Associates.

Both worked on the current Washington comprehensive plan when they were with the Horner & Shifrin engineering firm.

Those consultants said a new plan should look at sustainability issues, work to reduce the city's carbon footprint with new developments and be able to handle future, multiuse developments as well as integrate land uses.

Zoning board members also have suggested that affordable housing, annexation and incorporating sidewalks into neighborhoods be key components addressed in a plan.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

It took about 18 months to complete the 2003 plan, Lamb said.

Pona told the zoning board that a new plan could cost between \$40,000 and \$80,000. The city has requested funds in next year's budget for a consultant.

Lamb said firms could be interviewed in October and a contract could be awarded in November under a tentative time line. Preliminary work could start before the end of the year.

In January or February, committees could likely be formed to look at strengths, weaknesses, opportunities and threats to the community and public forums will take place at the same time to get input.

Firms with questions may contact Lamb at dlamb@ci.washington.mo.us or 636-390-1004. More information can be found on the city's Web site, www.ci.washington.mo.us.

Pub: Washington
PubZone: Washington
Pubdate: 09/14/2011
PubPage: 4
PubSection: A

Headline: Friday Is Deadline To Submit RFQs for Comprehensive Plan

Story Body: This Friday is the deadline for planning consultants to submit their qualifications to the city of Washington in order to be considered to help draft a new comprehensive plan for the community. Requests for Qualifications (RFQs) from interested firms must be received by the city by noon Friday, Sept. 16.

The most recent comprehensive plan -- Envision Washington -- was completed in 2003. It took about 18 months to complete that plan, according to Darren Lamb, community and economic development director.

Since it was adopted, many of the items in the plan have been completed, Lamb noted.

The plan covers community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use. These areas will likely be covered in a new plan.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

There is a request for \$75,000 to be included in next year's budget for the comprehensive plan, according to Mary Sprung, finance director.

Lamb said firms could be interviewed in October and a contract could be awarded in November under a tentative time line.

Members of the zoning board have been invited to join a subcommittee to help with the interview process and review the firms.

Preliminary work on a new plan could start before the end of the year.

In January or February, committees could be formed to look at strengths, weaknesses, opportunities and threats to the community for the new plan and public forums will take place at the same time to get input.

Firms with questions may contact Lamb at dlamb@ci.washington.mo.us or 636-390-1004. More information can be found on the city's Web site, www.ci.washington.mo.us.

Pub: Washington
PubZone: Washington
Pubdate: 10/12/2011
PubPage: 1
PubSection: A

Headline: City Will Interview Three Planning Firms
For New Comprehensive Plan

Story Body: By Ed Pruneau
Missourian Managing Editor

Washington city planners will schedule interviews soon with three consulting firms on developing a new comprehensive plan for the community. Following those interviews, the city will select one firm to prepare the study, expected to take 12 to 18 months.

Last month, the city received qualification statements from eight planning/consulting firms and a group of staff and planning and zoning commission members ranked the firms based on a list of judging criteria.

Darren Lamb, community and economic development director, said Monday night that the three firms the group rated the highest were James Pona & Associates, the Lang Gang and CH2MHill.

Lamb said the next steps will be to select one firm based on face-to-face interviews, negotiate a contract and submit a recommendation to the city council.

"We'll set a meeting date later this month," Lamb told plan board members. He said plan board members are welcome to sit in on the interviews.

The council has allocated \$75,000 for hiring a planning consultant in the new fiscal year budget which began Oct. 1.

Two city planners will help the firm chosen with developing the plan and provide all necessary maps.

The last comprehensive plan -- Envision Washington -- was completed in 2003. Lamb said many of the items in that plan have been implemented.

Earlier Plans

An earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a completely new plan.

The 2003 plan covered such items as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

These areas will likely be covered in the new plan.

Since the adoption of the current plan, the city also adopted a downtown revitalization plan in 2004 which drove the formation of the existing Tax Increment Finance (TIF) district for the downtown area.

Additionally, many projects have been identified in the community to be funded with the half-cent capital improvement sales tax, which was renewed

by voters in April 2010.

Earlier this year, the city's planning and zoning board heard from representatives of two of the planning firms -- Dan Lang of the Lang Gang and James Pona of Pona and Associates.

Both worked on the current Washington comprehensive plan when they were with the Horner & Shifrin engineering firm.

Those consultants said a new plan should look at sustainability issues, work to reduce the city's carbon footprint with new developments and be able to handle future, multiuse developments as well as integrate land uses.

Zoning Codes

The city may want to expand the scope of the study to include a review of the city's zoning code which has not been upgraded in decades, it was pointed out during Monday's plan board meeting.

There are provisions in some sections of the zoning code that are in conflict with other sections, Mark Piontek, city counselor, noted.

"It's long overdue," Piontek said of the need to review and revamp the zoning codes.

Previously, plan board members suggested that affordable housing, annexation and incorporating sidewalks into neighborhoods be key components addressed in a plan.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

It took about 18 months to complete the 2003 plan, Lamb said.

A contract could be awarded in November and preliminary work could start before the end of the year, under a tentative timetable prepared by city staff.

In January or February, committees likely would be formed to look at strengths, weaknesses, opportunities and threats to the community and forums held at the same time to get public input.

Other companies that submitted qualification statements were the Yung Design Group/Gross and Associates; SRF Consulting; Marvin Planning Consultants; Kendig Keast Collaborative; and PGAV.

Pub: Washington
PubZone: Washington
Pubdate: 11/30/2011
PubPage: 3
PubSection: A

Headline: City Close to Hiring Consultant For New Comprehensive Plan

Story Body: After interviewing three firms to develop a new comprehensive plan for Washington, the city is close to choosing a consultant. City staff are recommending the city hire the Lang Gang to develop the new plan, according to Darren Lamb, community and economic development director.

An ordinance approving a contract with the Lang Gang will likely be presented at the Dec. 5 city council meeting, Lamb said at Monday's administration/operations committee meeting.

Earlier this fall, the city received qualification statements from eight planning/consulting firms.

City staff and planning and zoning commission members narrowed the list of eight down to three and interviewed the Lang Gang along with James Pona & Associates and CH2MHILL.

The council allocated \$75,000 for hiring a planning consultant in this year's budget.

It is expected to take 12 to 18 months to develop a new comprehensive plan. Two city planners will help with the process.

It took about 18 months to develop the current comprehensive plan -- Envision Washington -- which was completed in 2003.

Dan Lang of the Lang Gang previously worked with the city on the 2003 plan when he was with the Horner & Shifrin engineering firm.

Lamb said many of the items in the Envision Washington plan have been implemented.

The 2003 plan covered items such as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

These areas will likely be covered in the new plan.

The plan also may look at affordable housing, annexation, incorporating sidewalks into neighborhoods as well as zoning codes.

Since the adoption of the 2003 plan, the city also adopted a downtown revitalization plan in 2004 which drove the formation of the existing Tax Increment Finance (TIF) district for the downtown area.

Additionally, many projects have been identified in the community to be funded with the half-cent capital improvement sales tax, which was renewed by voters in April 2010.

A comprehensive plan typically has less than a 10-year shelf life because

of changes that occur in the community.

An earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a completely new plan.

Preliminary work on the new plan could start before the end of the year.

In January or February, committees likely will be formed to look at strengths, weaknesses, opportunities and threats to the community.

In addition, forums may be held at the same time to get public input.

Pub: Washington
PubZone: Washington
Pubdate: 12/07/2011
PubPage: 1
PubSection: A

Headline: Council Hires Firm to Develop New City Plan
Will Seek Public Input

Story Body: By Ed Pruneau
Missourian Managing Editor

Work should get under way soon on developing a new comprehensive plan to guide growth and development in the city of Washington over the next decade.

It's estimated it will take about 12 months to complete the new comprehensive plan, said Darren Lamb, community and economic development director.

During their meeting Monday night, city council members unanimously approved an ordinance awarding the contract to the Lang Gang Inc. for development of both the comprehensive plan for a lump sum fee of \$71,500, and updating of the city's zoning and subdivision codes at an additional cost of \$35,000.

The zoning and subdivision code updates are expected to take an additional six months, according to a letter from Dan Lang, president of the Lang Gang. Lamb noted Monday night that the cost to develop the last comprehensive plan in 2003 was \$66,000.

A steering committee will be formed to guide the planning process, Lamb said.

Lang previously worked with the city on the 2003 plan when he was with the Horner & Shifrin engineering firm.

Lamb said many of the items in the Envision Washington plan have been implemented.

The 2003 plan covered items such as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

These areas will likely be covered in the new plan.

The plan also may look at affordable housing, annexation, incorporating sidewalks into neighborhoods as well as zoning codes.

Since the adoption of the 2003 plan, the city also adopted a downtown revitalization plan in 2004 which drove the formation of the existing Tax Increment Finance (TIF) district for the downtown area.

Additionally, many projects have been identified in the community to be funded with the half-cent capital improvement sales tax, which was renewed by voters in April 2010.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

An earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a completely new plan.

Preliminary work on the new plan could start before the end of the year.

In January or February, committees likely will be formed to look at strengths, weaknesses, opportunities and threats to the community.

In addition, forums will be held to get public input.

"The Lang Gang would recommend that the city consider at least three public engagement meetings during this project. The first meeting would be very early in the process to the visioning technique and gain some sense of the community view of Washington.

"The second meeting would be to offer community-wide input on the preliminary goals," according to an outline of the process and specific tasks.

"The third meeting would be upon completion of the draft comprehensive plan," the statement reads.

At the end of the process, a fourth public meeting would serve as the formal public hearing before the final plan is formally adopted.

The Lang Gang also recommends the city use other techniques to get public input including social media like Facebook and Twitter, web and oral surveys and placing notices and seeking input through utility bills.

Pub: Washington
PubZone: Washington
Pubdate: 12/14/2011
PubPage: 4
PubSection: A

Headline: Officials Begin Forming Steering Committee for Comprehensive Plan

Story Body: By Ed Pruneau
Missourian Managing Editor

Officials are beginning to form a committee that will help guide the process of developing a new comprehensive plan for Washington. Darren Lamb, Washington's community and economic development director, met Tuesday with Mayor Sandy Lucy to begin selecting members to serve on the comprehensive plan steering committee.

Lamb said he and the mayor were going over a preliminary list of 13 people as potential committee members, but he said that number could change if different people are added and others on the list are unable to serve.

Also, Dan Lang, of the Lang Gang Inc., has started work compiling statistical and demographic data of the city, Lamb said.

"We want to get the ball rolling on this," Lamb said Tuesday.

He said he has a meeting scheduled with Lang this Thursday.

"We hope to start setting dates for meetings with the steering committee and the planning commission," Lamb noted.

In addition to the main steering committee, subcommittees will be formed to address various specific areas like education and transportation.

"We will talk about relevant issues, what we are going to cover and begin setting out goals and objectives," Lamb remarked.

Council members unanimously approved an ordinance last week awarding the contract to the Lang Gang Inc. for development of both the comprehensive plan for a lump sum fee of \$71,500, and updating of the city's zoning and subdivision codes at an additional cost of \$35,000.

The zoning and subdivision code updates are expected to take an additional six months.

Lamb said the cost to develop the last comprehensive plan in 2003 was \$66,000.

Lang worked with the city on the 2003 plan when he was with the Horner & Shifrin engineering firm.

Lamb said many of the items in the Envision Washington plan have been implemented.

The 2003 plan covered items such as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

Those areas will likely be covered in the new plan.

The plan also may look at affordable housing, annexation, incorporating sidewalks into neighborhoods along with other subdivision and zoning code revisions.

Committees made up of citizens and city officials will look at strengths, weaknesses, opportunities and threats to the community.

In addition, forums will be held to get public input.

The consultant recommends that the city conduct at least three public meetings during the project. The first meeting would be very early in the process to gain a sense of the community view of Washington.

"The second meeting would be to offer community-wide input on the preliminary goals," according to an outline of the process and specific tasks.

"The third meeting would be upon completion of the draft comprehensive plan," the statement reads.

At the end of the process, a fourth public meeting would serve as the formal public hearing before the final plan is formally adopted.

The Lang Gang also recommends the city use other techniques to get public input including social media like Facebook and Twitter, web and oral surveys and placing notices and seeking input through utility bills.

In addition to the 2003 plan, the city also adopted a downtown revitalization plan in 2004 which drove the formation of the existing Tax Increment Finance (TIF) district for the downtown area.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

An earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a completely new plan.

Pub: Washington
PubZone: Washington
Pubdate: 01/11/2012
PubPage: 1
PubSection: A

Headline: Steering Committee Calls First Meeting
On New City Plan

Story Body: The steering committee formed to assist with developing a new comprehensive plan for Washington will hold its first meeting next week. The committee is scheduled to meet next Wednesday, Jan. 18, at 3 p.m. at city hall.

A total of 13 people were chosen to serve on the committee.

They are Bob Dobsch, Gretchen Aubuchon Pettet, Joe Gubbels, John Vietmeier, Julie Scannell, Kurt Voss, Scott Breckenkamp, Terri McLain, Tessie Steffens;

Carolyn Witt, council member, Gayle Hachman planning and zoning board member, Tom Holdmeier, plan board chairman, and Mayor Sandy Lucy.

In addition to the main steering committee, subcommittees will be formed to address various specific areas like education and transportation.

In December, the city council awarded a contract to the Lang Gang Inc. to develop the plan for \$71,500, and update of the city's zoning and subdivision codes for an additional cost of \$35,000.

Darren Lamb, Washington's community and economic development director, told The Missourian that the Lang Gang has begun meeting with city staff about the plan and compiling statistical and demographic data of the city.

The process is expected to take between 12 and 18 months, but the zoning and subdivision code updates are expected to take an additional six months.

Dan Lang, of the Lang Gang, worked with the city on the last comprehensive plan -- Envision Washington -- in 2003 when he was with the Horner & Shifrin engineering firm.

Lamb said many of the items in the 2003 plan have been implemented.

That plan covered items such as community facilities, historic resources, health services, park and recreation services, utilities, transportation, education, economic development and land use.

Those areas will likely be covered in the new plan.

The new comprehensive plan also may look at affordable housing, annexation, incorporating sidewalks into neighborhoods along with other subdivision and zoning code revisions.

The Lang Gang has recommended the city conduct several public meetings during the project. The first meeting would be very early in the process to gain a sense of the community view of Washington.

"The second meeting would be to offer community-wide input on the

preliminary goals," according to an outline of the process and specific tasks.

"The third meeting would be upon completion of the draft comprehensive plan," the statement reads.

At the end of the process, a fourth public meeting would serve as the formal public hearing before the final plan is formally adopted.

The Lang Gang also recommends the city use other techniques to get public input including social media like Facebook and Twitter, web and oral surveys and placing notices and seeking input through utility bills.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

An earlier comprehensive plan adopted in 1984 was updated in 1995. The 2003 document was a completely new plan.

Pub: Washington
PubZone: Washington
Pubdate: 01/21/2012
PubPage: 1
PubSection: A

Headline: Committee Sets First Forum on City Plan

Story Body: By Paul Hackbarth
Missourian Staff Writer

The steering committee charged with helping to develop Washington's new comprehensive plan has set the date for the first meeting to gather public feedback.

The public input visioning meeting will be held Tuesday, Feb. 28, from 6:30-8:30 p.m. at the Washington Senior Center, in the lower level of the Elks Hall, 1459 W. Fifth St.

At the meeting, participants will rotate among six tables to discuss six different topics that the plan will cover.

The topics include transportation/other infrastructure, economic development, land use, civic improvement, parks/recreation/open space, and aesthetics.

Two committee members will sit at each table. One will act as a facilitator and ask questions about a particular topic and the other will take notes. Depending on attendance, about 10 participants will discuss each topic at each table for 15 minutes before rotating.

The meeting is not limited to only residents of the city, according to Dan Lang, president of The Lang Gang, Inc., the consultant hired to develop the plan.

Lang met with steering committee members Wednesday afternoon to discuss the schedule for developing the new comprehensive plan.

The plan, once completed, will serve as a guide to help the city plan from where it is now to where it wants to be in the future.

After the Feb. 28 meeting, the committee should have a better idea of what the public feels the needs in the community are and what goals to include in the plan.

"Once we know the base, we can build on that base," Lang said. "You'll be surprised by the responses and what an accurate view of Washington you will get."

Having a comprehensive plan can help the city when it applies for grants, it was noted.

Schedule

In December, city council members awarded a contract to The Lang Gang to develop the plan for \$71,500, and update of the city's zoning and subdivision codes for an additional \$35,000.

It is expected to take one year to develop the plan and an additional six months to review and update the zoning and subdivision codes.

In January, Lang began meeting with city staff, conducting site field visits as well as reviewing pertinent documents and the previous comprehensive plan -- Envision Washington.

Lang worked with the city on the last plan in 2003 when he was with Horner & Shifrin. Many of the items in the 2003 plan have been implemented, it was noted.

Working alongside Lang this time is Russ Volmert, of Arcturis, and Ron Unnerstall, of Washington Engineering & Architecture.

In March, Lang will start writing preliminary goals and develop an existing conditions analysis report.

That report is scheduled to be completed in May, after a community-wide meeting is held to review the preliminary goals.

In June, work will begin on the needs analysis and at least four maps will be developed for the plan -- a base map, existing land use map, future land use map and major street plan. The future land use map can become a guide for rezoning or annexation, Lang explained.

A preliminary draft of sections of the comprehensive plan could be available by July or August. Also during that time, a public input meeting will be held to review preliminary objectives.

Lang said plans usually include about 30 goals but possibly 100 to 200 objectives to meet those goals.

The last three to four months will be spent revising the plan. Public hearings regarding the plan will be held at planning and zoning commission as well as city council meetings.

The planning commission will adopt the plan followed by a resolution of support by the council.

Communication

Throughout the process, committee members agreed to use several techniques, besides public meetings, to get input.

Some of the ways suggested include social media like Facebook, Twitter and YouTube; online surveys; local media, including The Missourian, MyMO and area radio stations; information or questionnaires included in utility bills;

Public events, such as the Washington Fair and downtown festivals; and meetings with civic and service organizations and high schools.

Lang has worked on about 13 comprehensive plans, including ones for St. Clair and New Haven. He also worked on a master plan for Franklin County and the riverfront plan in Washington.

A total of 14 people serve on the steering committee.

They are Bob Dobsch, Gretchen Aubuchon Pettet, Joe Gubbels, John Vietmeier, Julie Scannell, Kurt Voss, Scott Breckenkamp, Terri McLain, Tessie Steffens;

Carolyn Witt and Tim Brinker, council members, Gayle Hachman, planning and zoning board member, Tom Holdmeier, plan board chairman, and Mayor Sandy

Lucy.

Pub: Washington
PubZone: Washington
Pubdate: 02/22/2012
PubPage: 10
PubSection: A

Headline: Public Forum on City Plan

Story Body: The first public meeting to gather feedback from the community on Washington's new comprehensive plan will take place next week. The public input visioning meeting will be held Tuesday, Feb. 28, from 6:30-8:30 p.m. at the Washington Senior Center, in the lower level of the Elks Hall, 1459 W. Fifth St.

At the meeting, participants will rotate among six tables to discuss six different topics for about 15 minutes each.

The topics include transportation/other infrastructure, economic development, land use, civic improvement, parks/recreation/open space, and aesthetics.

The meeting is not limited to only residents of the city.

Two members of a steering committee, which was appointed to help guide the development of the plan, will sit at each table.

One will act as a facilitator and ask questions about a particular topic and the other member will take notes.

A total of 14 people serve on the steering committee.

They are Bob Dobsch, Gretchen Aubuchon Pettet, Joe Gubbels, John Vietmeier, Julie Scannell, Kurt Voss, Scott Breckenkamp, Terri McLain, Tessie Steffens; Carolyn Witt and Tim Brinker, council members, Gayle Hachman, planning and zoning board member, Tom Holdmeier, plan board chairman, and Mayor Sandy Lucy.

Dan Lang, president of The Lang Gang, Inc., the consultant hired to develop the plan, will also attend the meeting.

He worked with the city on its previous comprehensive plan -- Envision Washington -- in 2003 when he was with Horner & Shifrin.

Many of the items in the 2003 plan have been implemented.

The Lang Gang was awarded a contract in December to develop the plan for \$71,500, and update of the city's zoning and subdivision codes for an additional \$35,000.

It is expected to take one year to develop the plan and an additional six months to review and update the zoning and subdivision codes.

Pub: Washington
PubZone: Washington
Pubdate: 03/03/2012
PubPage: 8
PubSection: A

Headline: Comprehensive City Plan Forum Draws Big Crowd

Story Body: By Paul Hackbarth
Missourian Staff Writer

An estimated crowd of 100 people attended a public forum this week to give their input on Washington's new comprehensive plan being developed.

A public input visioning meeting was held Tuesday night, Feb. 28, at the Washington Senior Center.

A city official and a representative with the firm assisting with the plan said they were pleased with the turnout, noting that a sign-in sheet had about 95 signatures.

"We had a higher turnout than what we expected," said Darren Lamb, community and economic development director. "We were hoping for between 60 and 80, and the last head count I heard was 105 to 110."

Dan Lang, president of The Lang Gang, Inc., the consultant hired to develop the plan, said there was "excellent" participation at the forum.

"I've done this for a number of communities and that number (of attendees) in a town the size of Washington is a good number," Lang said.

During the forum, participants had the chance to rotate among six tables to discuss six different topics that will be included in the plan. About six to eight questions were asked about each topic.

The topics included transportation/other infrastructure, economic development, land use, civic improvement, parks/recreation/open space, and aesthetics.

Lang said participants were respectful of each other's views.

Members of the comprehensive plan's steering committee who took notes during the meeting were given until mid-March to provide Lang with their comments.

Lang will compile the input into a list of about 30 to 40 draft goals for the plan. He will present those goals first to the committee and then to the public.

Meanwhile, Lang told The Missourian that he plans to send a draft existing conditions analysis report to Lamb this weekend for his review. The draft report will then go before the steering committee, Lang said.

Tuesday's meeting was the first of many planned public forums to gather feedback for the plan.

Additionally, Russ Volmert, of Arcturis, who is working with Lang, has created a Facebook page for the plan.

The page is called "City of Washington, MO -- Comprehensive Plan" and people can get information about the plan and give their input there. The Lang Gang was awarded a contract in December 2011 to develop a new comprehensive plan for \$71,500, as well as update the city's zoning and subdivision codes for an additional \$35,000.

It is expected to take one year to develop the plan and an additional six months to review and update the codes.

Schedule

According to a tentative schedule given to steering committee members in January, the final existing conditions analysis report could be completed in May, after a communitywide meeting is held to review the preliminary goals.

In June, work could begin on the needs analysis and at least four maps will be developed for the plan -- a base map, existing land use map, future land use map and major street plan.

A preliminary draft of sections of the plan could be available by July or August. Also during that time, a public input meeting will be held to review preliminary objectives to achieve the goals outlined earlier.

The last three to four months will be spent revising the plan. Public hearings regarding the plan will be held at planning and zoning commission and city council meetings.

The planning commission will adopt the plan followed by a resolution of support by the council.

Many of the items in the city's last comprehensive plan, Envision Washington, adopted in 2003 have been implemented.

Pub: Washington
PubZone: Washington
Pubdate: 04/11/2012
PubPage: 7
PubSection: A

Headline: Committee to Develop Goals, Objectives for Comprehensive Plan

Story Body: The steering committee helping with Washington's new comprehensive plan will hold two meetings over the next few weeks to develop goals and objectives for the plan.

Committee members will be given notes of the feedback provided at the public visioning meeting held Feb. 28 at the Washington Senior Center. Based on that public feedback, the committee will help create a list of draft goals and objectives that the new comprehensive plan will cover. The 14-member steering committee is scheduled to meet Tuesday, April 24, and Tuesday, May 15, in the city council chambers. Both meetings will start at 3 p.m.

Darren Lamb, community and economic development director, said the committee will not be taking public input at these meetings.

The public will get a chance to offer input on the draft goals and objectives at a forum later this year.

Dan Lang, president of the Lang Gang, the firm awarded a contract to develop a new comprehensive plan, said there are usually 30 to 40 goals and possibly 100 to 200 objectives to meet those goals.

The steering committee also will review the draft copy of the existing conditions analysis report. Lamb said city staff have reviewed that report and provided their comments already.

An estimated crowd of 100 people attended the visioning meeting Feb. 28, where roundtable discussions were held on the following topics:

Transportation/other infrastructure, economic development, land use, civic improvement, parks/recreation/open space, and aesthetics.

The Lang Gang has been working with the city and steering committee since the beginning of the year on developing the new comprehensive plan.

Last December, the firm was awarded a contract to develop the plan for \$71,500, as well as update the city's zoning and subdivision codes for an additional \$35,000.

Many of the items in the city's last comprehensive plan, Envision Washington, adopted in 2003 have been implemented.

A comprehensive plan typically has less than a 10-year shelf life because of changes that occur in the community.

The final comprehensive plan is expected to be completed by the end of the year.

Public hearings regarding the plan will be held in the last few months of

2012 at planning and zoning commission and city council meetings.
Once finalized, the zoning commission will adopt the plan followed by a
resolution of support by the council.

Pub: Washington
PubZone: Washington
Pubdate: 04/28/2012
PubPage: 4
PubSection: A

Headline: Group Discusses Goals For Comprehensive Plan

Story Body: By Paul Hackbarth
Missourian Staff Writer

The steering committee helping to develop Washington's new comprehensive plan this week discussed some of the plan's draft goals.

The committee met Tuesday afternoon, April 24, at city hall with Dan Lang, of the Lang Gang Inc., the consultant hired to develop the plan.

Based on feedback received from a public input visioning meeting held Feb. 28 plus his own experience with past plans, Lang drafted about 21 goals for three of the six focus topics to be addressed in the plan.

At the public meeting, attendees gave their input on transportation/other infrastructure, economic development, land use, civic improvement, parks/recreation/open space, and aesthetics.

Tuesday, the committee discussed draft goals for aesthetics, civic improvement and land use.

At their next meeting Tuesday, May 15, committee members will consider draft goals for the other three focus topics.

According to Lang, there will be about three to five objectives listed in the plan to achieve each goal.

These goals are not final and will be voted on informally by the public at a meeting scheduled for Wednesday, June 6, from 6-8 p.m. at the Washington Senior Center.

The public will assign a relative importance to each goal, Lang noted, as well as provide goals not listed.

Lang initially recommended the public informally vote on large boards that list the goals, but a large majority of the committee thought the public may vote based on a "herd mentality," meaning they will vote for what they see others vote for.

Lang and the committee agreed to have the public vote informally on individual sheets, but Lang said there will be less interaction that way.

The steering committee was invited to the June 6 meeting so that members can answer questions from participants about the goals.

Lang said it should take approximately 15 to 20 minutes for each participant to vote and participants can come and go as they please.

After much discussion, the committee agreed to the wordings for the following draft goals.

Aesthetics

,Äç Focus the city of Washington code enforcement efforts on improving the appearance of the community.

,Äç Continue to focus on the aesthetics of Downtown Washington.

,Äç Support the preservation and enhancement of the city's historic structures.

,Äç Expand the city's uniform signage program welcoming visitors to the city of Washington.

,Äç Review the type and appropriate use of building materials and their applicability to different areas within the community.

,Äç Incorporate visual enhancement strategies throughout the city of Washington.

Civic Improvement

,Äç Continue to provide governmental services in a manner which maximizes public benefit while minimizing public expenditures.

,Äç Seek cost-effective strategies which utilize technology to improve governmental services.

,Äç Develop cooperative approaches with other public and quasi-public institutions and agencies to provide enhanced services to the residents of the community.

,Äç Attract and retain professionally qualified city employees with high ethical standards and enhanced customer service skills.

,Äç Encourage ongoing community support and involvement through implementation of a comprehensive plan.

,Äç Work toward enhanced development of the riverfront.

,Äç Expand the environmental programs and services available throughout the community.

Land Use

,Äç Create provisions to encourage entry-level residences within the community.

,Äç Maintain an appropriate balance in the amount and placement of principal land use categories (open space, residential, commercial, industrial and office).

,Äç Develop strategies to strengthen and support Downtown Washington.

,Äç Manage the conflicting interests of agricultural versus urban land uses.

,Äç Develop an effective growth management strategy for both inside and outside the city limits of Washington.

,Äç Evaluate commercial growth throughout the city and manage that growth to benefit the community.

,Äç Evaluate and determine the needs for life cycle housing, where a person stays in the community but moves to different types of residences based on their needs at various times during their lives.

,Äç Evaluate specific land use activities and encourage or discourage those which benefit the citizenry.

The committee also was given a draft copy of the existing conditions report to review for accuracy.

Members were given until May 15 to provide any changes to that report. City staff has already reviewed it.

Pub: Washington
PubZone: Washington
Pubdate: 05/19/2012
PubPage: 1
PubSection: A

Headline: Set Draft Goals for City Plan

Story Body: By Paul Hackbarth
Missourian Staff Writer

A total of 42 goals have been drafted for the six focus topics that will be covered in Washington's new comprehensive plan.

Dan Lang, of the Lang Gang Inc., the consultant hired to develop the plan, suggested these goals with the comprehensive plan's steering committee making changes.

The plan, once complete, will cover six main focus topics -- transportation/other infrastructure, parks/recreation/open space, economic development, land use, civic improvement, and aesthetics.

On April 24, the steering committee and Lang agreed on 21 draft goals for aesthetics, civic improvement and land use.

During the steering committee's meeting with Lang Tuesday, May 15, another 21 goals were drafted for the remaining topics.

These goals are not final and will be voted on informally by the public Wednesday, June 6, from 6-8 p.m. at the Washington Senior Center, 1459 W. Fifth St., below the Elks Hall.

"For 10 minutes, give us your opinion," Lang said, noting that once people vote on a private ballot listing all 42 draft goals, they can leave.

Lang explained that each voter will be given about 16 stars to place next to goals they consider to be the most important. Lang said because there are only 16 stars, but 42 goals, "they will have to make some tough decisions."

The public also will be provided with one green sticker for the goal "they fall in love with" and one red sticker for the goal "that doesn't affect them." In addition, there will be space for the public to write in their own goals.

Once Lang's group tabulates all of the responses, he will share them with the committee June 12 at 3 p.m. at city hall.

At that meeting, the committee will start reviewing the goals and decide whether to eliminate, keep or reword the goals.

Lang said just because one goal gets the most votes doesn't necessarily mean it will be kept in the plan and vice versa.

The goals were drafted based on feedback received from a public input visioning meeting held Feb. 28.

According to Lang, there will be about three to five objectives listed in

the plan to achieve each goal.

Below are the draft goals for transportation/other infrastructure, parks/recreation/open space and economic development.

Transportation/Other Infrastructure

- ,Ä¢ Investigate an expanded public transit option for the community.
- ,Ä¢ Expand the city of Washington's pedestrian/bikeway network.
- ,Ä¢ Improve the transportation flow throughout the community.
- ,Ä¢ Continue a transportation program to keep the streets safe and well-maintained in the future.
- ,Ä¢ Ensure that the public safety (emergency response services) needs of the community are adequately met.
- ,Ä¢ Continue to upgrade, enhance and construct sufficient bridge structures in the area.
- ,Ä¢ Continue to meet the needs of other infrastructure resources such as water, wastewater and stormwater management.
- ,Ä¢ Continue to expand other transportation resources, such as the airport, rail and water infrastructure.
- ,Ä¢ Investigate the telecommunications (cable, broadband, Internet) needs of the community.

Parks/Recreation/Open Space

- ,Ä¢ Enhance the existing and explore the development of new park facilities within the city of Washington.
- ,Ä¢ Continue to create additional recreational programs and activities for the community.
- ,Ä¢ Create additional park and open space through new development activity and other opportunities.
- ,Ä¢ Address key environmental issues to enhance the outdoor experience for area residents.
- ,Ä¢ Continue to develop landscaping regulations for nonresidential development to enhance the aesthetic qualities of Washington.
- ,Ä¢ Preserve and protect special open space resources such as floodplains, wetlands and stream corridors.
- ,Ä¢ Develop the riverfront, including the downtown region.

Economic Development

- ,Ä¢ Expand our long-term strategy to promote growth for the city of Washington.
- ,Ä¢ Increase the economic vitality of Downtown Washington in both attracting and retaining businesses.
- ,Ä¢ Broaden the city's economic base by attracting diverse businesses.
- ,Ä¢ Review the city's policy concerning the use of economic development incentives to create economic opportunity.
- ,Ä¢ Focus on making the city of Washington a destination location in the St. Louis metropolitan region.

Street Plan

Also at the June 12 meeting, steering committee members will start the process of creating a major street plan, which will cover the city's

transportation network and look at new roads as well as reconstructing or realigning existing streets.

The city's last comprehensive plan, Envision Washington, was adopted in 2003 and many goals in that plan have been implemented.

The final comprehensive plan is expected to be completed by the end of this year.

Public hearings regarding the plan will be held later this year at planning and zoning commission and city council meetings.

Once finalized, the zoning commission will adopt the plan followed by a resolution of support by the council.

Pub: Washington
PubZone: Washington
Pubdate: 05/30/2012
PubPage: 3
PubSection: A

Headline: Public Invited to Vote on Draft Goals For New City Plan

Story Body: The public is invited to vote on draft goals for Washington's new comprehensive plan next Wednesday, June 6, from 6-8 p.m. at the Washington Senior Center, 1459 W. Fifth St., below the Elks Hall.

The steering committee charged with helping guide the new plan and Dan Lang, of the Lang Gang Inc., the firm hired to develop the plan, is encouraging the community to participate.

That night, people will vote on a private ballot listing all 42 draft goals.

Lang said the voting process should only take about 10 minutes.

Each voter will be given about 16 stars to place next to the goals that they consider to be the most important.

The public also will be provided with one green sticker for the goal "they fall in love with" and one red sticker for the goal "that doesn't affect them," Lang said.

In addition, there will be space for the public to write in their own goals.

The 42 goals drafted are for the six main focus topics that the plan will cover, once complete.

The six topics are transportation/other infrastructure, parks/recreation/open space, economic development, land use, civic improvement, and aesthetics.

The goals were based on feedback received from a public input visioning meeting held Feb. 28 plus Lang's own experience with past comprehensive plans. The steering committee then gave their input on the draft goals.

The goals are available in the online version of this story on emissourian.com.

Once Lang's group tabulates all of the responses, he will share them with the committee Tuesday, June 12, at 3 p.m. at city hall.

At that meeting, the committee will start reviewing the goals and decide whether to eliminate, keep or reword the goals.

Lang said just because one goal gets the most votes doesn't necessarily mean it will be kept in the plan and vice versa.

According to Lang, there will be about three to five objectives listed in the plan to achieve each goal.

Pub: Washington
PubZone: Washington
Pubdate: 06/06/2012
PubPage: 5
PubSection: A

Headline: Voting for New City Plan Is Wednesday

Story Body: Voting for Washington's new comprehensive plan is this Wednesday from 6-8 p.m. at the Washington Senior Center, 1459 W. Fifth St., below the Elks Hall.

The public is invited to vote on draft goals for the plan.

Each voter will have a private ballot listing all 42 goals. They will be given about 16 stars to place next to the goals that they consider to be the most important.

There also will be space for the public to write in their own goals.

The steering committee charged with helping guide the new plan and Dan Lang, of the Lang Gang Inc., the firm hired to develop the plan, is encouraging the community to participate.

The 42 goals drafted are for the six main focus topics that the plan will cover, once complete.

The six topics are transportation/other infrastructure, parks/recreation/open space, economic development, land use, civic improvement, and aesthetics.

The goals were based on feedback received from a public input visioning meeting held Feb. 28 plus Lang's own experience with past comprehensive plans.

Once Lang's group tabulates the responses, he will share them with the committee Tuesday, June 12, at 3 p.m. at city hall.

At that meeting, the committee will start reviewing the goals and decide whether to eliminate, keep or reword the goals.

Pub: Washington
PubZone: Washington
Pubdate: 06/09/2012
PubPage: 4
PubSection: A

Headline: Big Turnout at Meeting to Vote on City Plan Goals
Many Object to Annexation

Story Body: By Karen Myers
Missourian Staff Writer

About 200 people visited the Washington Senior Center Wednesday night for an informal vote on draft goals to be included in Washington's new comprehensive plan.

Darren Lamb, community and economic development director, said the number was higher than expected. A total of 100 surveys had been preprinted.

"I was kind of surprised with the turnout, but it appears, based on those who attended -- a lot felt that this was an opportunity to voice their issues with annexation the city is studying."

Dan Lang of the Lang Gang Inc., the consultant hired to develop the plan, said he was thrilled with the turnout, despite the annexation issue.

"I think certainly annexation is one component of the overall comprehensive plan. It's one item of many that you look at in terms of the city's growth and development," Lang said.

"We appreciate the fact that people are involved in the process. Even people who perhaps came for a single purpose. We believe that their input is important to the process.

Lang said that even though some are outside the city limits, they are a part of the Washington community because they drive, eat, shop and receive city services in Washington.

"We want them to continue to be involved in the process," Lang said.

Results from the survey have not yet been tabulated, Lang said, though he expects to begin counting the results this weekend.

Lamb and Lang said they hope results will be ready for the next steering committee meeting, which is set for Tuesday, June 12, at 3 p.m. at Washington City Hall.

Survey Online

For those who were not able to attend the public voting session, the survey is now online. It can be accessed through the City of Washington, MO Comprehensive Plan Facebook page.

Lamb said that the goal of putting the survey online is to get more responses from citizens.

Lang said his firm will compare and contrast the online results with the results from the public meeting. The survey will be available online for

several weeks.

Like at the public meeting, those who take the survey online will choose 16 goals they feel are the most important. They also will get one red dot and one green dot. The red dot is to place next to a goal they feel is the least important and the green dot is to place next to the goal they feel is the most important.

The goals are grouped into six focus topics including aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation and economic development.

Next Step

Lang said that he will bring the results of the meeting to the steering committee, which will then decide whether to add goals, reduce goals or change the wording of the goals.

Next, the committee will move toward making final goals.

Each final goal will have a number of objectives to meet the goal, Lang said.

Once the objectives are in draft form, it will be brought to the public for participation, though the format for public participation will be different from the first public participation.

Pub: Washington
PubZone: Washington
Pubdate: 06/16/2012
PubPage: 4
PubSection: A

Headline: Public Opinion Discussed On Comprehensive Plan

Story Body: By Karen Myers
Missourian Staff Writer

Results of the public voting session for Washington's new comprehensive plan were discussed during a steering committee meeting Tuesday afternoon, June 12.

The steering committee is a group of individuals who were selected by the city to help facilitate the process of the comprehensive plan.

The most recent public input meeting and voting session was held Wednesday, June 6.

"To say the very least, it was very well-attended," said Dan Lang of the Lang Gang Inc., the consultant hired to develop the plan. "We had expected there would be about 100 folks there and we had made enough materials for 100 people."

A total of 202 people attended the meeting.

Of those, only 172 surveys were returned that evening and analyzed.

Of the surveys analyzed, 142 identified annexation as their principal concern, Lang said.

During the meeting, Lang passed out a list of the draft goals and the total number of votes each goal received.

Goals were divided into six major focus topics.

Each participant received 16 stars to place next to the goals they would most like for the city to achieve over the next several years.

Additionally, each voter received one green dot to place next to the goal they felt was the most important and one red dot to place next to the goal they considered to be the least important.

Goals were compared based on highest number of stars and green dots, and fewest number of stars and most red dots.

"From the annexation group I could characterize as really two comments," Lang said. "Obviously they were opposed to anything other than voluntary annexation with the city, and a number of those indicated that they were opposed to the No. 6 goal under parks/recreation/open space."

The goal is "to preserve and protect special open spaces resources such as floodplains, wetlands and stream corridors."

"I was a little confused by that (goal not being supported) to be completely honest, because I would think that most people who want to maintain a rural atmosphere around the community would also want to protect

those open space resources," Lang said. "It seems to me that would be very consistent with wanting a more rural, less developed Washington influence kind-of approach."

A total of 79 red dots were assigned to the goal.

Supported Goals

The most supported goal also was in the parks/recreation/open space category.

The goal "Develop the riverfront including the downtown area," received 91 stars.

Immediately behind that goal was a land use goal, "Develop strategies to strengthen and support Downtown Washington," which received 90 stars.

"The riverfront and Downtown were very important to the group who participated in the meeting," Lang said.

Lang said that despite the annexation trend, people were pretty independent on the rest of the survey.

The highest priority goals were marked with green dots.

The goal with the most green dots was an economic development goal, "Increase the economic vitality of Downtown Washington in both attracting and retaining business," which received six green dots and 66 stars.

Three other goals received four green dots.

One fell in the economic development category: "broaden the city's economic base by attracting diverse business," which received 69 stars, and two were transportation goals: "Expand the city of Washington's pedestrian/bikeway network," which received 33 stars; and "Ensure that the public safety needs (emergency response services) of the community are adequately met, which received 73 stars total.

Least Supported

Least supported goals also were discussed. These goals received the fewest number of stars.

A land use goal "Evaluate specific land use activities and encourage/discourage those which benefit citizenry," received only 10 stars of a possible 172.

A parks/recreations/open space goal, "Continue to develop additional landscaping regulations for non-residential development to further enhance the aesthetic qualities of Washington," was next to last with only 14 stars.

"I always find it a little surprising, and a little supportive of the process, that we would have the most supported goal under parks and one of the least supported goals, which is landscaping," Lang said. "That tells me that people are reading through the content and making some conscious decisions about what they support and don't support."

The annexation group's opposition to protecting special open spaces resources was the least supported goal in terms of red dots. It received 18 stars.

Other opposed goals by red dots include a land use goal "Create provisions to encourage entry-level residences within the community," which received

eight red dots and only 18 stars.

Another land use goal, "Evaluate and determine the needs for life-cycle (young adult through older adult) housing," also was opposed with six red dots. The goal received 34 stars total.

Suggestions

Three additional goals were suggested on the surveys including a goal about getting new trash trucks,

The trash truck suggestion, Lang said, isn't necessarily a goal, but may be an objective to meet a certain goal.

Another goal read "Optimize current available space within the city boundaries and achieve structural growth through the voluntary annexation of contiguous land."

A final suggestion was to open more inexpensive youth centers in the city.

The next step for the steering committee is to determine what the final goals that will be included in the plan.

About three to five objectives will be outlined to help achieve each goal.

Once the wording is complete there will be another public input session.

The committee will modify, adjusting, adding or subtract goals as needed.

Online Survey

The comprehensive plan survey is still available online through June 30.

It can be accessed through the city of Washington, MO Comprehensive Plan Facebook page.

A link has been posted on the city of Washington's website, at ci.washington.mo.us. So far, 34 online surveys have been completed and nine have been partially completed.

The next steering committee meeting will be held Tuesday, July 24, from 3 to 5 p.m. at Washington City Hall.

Pub: Washington
PubZone: Washington
Pubdate: 06/20/2012
PubPage: 8
PubSection: A

Headline: New Map for City's Major Street Plan to Be Created

Story Body: By Karen Myers
Missourian Staff Writer

The city's major street plan was the primary discussion during a recent comprehensive plan steering committee meeting.

The major street plan, which is part of the city's comprehensive plan, is the only plan referenced in state statute, said Dan Lang of the Lang Gang, Inc., the consultant hired by the city to develop the plan.

It allows the community to plan its roadway network, including improving and realigning existing streets, or creating new streets for the community. The steering committee is tasked with taking off projects that have been completed since the last major street plan, making sure projects on the plan are still appropriate and determining if there are any new projects. A new map with the suggested improvements will be created and the suggestions will be further discussed and streets added or dropped as the committee sees fit.

The plan is expected to be complete by December.

The committee also will look at the roadway network outside the city limits.

Lang said it's important to be able to move traffic, to move people through the community and to relieve congestion.

During the meeting, Darren Lamb, community and economic development director, presented the basis of the map from the 2003 plan with existing major streets and collector streets highlighted.

"We try to get as many federal grants as we can to improve our street networks," he said. "Any streets that need to be reconstructed, if they fall within (a category) where your federal tax dollars will come back and benefit the city, we want to take advantage of it."

During grant-funded projects, the city typically gets 80 percent of the funds from the federal government and is expected to contribute the remaining 20 percent.

Once completed, a list of streets has to be provided to East-West Gateway Council of Governments. Streets can be reclassified as a major or collector street and will then be eligible for federal grants, Lamb explained.

Federal funds are generally given to help maintain or preserve streets, rather than to build new streets.

One street with many complaints is Stafford Street, which is eligible for

federal funds. Grant funds are secured, but work won't begin until 2014, Lamb said.

Citizen input

Two residents raised objections to the Camp Street project, which recently was approved to be added to the city's budget by the Washington City Council.

One citizen suggested that A Roy Drive be named a collector or major street, which he said could cross Highway 100 and collect next to Mike Alan Drive and take traffic off Rabbit Trail.

"Roadway projects take a very long time, because they are tied to development activity and funding sources," Lang said. "Recognize that some of these roads we show in the comprehensive plan might not even be done within this planning period. You want to make sure that you're continually revising the plan and looking at the community as a whole and making sure that the roads do what they need to do."

Other than Stafford Street, a number of others were discussed in more general terms.

Lang read through public participation comments about roads that need improvements in Washington.

Traffic signal issues also were addressed, though timing issues aren't necessarily something that would be addressed in the comprehensive plan but through other means.

Pub: Washington
PubZone: Washington
Pubdate: 07/11/2012
PubPage: 5
PubSection: A

Headline: Online Voting Now Closed for Plan

Story Body: By Karen Myers
Missourian Staff Writer

Online voting for Washington's new comprehensive plan goals is now complete. A total of 65 completed the survey online.

"I think overall, for an online survey that's a respectable number," said Dan Lang of the Lang Gang, Inc. "It certainly gives us enough material to evaluate."

The Lang Gang is the consultant hired to develop the city's new comprehensive plan.

Washington residents were invited to a public voting session in early June. Those who were unable to attend could participate online.

Online voting, which was accessed through the city of Washington, MO Comprehensive Plan Facebook page, was open through June 30.

Like at the public meeting, voters were asked to choose 16 goals they feel are the most important. They also could assign one red dot to the goal they feel is least important and a green dot for the goal they feel is the most important.

The goals were grouped into six focus topics including aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation and economic development.

A total of 36 voted using one online survey and an additional 29 voted using a more user-friendly version updated later in the voting process.

The goal is to combine the second group with the first group, then compare that data to the group that voted in person. A total of 172 turned in surveys during the in-person informal voting session.

Of the 65 online surveys, the group of 29 has been calculated.

Of those, the most popular goal is in the parks/recreation/open space category to develop the riverfront, including the Downtown area. That goal also is the most supported by the in-person voting session.

In the same group of 29, four goals tied with the highest number of green dots. Those goals are to work toward the enhanced development of the riverfront; improve transportation flow throughout the community; enhance existing and explore the development of new park facilities within the city of Washington; and focus on making Washington a destination location in the St. Louis metropolitan region. Each of those goals received six green stars.

The least supported goal is in the aesthetics category to review the type and appropriate use of building materials and their applicability to different areas within the community. That goal received seven red dots. Lang pointed out that it is a little premature to say the final outcome of the voting, since the numbers don't fully represent those who took the online survey.

It is expected that the final results, including the original in-person voting and online voting will be ready for the next steering committee meeting, which will be held Tuesday, July 24, from 3 to 5 p.m. at Washington City Hall.

Lang said that other communities have tried with varying degrees of success to use similar voting methods.

"This particular exercise with the survey is a little unique to Washington, but that has helped us get a better response rate," Lang said, adding that it has become a more standard practice.

Many communities, Lang said, use paper surveys and send out information with utility bills.

"Having an additional resource is something many larger communities do, but I wouldn't say it's standard practice. I applaud the city for expanding its public participation approach," he said.

Pub: Washington
PubZone: Washington
Pubdate: 08/01/2012
PubPage: 7
PubSection: A
Category: Local

Top Goals: Downtown, Riverfront Rate High

Story Body: By Thad Mitchell
Missourian Staff Writer

Ongoing development of Downtown Washington and the Washington Riverfront stand out as the top goals for the city among citizens who took part in a survey as part of the new Washington Comprehensive Plan process.

A total of 237 Washington area residents took part in the survey.

"What we hoped to learn from this survey is what the community of Washington feels is important and also what it feels is less important," said Dan Lang, a consultant hired to assist in the new comprehensive plan. Lang and the steering committee met Tuesday afternoon to discuss the survey.

The public participation meeting on June 6 yielded 172 completed surveys while 65 people submitted their opinions online.

Voters were tasked with choosing 16 goals from a list that included 42 possible improvement projects for the city.

Drafted goals were broken up into subcategories that include aesthetics, civic improvement, land use, transportation and infrastructure, parks and economic development.

With 134 total votes, developing the riverfront, including the downtown area, ranked as the most supported goal in the survey.

Ranked as the least supported goal is evaluating specific land use activities and encouraging or discouraging those which benefit the citizens, gathering only 10 votes at the public participation meeting and nine votes through the online survey.

Survey takers were allowed to assign a green dot to items that they felt were most important and red dots to items they believed to be of minimal importance.

Continued development of the riverfront and the downtown area, each received 12 green dots.

Preserving and protecting special open space resources such as floodplains, wetlands and stream corridors, received 79 red dots.

One thing is crystal clear, said Lang, Washington's downtown is key to its future, at least in the minds of its citizens.

"I think the results of the survey say that Washington believes its downtown area and riverfront are a big part of its livelihood and economic

vitality," he said. "You see a lot of other towns that have let their downtown slip away and the Washington community doesn't want to see that happen. Instead they want to see further development to that area." Now with a set list of goals supported by the public, Lang and the comprehensive plan steering committee will focus on how to accomplish them. "The next step is to develop a list of objectives for each goal on how to accomplish it," said Lang.

There is no time frame for when the improvement goals might become reality, but Lang is optimistic the steering committee will have a comprehensive plan to present to the city council by the end of the year.

The comprehensive plan steering committee will meet again Tuesday, Aug. 21, from 3 until 5 p.m. at the Washington city council chamber. There are also plans to hold another public forum meeting although Lang was unsure of an exact date for that meeting, saying it was likely to be sometime in September.

Pub: Washington
PubZone: Washington
Pubdate: 08/25/2012
PubPage: 6
PubSection: A

Headline: Work Continues on Comprehensive Plan For Washington

Story Body: By Karen Butterfield

Missourian Staff Writer

Washington's comprehensive plan steering committee continued work on the plan during a meeting Tuesday.

The steering committee is a group of individuals who were selected by the city to help facilitate the process of the comprehensive plan.

The major street plan mapping was finalized and the group discussed the future land use maps.

Committee members worked on fine-tuning objectives for the economic development focus topic. The group will have to work through all six focus topics and goals.

Parks and recreation, economic development, land use, civic improvement, transportation and other infrastructure focus topics are all components of the comprehensive plan. The Lang Gang, an urban planning and consulting firm, is helping the city develop the comprehensive plan.

The process of creating the comprehensive plan is expected to be finished by the end of the year. At that time, the public will be invited to look at and comment on the plan, as well as make suggestions for changes.

The next meeting is set for Sept. 18 from 3 to 5 p.m. at City Hall.

Pub: Washington
PubZone: Washington
Pubdate: 08/25/2012
PubPage: 1
PubSection: A

Headline: Citizens Accused Of 'Hijacking' Steering Committee Meeting

Story Body: By Karen Butterfield
Missourian Staff Writer

A comprehensive plan steering committee meeting Tuesday turned into a shouting match when several Washington residents were accused of "hijacking" the meeting for a single purpose.

The past several committee meetings have been heated as those opposing annexation or another single issue have attended meetings to debate with the steering committee.

City Administrator Jim Briggs addressed nearly 30 visitors to the working session.

Briggs said that after the Monday night council meeting he received several disturbing calls from residents at Meadowlake Farm subdivision who had received information from Charlie Schroepfer that the meeting was about annexation.

"We have no plans to discuss annexation," he said. "Cities are empowered by state statute to develop comprehensive plans. It is a look at where the city thinks it needs to be in 20 years. We try to come back and update it every 10 years."

Briggs stressed that the plan was not an annexation plan and would not put roads in people's backyards.

The plan, he said, will lay out a major street plan, which is necessary for the city to file for federal and state assistance to build the roads.

"This is a working tool as the city progresses and grows," he said.

"I apologize to those of you who may have made a trip down here (to discuss annexation). It was a wasted trip."

False Information

Briggs told the crowd Schroepfer was passing but false information.

Some in the audience said they did not think it was an annexation meeting and backed Schroepfer, thanking him for inviting them.

Visitors were told they were welcome to stay, but the meeting was not a public comment session or meant to be a debate.

Despite that, several spoke.

One complained that she was told all the comments from the last meeting "were going to be thrown out."

"I pay taxes and I feel like I'm entitled to know what's going on in every darn one of these meetings," Irene Martin said.

Others reported errors on the land-use map, which were noted to be changed. Schroepfer criticized the committee because there were only four of 14 committee members present. Two other committee members came later.

"We're not here because this is what is happening. You're trying to hijack the meetings," said Tom Holdmeier, committee member. "People don't want to waste their time."

Another committee member, Scott Breckenkamp, said meetings go on hours longer than they need to because people continually attend to criticize the committee.

"There will be a proper time for this," he said. "We can't do our job when we're constantly being interrupted."

Darren Lamb, community and economic development director, said there will be plenty of time for public comment.

"The problem is, I've got steering committee members who we've asked to volunteer their time, who don't feel like they're getting anything done. (They feel that) the meeting has become hijacked by a couple of single interests that some people have."

Lamb noted that it wasn't only annexation people were concerned about and said he was contacted by an industry that was told by Schroepfer that they couldn't expand their business because it's on open space and the city was going to propose some kind of ordinance.

Explanations

Lamb explained that "open space" only refers to the current use of the land.

"It doesn't say that the city wants it to stay open space or the city wants it to be vacant. It's just so they can help look at future land-use maps," he said.

Some were confused that the land-use map was a zoning map and that "open space" meant the city would take over the land or make plans without input from the landowner.

"We're just trying to identify what's there now and what we want to see for future land use," Lamb said.

One citizen questioned if citizens could comment at the end and if it would be too late to make changes.

A man questioned the definition of open space and suggested the city call the owner of each parcel and ask if they have plans for their land.

"I would like to express my thanks to Mr. Schroepfer for calling some people," he said. "I trust that what goes on at these meetings would be for the benefit of the general public," he said.

"Before you draw up a map and put open space, maybe you ought to call and ask."

Dan Lang of the Lang Gang, Inc. explained that they're only taking inventory on parcels and things can and are expected to change.

Land use and zoning are completely different. Briggs reiterated that the labels on the land-use plan have nothing to do with zoning.

The first half hour of the meeting was spent talking with crowd members.

Only eight stayed for the entire meeting.

The process of creating the comprehensive plan is expected to be finished by the end of the year. At that time, the public will be invited to look at and comment on the plan, as well as make suggestions for changes.

The Lang Gang, an urban planning and consulting firm, is helping the city develop the comprehensive plan.

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PubSection: A

Headline: Committee Continues Work On Draft Comprehensive Plan

Story Body: By Karen Butterfield
Missourian Staff Writer

The steering committee tasked with helping develop Washington's new comprehensive plan continued to revise draft objectives during a meeting Tuesday afternoon, Sept. 18.

Goals for the plan are divided into six major focus groups including aesthetics, civic improvement, land use, transportation and infrastructure, parks and recreation and economic development.

Committee members worked their way through civic improvement and economic development objectives to make sure they can be easily understood and convey the correct meaning. Objectives were added or deleted as needed.

The public was invited to vote on draft goals during a visioning session in May. The goals were then narrowed down to the top five or six in each focus group, with about 40 goals total. Actionable objectives to meet the goals were created.

The committee is now working to revise the objectives. Once the committee has combed through all the objectives, the draft goals and objectives will be presented to the public for comment, likely in late October or early November.

Booth at Festival

To get additional comments from the public, a booth will be set up this weekend at the Fall Festival of the Arts and Crafts in Downtown Washington.

The Lang Gang, the consultant hired to develop the plan, has two subcontractors, Washington Engineering and Surveying and Arcturis, St. Louis, whose role is on the public participation side of the plan. Arcturis will set up a booth at the festival.

Festival visitors will have the opportunity to look over information and learn about the process of creating the plan.

The comprehensive plan is expected to be completed by the end of the year.
Background

A total of 14 people serve on the steering committee including Bob Dobsch, Gretchen Aubuchon Pettet, Joe Gubbels, John Vietmeier, Julie Scannell, Kurt Voss, Scott Breckenkamp, Terri McLain, Tessie Steffens;

Carolyn Witt, Tim Brinker, council member, Gayle Hachman, planning and zoning board member, Tom Holdmeier, plan board chairman, and Mayor Sandy Lucy.

The next meeting will be held Thursday, Oct. 4, from 3 to 5 p.m. in the city council chamber in Washington.

DATE: 12-08-12
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Headline: Committee Near End of Work on Plan

Story Body: By Karen Butterfield
Missourian Staff Writer

About one year into the process, Washington's comprehensive plan steering committee is nearing the end of its task to help create a 10-year plan for the city. The group discussed the recent public participation session on the plan's goals and objectives at its Thursday, Dec. 6 meeting, as well as the future land use map. The committee is working with Dan Lang, of The Lang Gang Inc., a consultant hired by the city, to complete the plan. The plan includes six focus groups: aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation/open space and economic development. Each focus group has several goals and objectives to meet. There are a total of 42 goals and 144 objectives.

Public Participation

Citizens had the opportunity to look at each of the plan objectives and mark on a sheet whether they strongly agree, agree, disagree or strongly disagree with each one. For those unable to attend, the survey was available online after the public session. A total of 22 people attended the public participation session and about the same number filled out online surveys. Lang explained the results from the public participation session; however, online results had not yet been tabulated. Lang said the online results were similar to the in-person voting. Each answer was given a numeric value and averaged for an overall score. The closer to one the

goal ranked, the more the community favors the objective. The closer to four the goal ranked, the less support it had.

A two ranking means that the community "agrees" and one is "strongly agree."

Of the 144 objectives, only 13 scored higher than a two.

"I think that's good news. That means, of the other (131), there was either strong agreement or agreement of those particular objectives," Lang said.

The most supported goals were about the riverfront and downtown areas.

"Work aggressively to reduce vacancy rates in the city's downtown area," scored the closest to one, with a 1.24 score.

A civic improvement goal matched that score. The objective is to "Evaluate possible expansion of the riverfront park area."

The most supported overall goal was under civic improvement. All objectives under the goal "Work toward enhanced development of the riverfront," were close to scoring one.

The least supported objective ranked at 2.48. The objective, under economic development, was to "actively pursue development of an office park in the Washington community. "I think it's because we have quite a bit of office space already," said Darren Lamb, director of economic development.

After some discussion, the group decided to eliminate the objective from the plan.

Another objective, to "work cooperatively with the development community to attempt to create public open space as part of their projects," scored 2.32.

The least supported overall goal was under the parks, recreations and open space goal "Preserve and protect special open space resources such as floodplains, wetlands and stream corridors."

All three objectives scored above a two rating.

The committee discussed eliminating the entire goal, but later decided to keep it as is and present it to the planning and zoning commission for its consideration.

Kurt Voss, a committee member, brought up removing all objectives that scored a two or higher.

"The sense I got is that the government wants to tell me what to do on my property," Voss said. "I'm a private property rights person."

Lang pointed out that the scores, even those over two, were closer to agreement than disagreement.

He stressed that not all 144 objectives would be completed in 10 years, but the ratings give the city a sense of direction.

"I always err on the side of having more to do than less," he said. "The city will be aware of those scores and they can gauge what they focus resources on, as to what people want."

More effort can be devoted to objectives closer to one and less effort can be devoted to objectives with higher scores, he noted.

John Vietmeier noted that leaving the goals in showed that the idea had been thought through if it comes up in the future.

Another committee member noted that if something is not important now it may be important later and the city can work on the objective.

Ultimately, the objectives were left in the plan for future discussion.

Darren Lamb led the discussion on the future land use maps. Lamb highlighted differences from the 2003 to the 2012 map.

Lang noted that the future land use map is a guide to future development. It is not a zoning map or intended to be a zoning map.

Next Steps

The steering committee will meet again in January to discuss the full draft plan.

A formal public hearing, which will provide a final opportunity for the public to express opinions, is required before the plan is adopted. The hearing will be held before the planning and zoning commission, which will be responsible for adopting the plan.

The Washington City Council is expected to pass a resolution in support of the plan prior to it going to the planning and zoning commission.

The next steering committee meeting will be Thursday, Jan. 24, from 3 to 5 p.m. at city hall.

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Headline: Low Turnout At Meeting on City Plan

Story Body: By Karen Butterfield
Missourian Staff Writer

About 20 to 25 citizens attended the public visioning session for Washington's comprehensive plan Thursday, Nov. 15.

Citizens were invited to stop by during the session and look at the city's comprehensive plan's goals and objectives and decide whether they strongly agree, agree, disagree or strongly disagree with each objective.

Thursday's session marked the third public participation session through the comprehensive plan process.

Though there was a low turnout, Dan Lang of The Lang Gang Inc., the consultant hired by the city to help develop the plan, said he was not disappointed.

"The important thing to understand is that the process isn't numbers dependent," Lang said. "It's more on participation from varying, diverse groups -- that someone from the organization can come and provide input that represents the views of that organization."

Darren Lamb, community and economic development director for the city, noted that the survey will be available online for those who were unable to attend the Nov. 15 session. The survey will be available early next week, Lamb said.

A link to the survey will be available on the city's website, ci.washington.mo.us, the economic development website, washmoworks.com and on the "City of Washington, Mo. -- Comprehensive Plan" Facebook page.

Lang said he hopes those who attended and who fill out the online survey represent a broad cross-section of people and opinions.

There are about 42 goals and several objectives to meet each goal. The comprehensive plan's focus groups include aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation/open space and economic development.

Once complete, the information will be taken back to the steering committee for discussion. The committee also will discuss the future land use map.

"We're very close to having a draft plan," Lang said.

The draft plan will be presented to the steering committee around the first of the new year and then will go to the planning and zoning commission for a public hearing and final vote.

The next steering committee meeting will be held Thursday, Dec. 6, from 3 to 5 p.m. at city hall.

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Headline: Public Participation To Be November 15

Story Body: Washington citizens are invited to attend a public participation session to look at the city's comprehensive plan's goals and objectives.

The session is Thursday, Nov. 15, from 5 to 7 p.m. at the Washington Senior Center. Residents can visit at any time during the time frame.

Citizens will have the opportunity to look at each of the plan objectives and mark on a sheet whether they strongly agree, agree, disagree or strongly disagree with each one.

Focus groups include aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation/open space and economic development.

For those who are not able to make it to the senior center, the survey will be available online for about one week after the public session.

The steering committee, which is helping develop the plan, will meet to discuss the results.

A formal public hearing, which will provide a final opportunity for the public to express opinions, is required before the plan is adopted. The hearing will be held before the planning and zoning commission, which will be responsible for adopting the plan.

The Washington City Council will pass a resolution in support of the plan prior to it going to the planning and zoning commission.

Date 10-06-12
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Headline: Comprehensive Plan On the Right Track
Plan Expected to Be Complete by Year's End

Story Body: By Karen Butterfield
Missourian Staff Writer

Washington's comprehensive plan is on track to be completed by the end of the year, Dan Lang of the Lang Gang Inc. told steering committee members Thursday.

The Lang Gang is the consultant hired by the city to help develop the 20-year plan.

The steering committee has scheduled extra meetings to discuss objectives set to meet various goals in the plan. With four focus groups complete, the group only has two more to look through.

Focus groups include aesthetics, civic improvement, land use, transportation/infrastructure, parks/recreation/open space and economic development.

During the meetings, committee members look at each objective, discuss proper wording and weigh whether to add or delete certain objectives.

The next steering committee meeting is set for Thursday, Oct. 25, from 3 to 5 p.m. at city hall. The goal is to discuss the last two focus group topics.

Once the objectives are in a form the committee is happy with, a public meeting will be held for members of the community to look at and discuss. The community will be welcome to make

suggestions to the plan.

Booth Results

A booth was set up at the Fall Festival of the Arts and Crafts in Downtown Washington Sept. 22-23.

Russ Volmert, director of planning for Arcturis, manned the booth.

Arcturis is a St. Louis-based company whose role is on the public participation side of the comprehensive plan development.

The booth displayed informational boards to inform the public of the comprehensive planning process, the plan goals and schedule.

Draft plan goals for each of the six focus topics also were presented.

Though Volmert said he wasn't sure how many stopped by the booth, there was a consistent flow of people looking at the boards and asking questions, especially Saturday evening.

Volmert said most of the inquiries or comments were in the categories of housing, improving the riverfront and traffic on Highways 100 and 47.

There also were a few comments about improving parks and improving downtown. Some booth visitors noted concerns about Fifth Street. Comments included that there are too many vacant lots and poorly maintained properties on the street.

Most people were aware that the comprehensive planning process was in progress, Volmert said.

The next public participation meeting is expected to be held during the first part of November.