

Final
VISION 2020 COMPREHENSIVE PLAN



**CITY OF NEW HAVEN
COMPREHENSIVE PLAN**

May, 2007

By

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██████ GANG, INC.

**VISION 2020
COMPREHENSIVE PLAN**

for the

CITY OF NEW HAVEN, MISSOURI

May, 2007

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I. Introduction

The City of New Haven is not unlike many rural communities where the popularity of the community threatens the features and amenities that made the place appealing in the first place. New Haven's future popularity is dependent upon how its growth is governed.

Suburban residents seem to want informal, low-density rural settings. They want to escape the crowded, high-density features of the city. Planning for the future growth we face cannot be avoided, or delayed, if we want to maintain the rural, small-town atmosphere most of us want to maintain.

The contents of this document are intended for the use by the City of New Haven to help guide the City's future. This document recommends and outlines modifications to current zoning and subdivision regulations and Ordinances and should be viewed only as a conceptual foundation for the Zoning Code and Subdivision Regulations and other land use regulations adopted by the City.

This document is the collective efforts of community-minded volunteers, assisted by a planning consultant, The Lang Gang, Inc., who have held meetings focusing on the strengths and weaknesses of our community as well as arriving at a consensus on what we hope New Haven will be in the future. A lot of the information in this document is based upon a community survey, the results of which are included in Appendix A.

As indicated on the New Haven Area Chamber of Commerce website, "On the banks of the Missouri River, in the Heart of Missouri Wine Country... New Haven could be a picture postcard for the small town Midwestern lifestyles. Those of us who live, work, and do business here find great satisfaction in our town's unique character and strong sense of place".

A. Government

New Haven is a fourth-class City of almost 2,000 persons located in Franklin County, and organized under a City Administrator form of government. Chapter 79 of the Missouri Revised Statutes provides the basic authority for City operations. Legislative authority rests with the Mayor and the four-member Board of Aldermen. Two aldermen are elected from each of the City's two wards. The Mayor is elected by a vote of all citizens. The Municipal Judge is elected by a vote of all citizens and oversees operation of the Municipal Court.

The Municipal Government includes the following positions, created by Ordinance: City Clerk, City Collector, Police Chief, Building Inspector, Public Works Director, City Attorney, Assistant City Treasurer, Municipal Court Clerk and City Administrator. City officials are appointed by the Mayor to one-year terms, subject to approval by the Board of Aldermen.

Local government services include police protection, water, wastewater, natural gas, building code enforcement, trash service, parks and recreation, recycling, snow removal and composting.

The City levies both real estate and personal property taxes as authorized by the votes under Missouri Law and has a total assessed valuation of \$32.9 million (2005).

B. Comprehensive Plan History

The City of New Haven recognized the value of good community planning and embarked on an effort to update the 1987 Comprehensive Plan. The 1987 Plan was written by the late Larry Diederich, a former newspaper reporter in New Haven. However, the Plan was never formally adopted by the Planning Commission. The City's Zoning Code dates to the 1980's.

In 2005 the City appointed a Comprehensive Plan Steering Committee to begin the task of updating the 1987 Plan. The Steering Committee drafted an initial document. A planning consultant firm, The Lang Gang, Inc. was hired in 2006 to assist the Steering Committee toward completion of that document for adoption by the City of New Haven

Planning Commission. The contents of this Plan are the result of that collective effort.

C. Community History

New Haven is a City located in Franklin County, a first-class County of approximately 100,000 population, New Haven is located along the Missouri River and the Missouri Pacific Railway, approximately 70 miles west of St. Louis.

In its early days the town was known as Miller's Landing, named for Philip Miller, a pioneer. Other names included Blish's Mill, Miller's Bend, Miller's Station and Millersburg. Founded in 1836 as a riverboat stop, Phillip Miller operated a wood yard on the River to fuel the steamboat trade.

The name changed to New Haven in 1856 and was incorporated in 1881. It became a City of the fourth-class in 1882. The City celebrated its sesquicentennial (150 years) in 2006.

In the early 1900's the town consisted of numerous Christian churches, a public school, bank, flour mill, elevator, and a stock medicine factory. New Haven was an important shipping point in the County at that time and a steamboat traveled between New Haven and other adjacent points. The population in 1900 was around 1,000 persons. Many of the original settlers were of German descent.

D. Historic Preservation

The National Register of Historic Places has recognized several structures in the New Haven area as being historically significant. These include the following:

AME Church of New Haven (also known as the Anna Bell Chapel) located at 225 Selma Street was added to the Register in 1992. It was recognized for an historic event related to black culture. Its periods of significance were 1875-1899, 1900-1924 and 1925-1949.

New Haven Commercial Historic District located at 111-139 Front Street was added to the Register in 1999. The area recognized for its architectural/engineering and as an historic event. The architectural style is Art Deco and Italianate. Its periods of significance were 1875-1899, 1900-1924 and 1925-1949. The area formerly functioned as a department store, financial institution, post office, specialty store and theater.

New Haven Residential Historic District located along Wall Street and Maupin Avenue, bounded by Washington and Bates Streets. The area was recognized for its architectural/engineering. The architectural style is Italianate and Queen Anne. Its periods of significance were of 1850-1874, 1875-1899, 1900-1924 and 1925-1949. The area formerly functioned as a hotel, manufacturing facility, multiple-family residential dwelling, secondary structure, single-family residential dwelling and a specialty store.

Wilhelm Pelster House-Barn (also known as the Pelster-Panhorst House-Barn) located just south of New Haven was added to the Register in 1978. It was recognized for a significant person, event, and architecture/engineering style. Its period of significance was 1850-1874. The structure was used as an animal facility and single-family residential dwelling.

II. CHARACTERISTICS AND TRENDS

This section of the Comprehensive Plan will examine various characteristics and trends relative to the City of New Haven's growth and development. Understanding these attributes is useful in determining realistic goals and objectives for the community in its future.

A. Demographics

Over the past three decades the City of New Haven has experienced steady growth rates. The US Census Bureau undertakes a census every ten years to determine various demographic characteristics of the Nation's population. The 2000 Census indicated that there were 1,867 persons residing in the City of New Haven. This compares with 1,757 in 1990 and 1,581 in 1980. It has been estimated that there were 1,950 persons as of July, 2005.

Some of the key population demographics are displayed in the following table. The table compares the incorporated area of the City of New Haven with the New Haven zip code area of 63068, as a whole. A more detailed accounting of the population characteristics from the 2000 Census are contained in Appendix B.

Exhibit 1: Various Demographic Characteristics

	City of New Haven	63068 Zip Code
Total Population	1,867	4,335
Total Household Units	778	1,625
Median Age	35.0	38.2
Median Household Income	\$36,681	\$46,211
Per Capita Income	\$16,503	\$22,863
Age 16+	1,434	3,357
Unemployment	2.5%	2.5%
Marital Status (15+)	56.5%	61.8%
High School Graduate (or above)	74.4%	78.5%

Source: U.S. Census Bureau

B. Housing

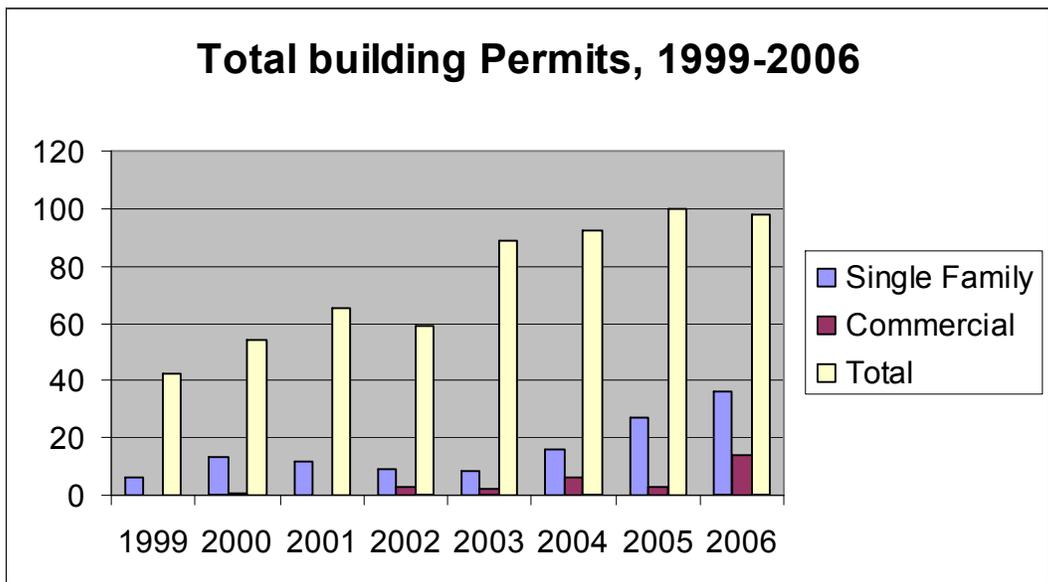
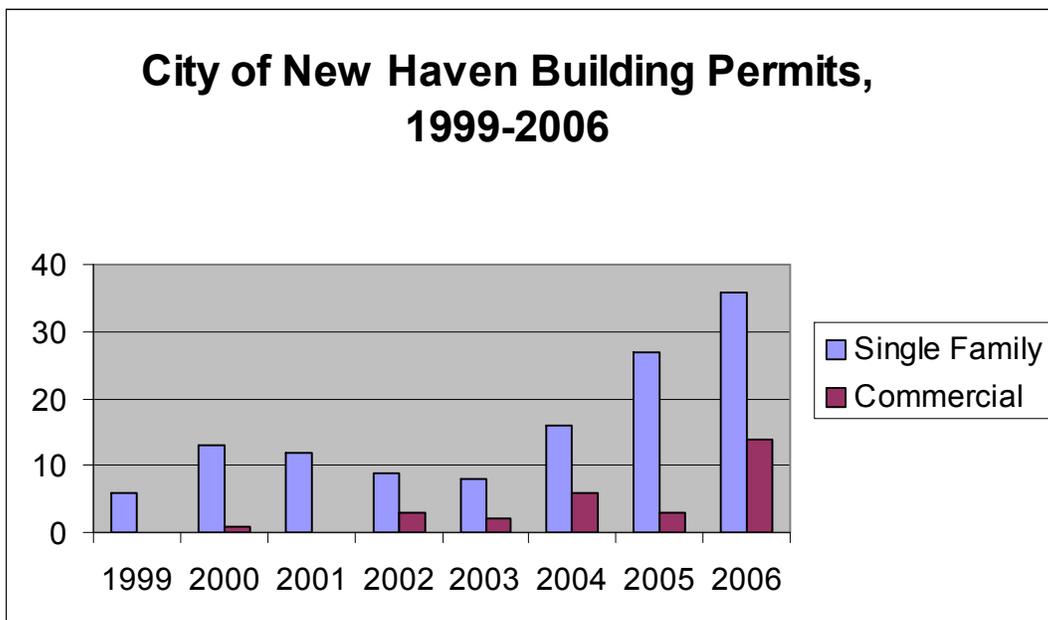
As indicated in the previous table, the total household units in the City of New Haven according to the 2000 Census were 778. Since that time building permit activity for housing has continued to increase. A total of 36 single-family residential permits were issued in 2005-2006 which represented a 33% increase over the previous year. There has been four consecutive years of continued residential housing growth as indicated on the following table.

Exhibit 2: Building Permit Data – Housing

	1999	2000	2001	2002	2003	2004	2005	2006
Single-Family	6	13	12	9	8	16	27	36
Multi-Family	0	0	0	0	1	0	0	0
Mobile Home	0	4	0	1	1	0	0	0

Source: City of New Haven

Exhibit 3: Building Permits Graphics



There are a number of subdivisions containing new housing units as illustrated on the following map:
Exhibit 4: Subdivisions with New Residences

Appendix B contains detailed housing information for the City of New Haven based upon the 2000 Census. The housing can be characterized as primarily single-family, built before 1990, with three to six rooms. Most residents have been in the community since 1980 and heat their homes with either utility gas or bottled, tank, or LP gas. The 2000 Census indicated that 65% of the residential units were valued at \$50,000 to \$99,999 with another 13% above that figure. Obviously, these values have increased since the 2000 Census. New housing is currently selling the range of \$90-100 per square foot, with developed quarter-acre lots (10,000 square feet) in the \$25,000-\$35,000 price range.

C. Existing Land Use

As part of the Comprehensive Plan process, the City Staff of the City of New Haven undertook an existing land use inventory of the City. The value of this exercise is two-fold. First, to gain an understanding of the distribution of various land uses throughout the community and secondly, so that this base information can be used to develop a Future Land Use map. This Future Land Use map will serve as the basis for helping to make future land use decisions.

The Existing Land Use map is contained as a part of this Comprehensive Plan. Land use activities occurring within the City of New Haven include low-density residential, moderate-density residential, commercial, industrial, parks/open space, and public/semi-public.

III. Transportation

This section of the Comprehensive Plan examines the various modes of transportation relative to the New Haven community. These transportation modes; roadways, railroad, airports, the river, and other alternative modes to varying degrees have an impact on the overall community.

A. Roadways

The City of New Haven maintains approximately 14 miles of streets, roads and bridges. Approximately 98 percent of the streets are paved. Paved streets are surfaced with asphalt, chip and seal, and oil surfaces. The City also maintains a few sections of concrete surface roads. The Public Works Department which maintains the streets consists of a Director, Assistant Director and four other employees.

Funding for street maintenance and improvement comes from numerous sources, including the City's General Fund, Transportation Tax, Motor Fuel Tax, Capital Improvements Sales Tax and Special Roads District Tax. The City has also utilized federal funding for curb and gutter and sidewalk improvements.

Highway 100 and Highway C in the City limits are both maintained by the State of Missouri. Miller Street is the only street federally classified as a Rural Major Collector and as such is eligible for federal funding.

New Haven is located on Highway 100, it's "Main Street", which is a major east-west route in east-central Missouri. According to the Missouri Department of Transportation, vehicle counts ranged from 6,100-6,900 vehicles per day over the last several years.

The New Haven Special Roads District maintains two sections of roads outside the City limits, Boeuf Lutheran Road and Olive Road. Franklin County also maintains several roads and bridges outside of the City limits.

Existing City Ordinances require that new streets be constructed at developer or property owner expense. Ordinances also require that curb and gutter and sidewalk improvements be paid by the property owner. The City accepts maintenance of new streets upon inspection and approval of the Public Works Director and Board of Aldermen. Curb and gutter and sidewalk maintenance remain the responsibility of the property owner.

Interstate 44 is located approximately 22 miles to the east. Interstate 70 can be accessed via Route 19 and is approximately 30 miles to the northwest (see Major Streets Plan).

B. Railroad

The Union Pacific railroad runs directly through downtown New Haven. In addition to carrying freight, the route also serves as a passenger service offered through Amtrak. Amtrak has a station location at the City of Washington. The rail line remains very active with approximately sixty trains per day traveling through the City of New Haven.

C. Airports

The closest airports are the Sullivan Airport located 25 miles to the south and the Washington Airport located 12 miles to the east. The Sullivan Airport can accommodate small jets and the Washington Airport is being upgraded to small jet service. The St. Louis International Airport is located along Interstate 70 and is the closest primary airport for passenger service.

D. River

The City of New Haven is located along the Missouri River. During the late 1800's and early 1900's the New Haven community was a river shipping point. River transportation has changed dramatically over the last 100 years. As such, New Haven is no longer a major shipping port. However, the Missouri Department of Conservation does maintain an active boat launching ramp to allow River access and recreational opportunities.

E. Alternative Transportation Modes

The City of New Haven maintains its interest in developing alternative transportation modes such as bicycling and pedestrian walkways. The recent placement of a sidewalk along Highway 100 is a step towards providing pedestrian accessibility and aesthetic enhancement.

Franklin County is not currently a part of the Great Rivers Greenway taxing jurisdiction. This system provides trails, parks and open space to citizens of the St. Louis region. There has been some discussion about whether Franklin County and its municipalities should attempt to become a part of this regional initiative.

IV. Utilities

City controlled utilities within the New Haven community include water, wastewater, natural gas and solid waste control. Electric and telecommunications are provided by others. These various utilities are discussed in greater detail within this section of the Comprehensive Plan.

A. Water

The City of New Haven delivers water service to approximately 900 customers. The City maintains two wells and two water storage tanks along with an estimated 21.5 miles of water mains to provide service.

The City requires new water mains be constructed at property owner or developer expense. The City accepts maintenance of these lines upon inspection and approval of the Public Works Director and Board of Aldermen. Property owners are responsible for maintenance of the service line from the curb stop to their home or business.

Water service is funded exclusively through user charges. The City has approximately \$150,000 in debt remaining on Water and Sewer General Obligation bonds, approximately \$75,000 of which will be paid out of the Water fund. The final payment is scheduled for January 1, 2008.

Water service is administered under the oversight of the Missouri Department of Natural Resources and the Environmental Protection Agency. The City maintains an annual water sampling and testing program under the jurisdiction of the Missouri Department of Natural Resources. The City does not currently treat its drinking water. City drinking water has been within federal guidelines for contamination since 1993, when Well #2 was taken out of service due to PCE contamination above the federal Maximum Contaminant Level.

The City pumps an average of 254,000 gallons of water per day from its two wells (Well #3 and Well #4). The two water storage tanks each have a capacity of 300,000 gallons, for a total system storage capacity of 600,000 gallons.

The Environmental Protection Agency (EPA) has been investigating New Haven area groundwater contamination since 1999. It's important to note that City drinking water has not tested positive for contamination since 1993. The EPA maintains a website on the New Haven investigation. It can be viewed at <http://mo.water.usgs.gov/epa/nh/index.htm>.

B. Wastewater

The City of New Haven provides wastewater service to approximately 850 customers. The City operates an estimated 18 miles of sewer mains and seven Lift Stations, in addition to the sewage treatment lagoon located downtown. The lagoon, built in the 1960's and located on a four-acre site, is a two-cell aerated lagoon that discharges into the Missouri River. All sludge is retained in the facility. Design flow capacity is 330,000 gallons per day. The lagoon facility is monitored monthly under the oversight and jurisdiction of the Missouri Department of Natural Resources (DNR). The City is currently in negotiation with DNR on its lagoon operating permit, which expired in 2005. A final decision on the permit is expected by Summer, 2007.

Wastewater service is funded exclusively through user charges, currently set at \$2.46 per thousand gallons. There is no minimum charge. The City has approximately \$150,000 in debt remaining on Water and Sewer General Obligation bonds, approximately \$75,000 of which will be paid out of the Sewer fund. The final payment is scheduled for January 1, 2008. Voters in 2005 authorized a ½ cent Capital Improvements Sales Tax, which can be used for system improvements.

The City requires new sewer mains be constructed at property owner or developer expense. The City accepts maintenance of these lines upon inspection and approval of the Public Works Director and Board of Aldermen. Property owners are responsible for maintenance of the service line from the main line to their home or business.

The Board of Aldermen in 2006 entered into a contract agreement with CM Archer Group PC for a Preliminary Engineering Report of the wastewater system. This report is expected to be completed by the end of 2007.

The City has had occasional instances in recent years where lagoon samples exceeded DNR standards. However, all instances were isolated in nature and subsequent samples were found to be in compliance.

C. Natural Gas

The City of New Haven took over maintenance of the natural gas system in 2002. The system was first established in the 1960's and was maintained through a contract with Utility Consultants Inc. until 2002. The Department responsible for the system for New Haven consists of a Superintendent and two other employees.

The natural gas system includes approximately 32 miles of pipe, including a 15-mile lateral line from the City of Hermann east City limits to New Haven. Total meter count is 673, of which approximately 600 are active. New Haven also maintains the City of Berger's gas utility under a contractual agreement. Berger has approximately 89 natural gas customers.

The City purchases gas through the Municipal Gas Commission of Missouri. New Haven is listed as a customer of Panhandle Eastern Pipeline. New Haven shares the gas line with the Cities of Hermann, New Florence, and Berger and has cooperative agreements with each over maintenance of the line.

The City maintains the natural gas mains and appurtenance facilities (regulator stations, valves and other equipment). Property owners are responsible for the service line and meter.

D. Solid Waste

New Haven currently provides solid waste disposal service through a contract with Allied Waste Company. The contract runs through August, 2007. The City provides twice-weekly trash pick-up, once-a-month bulk trash pick-up and once-a-month recycling pick-up through the contract. The City collects the monthly charge through its water and sewer billing and forwards the payments directly to the contractor.

The City also maintains a compost site at the site of the former City landfill. The site is open to residents on a periodic basis. Tree limbs, branches, leaves and other yard waste are accepted at the site. Tree trimmings are chipped into mulch, which is provided to residents free-of-charge. Use of the compost site is restricted to City residents only.

The City plans to conduct a City-wide leaf pick-up in November, 2007. A Christmas tree pick-up is also planned in 2007-2008. The City has conducted on-site brush chipping to assist residents with removal of downed trees and branches following storms.

The compost site location at the Old City Dump is restricted to surface uses. The Environmental Protection Agency maintains a groundwater monitoring well at the site and the City has agreed to restrict excavation at the site. The EPA, in past discussions with the City, has indicated a surface use for the property, such as a concrete pad and shed, barn, or other structure, would be acceptable.

E. Other Utilities

Electric service is through the Ameren UE Corporation which appears to have adequate system capacity to supply electric service to the New Haven community.

Fidelity Communications provides telephone, high-speed DSL Internet access and other telecommunication services in the City. Cingular leases a cell tower site in New Haven. U.S. Cellular completed installation of a radio antenna on the Melrose Street Water Tower in April, 2007. U.S. Cellular is leasing space on the tower from the City. Rapid Communications began providing cable television service in New Haven in April, 2007 after acquiring the system from Charter Communications.

V. Economic Development

Economic development is an important component of any community. Whether for job opportunities, tax base, or convenience for its citizens – economic vitality is one of the keys to a successful future for New Haven. The City of New Haven has a strong industrial base, growing commercial opportunities, and a downtown ready for revitalization.

New Haven has a long history of innovative economic development initiatives. Community leaders involved in the development of the Hawthorn Company property in the 1950's pioneered what would become the first use of industrial development bonds in the State of Missouri. Subsequent developments built on that foundation and helped establish New Haven as a vibrant and prosperous place to do business. The development of the GenCorp Automotive (now GDX Automotive) plant in the 1990's was another chapter in this long tradition. New Haven enters the 21st century on a firm economic development footing, while at the same time confronting numerous challenges.

The City of New Haven has an Industrial Development Authority group, created and authorized under Chapter 353 of the Missouri Revised Statutes. Members are appointed by the Mayor, subject to approval by the Board of Aldermen.

The Board of Aldermen in 2006 passed a resolution to create the New Haven Economic Development Committee. The committee held its first meeting in June, 2006 and intends to meet on a monthly basis. The committee's proposed Mission Statement is included herein:

“The mission of the New Haven Economic Development Committee is to promote and encourage residential, commercial and industrial development in the City of New Haven. The committee will seek to strengthen existing businesses while encouraging new businesses to expand or locate in New Haven. The committee will serve as a liaison between private business and development and the New Haven Board of Aldermen, as well as other local, state and federal governments. The committee recognizes a New Haven tradition of progressive civic-minded business development, and will seek to expand that tradition. The committee will work with the best interests of the community in mind, promoting positive business development that enhances the community and adds to our quality of life.”

The Board of Aldermen in 2006 also approved creation of the City's first website, found at www.NewHavenMo.org. The website has a strong economic development component that has been utilized by at least a few prospective businesses seeking to locate in New Haven.

New Haven's residential and commercial development has seen strong growth in recent years, particularly residential. New Haven has shown record new housing starts in recent years. The City also has seen new commercial development with the establishment of two new banks, a small office complex and new grocery store location.

A. Business Characteristics

Within the New Haven Zip Code area there are a total of almost 2,300 employees and 200 business establishments. A distribution of employees within these businesses is as follows:

Exhibit 5: Employee Distribution

Number of Employees	Percentage of Employees
1-4	71%
5-9	12%
10-19	7%
20-49	6%
50-99	3%
100+	1%

Source: New Haven Community Profile

White-collar employees constitute 58 percent of all jobs, while blue-collar employees are the remaining 42 percent. Most employees within the New Haven Zip Code area are employed in wholesale trade (39%), followed by services (21%), manufacturing (18%), retail trade (11%) and other (11%).

According to the 2000 Census, residents of the City of New Haven have almost 900 persons employed in the labor force. Unlike the Zip Code area, a majority of New Haven residents (32%) are in manufacturing. This is not surprising given the number of manufacturing facilities located within the City. Another 12 percent are employed in retail trade and almost 20 percent in educational, health and social services. The per capita income was \$16,503 according to the 2000 Census. Additional economic characteristics can be found in Appendix B.

New Haven has long been known for its businesses. The historic Langenberg Hat Factory was founded in the 1880's and continues today as Beaver Brand Hats. The development of the New Haven Company in the 1950's (later acquired by the Kellwood Company) put New Haven "on the map" as a major tent manufacturer and distributor. GDX Automotive, a leading supplier to the automotive industry began operations in New Haven in 1996 and expanded into its 300,000 square foot facility in 2000. The company provides vehicle sealing, glass encapsulation and anti-vibration components.

Leading employers in the community today include GDX Automotive which employs over 600 workers; Metalcraft Enterprises employs approximately 100 people at its metal fabricating facility; Haines Finishing has about 40 employees at its industrial coatings plant; Pepsi-Cola Bottling Company of New Haven (around since the early 1900's) services most of east-central Missouri from its New Haven headquarters; Citizens Bank has over 100 people at its four facilities, including its New Haven headquarters; and the New Haven School District employs about 60 certificated staff.

B. Downtown Revitalization

New Haven's downtown area is a unique resource that should be preserved and enhanced. The downtown area, as previously indicated, is an historic remnant of the community.

"Downtown New Haven" begins at the banks of the Missouri River and includes the old downtown area, as well as, the historic district on Wall Street and Maupin Street. A complete plan for the downtown area should take into consideration the diverse aspects of the area – from the Missouri River to the railroad, to Front Street, to the Town Steps, to the newly redeveloped Central Hotel and Langenberg Hat Factory area. Other considerations include the City Hall and Police Station, sewage lagoon, boat ramp access to the River, the former Mill and grain silos, as well as the existing MFA operation.

C. Industrial Development

New Haven has two industrial parks, both with easy access to Highway 100. Manufacturers located within these parks include GDX Automotive, Metalcraft Enterprises, Mar Chem Coated Fabrics, Bennett Packaging, Turning Point Machine Tool, C&S Tool and Die, and the New Haven Filter Company.

New Haven has developed three industrial areas, beginning with the area off Orchard Street where the former Hawthorn Plant was first located. East Industrial Drive was developed in the 1980's, largely through the leadership of the New Haven Area Chamber of Commerce. In the 1990's, the New Haven Industrial Development Corporation and New Haven Community Betterment Association partnered with the City of New Haven to create the New Haven Industrial Park on the former Hellmann property.

The New Haven Industrial Park contains the only currently available City-owned industrial development lots. There are six available lots: Lot 1, 2.78 acres; Lot 3B, 4.13 acres; Lot 3A, 2.0 acres; Lot 5, 7.05 acres; Lot 9, 3.77 acres; Lot 11A, 2.51 acres. Total land available is 22.24 acres.

All of the available New Haven Industrial Park lots are affected by the Environmental Protection Agency investigation into groundwater contamination. PCE contamination has been found in the groundwater of four of the lots. The remaining two (Lots 9 and 11A) are not believed to have contamination, but are subject to disclosure and potential liabilities under Superfund. The Kellwood Company has provided Environmental Phase 1 reviews for each lot.

All of the sites have access to City water, wastewater, and natural gas services. The sites are either flat, or have a gently rolling topography.

D. Commercial Development

What comes first? The chicken or the egg? What comes first? New retail and service business, or a larger population to support these?

Before companies locate in new areas, a demographic study is usually completed. Various information is analyzed to determine if a new location will warrant the investment. Until the number of households, the estimated amount of dollars spent per household in restaurants, or the estimated amount spent per household for home improvements, or appliances, or other factors are known, a commercial business is at a high-risk for success.

Recent developments include two new banks (2006) and a supermarket (Seitter's Market) which opened in 2007. It should be recognized that commercial development is "market driven". The businesses will come when the demographics can support business success.

When the businesses come, the community will need to be prepared for them. Areas should be "zoned" for this purpose and "codes" or "restrictions" established as to what can be done in regard to highway access, building design, setbacks, etc.

All commercial development in the City must be reviewed by the Planning Commission, and then on to the Board of Aldermen for approval. Commercial development continues to build momentum in the community as the population and jobs base expands.

VI. Community Facilities/Services

The quality-of-life of a particular community is roughly measured by the community facilities and services available to its citizens. This section highlights the community facilities and services available within the New Haven community.

A. Education

New Haven has long been identified with the “Shamrocks” and the New Haven School District. The basketball teams of the 1950's won four consecutive State Championships, and that tradition was strengthened in recent years with four more State Championship teams since 1997. The New Haven schools of today are noted for their tradition of excellence, rooted in strong community support. The New Haven area is home to both the New Haven School District and the Franklin County R-II School District located just south of town. Total enrollment in the New Haven School District is around 500 pupils.

One of the key community facilities associated with the New Haven School District is the New Haven Community Auditorium. A growing number of New Haven residents probably don't know the history of the New Haven Community Auditorium, which was formally turned over to the New Haven School District in 2005.

The Community Auditorium was paid for entirely through private funds, raised separately from the School District. When the current high school campus was first being constructed, the School District lacked the bonding capacity necessary to fund construction of the gymnasium / auditorium. Civic leaders of the time initiated a fund drive to raise money for the project. The fund drive was successful, and the entire cost of construction of the auditorium / gymnasium was paid for with private funds.

The Community Auditorium was then overseen by a volunteer board, which met annually. The Board received a small annual fee from the School District for use of the Auditorium, and the facility was periodically made available for public purposes outside of school district functions, also for a small fee.

In 2005, the Community Auditorium Board voted to turn the facility over to the exclusive control of the New Haven School District.

B. Health Care

There are a number of health care providers located in, or near, the City of New Haven. These facilities and services include the following:

- Patients First Health Care (full-time general practice with one full-time physician and seven total employees).
- New Haven Care Center (not-for-profit skilled nursing facility with 77 beds).
- New Haven Family Dental Care (two dentists).
- New Haven Family Chiropractic (one chiropractor).
- New Haven Ambulance District (two paramedics and 13 total staff).
- New Haven Vet (one veterinarian).
- St. John's Mercy Hospital (located in Washington, Missouri 12 miles east is a Level III trauma center).
- Numerous other health care providers located in Washington, Missouri within easy driving distance of New Haven.

C. Law Enforcement

The City of New Haven operates a full-time Police Department. The Police Department is located in “Downtown New Haven”. The Department personnel consists of a Police Chief, Assistant Police Chief, four Officers and two Reserve Officers.

D. Fire Protection

Fire protection for the City of New Haven is provided by the New Haven/Berger Fire Protection District which includes three stations located within the District (one in New Haven on Miller Street). The District operates on a tax levy of 25 cents per \$100 of assessed valuation. The District serves about 6,800 people living in a 134 square

mile area. The New Haven/Berger Fire Protection District was formed in 1998. It combined the New Haven Volunteer Fire Department (formed in 1934) with the Berger Volunteer Fire Department (formed in 1954). The District has about 70 active members and a five-member governing board.

E. Ambulance

The New Haven Ambulance District is located at 112 Industrial Drive in the City of New Haven. The District operates on a 30-cent tax levy. The District consists of two paramedics and a staff of 13 persons.

F. Library

The New Haven Branch Library located at 901 Maupin, is a branch of the Scenic Regional Library in Union, Missouri. The Scenic Regional Library serves Franklin, Gasconade and Warren Counties. There are six branch libraries, including the one in New Haven.

The library system contains 211,000 books and serial volumes, more than 500 subscriptions, over 4,500 videos, and 6,500 audio materials. The library offers extensive resources to its patrons.

G. Tourism

The City of New Haven offers several tourism opportunities. The New Visitors Center & Museum is located downtown at Main and Miller Streets. Books and items of local historical interest can be found there, along with interpretive displays which focus on the life and times of John Colter.

The Colter Memorial is just across the street from the museum. Colter was a famous mountain man, explorer and member of the Lewis & Clark Expedition. He spent the last years of his life not far from New Haven.

New Haven is also in the heart of the Missouri Wine Country. As such, there are numerous wineries, antique shops, bed and breakfast accommodations, and other features to appeal to persons interested in the winery experience.

The downtown area of New Haven also features a levee walk overlooking the Missouri River. In addition to the Missouri Department of Conservation boat landing ramp, there are other recreational opportunities discussed in more detail in the Parks and Recreation section of this Comprehensive Plan.

H. Other Community Resources

The community has one weekly newspaper, the *New Haven Leader*; two regional radio stations (KLPW, KSLQ); eight television channels available without cable; several financial institutions (Citizens Bank, Peoples Savings Bank, Bank of Franklin County); 19 churches in the area (including nine inside the City limits); and numerous active community organizations. These active community organizations include the following:

- Town and Country Women's Club
- New Haven Lions Club
- New Haven Area Chamber of Commerce
- Community Betterment Association
- Industrial Development Corporation
- Tourism Group
- New Haven Preservation Society
- American Legion
- VFW Post 6890
- New Haven School Foundation
- New Haven Athletic Boosters
- New Haven Music Boosters
- New Haven Youth Fair Board
- New Haven Little League
- Knights of Columbus
- Riverfront Cultural Society

VII. Parks, Recreation and Open Space

All community residents strive for activities to fill their leisure time. Whether active or passive recreational pursuits, the existence of these opportunities greatly add to the appeal of the community. This section of the Plan discusses parks, recreation and open space resources.

A. Parks

The New Haven City parks system is run by a Board appointed by the Mayor and confirmed by the Board of Aldermen. The Park Board is organized under Missouri Revised Statutes Sections 90.500 to 90.570.

The park system has a dedicated and real and personal property tax levy, which was .2819 cents in FY 2005-06. This tax generates approximately \$82,000 annually. The other main revenue sources are pool admissions and Bail Park rentals.

The City park areas include the 40 acre parcel off Highway 100 commonly known as the “New Haven City Park.” An additional 3.15 acre parcel is known as Bail Park. Bail Park is owned and managed by the City, but is restricted to private uses. It currently costs \$100 per day to rent Bail Park.

In 2004, three smaller tracts in the downtown area were turned over to the park system and collectively named “Colter Riverfront Park.” Thurman Park, on Wall Street, was also dedicated to the park system in 2004. In 2006, the John Colter Museum and New Haven Visitor’s Center was provided to the Park Board.

The park operation currently includes the following: maintenance of City Park including grass-cutting, bathroom cleaning and trash removal; two ball diamonds, Lions Field, Bock Field, and one tennis court are also maintained. The Municipal Pool operates seven days a week generally from Memorial Day through mid-August. Four picnic pavilions are maintained, including the Bail Park facility along with two large pieces of playground equipment and several smaller pieces. Three bathroom facilities are maintained: City Park, Bail Park and Lions Field; as is an outdoors basketball court. A small maintenance building located in Bail Park, but is in the process of being replaced.

The Park Board also has responsibility for maintenance of Thurman Park and Colter Riverfront Park, as well as for operation of the Visitor’s Center and Museum.

The park employs one part-time Park Manager. The Park Manager hires a work crew to assist in operation and maintenance activities. The swimming pool is headed by a manager, who employs a staff of lifeguards and help for the concession stand. The Park Board in Spring, 2007 plans to create a new full-time Park Manager position.

B. Recreation

New Haven is very fortunate to be in an enviable position in regard to outdoor recreation. The American Legion baseball/softball diamond as well as Lions Field and Bock Field are very busy during the spring, summer and fall months (the American Legion and Lions Club help to maintain these fields). The New Haven High School baseball team hosts league games at the American Legion diamond. Fast-pitch softball tournaments have brought in teams from all over the State of Missouri. The community has a swimming pool, outdoor basketball court, tennis courts, playgrounds, picnic tables and open space used for the annual hot-air balloon race and other activities.

The middle school and high school campus lacks a track and soccer/football field. League track events cannot be held there. Soccer, a popular sport almost everywhere in our area, began in 2006 on a limited basis. The Community Betterment Association purchased a 10-acre tract from the American Legion some years ago for an industrial site. Since then, in a joint venture with the City, a larger industrial park has been developed. This 10-acre tract is adjacent to the high school campus and has the potential to be used for outdoor recreational pursuits.

The public school also faces a shortage of indoor practice facilities resulting in teams practicing either very early in the morning, or late in the evening. Adult indoor sports/fitness activities are very limited. The high school has a

weight room, but adult use is limited.

C. Open Space

The City is attempting to find a way to balance the preservation of our green space while still embracing the development of land. Wildlife such as deer, turkey, quail, squirrels and rabbits need a continuous stretch of green space to move from different areas. Preservation of forest cover in a “greenbelt: plays a role in preserving the air quality in addition to providing space for wildlife for the community, as a whole, to enjoy.

A minimum area of new development could be set aside for green space which is land area donated to the City. Development of smaller, “neighborhood” parks/playgrounds could also be considered throughout the city, especially in planning new residential areas.

The City of New Haven does not presently have a well-developed trail system. A way to “tie” the community together is to set up a series of trails throughout the town. Planned in cooperation with the green spaces, major trails on the east and west side of town could connect downtown with the City Park with smaller side trails to bring the people into the major trail loop. In a broader sense, a system of City trails once in place, could be incorporated into the much larger trail system proposed along the Missouri River from St. Louis to Hermann.

VIII. Implementation Strategy

The Implementation Strategy section of the Comprehensive Plan is the “how-to” guide for future direction of the New Haven Community. It provides a framework upon which to develop goals and objectives to move the community from where it is at today – to where it would like to be in the future. The section has been divided into goals and objectives, and future land use. The goals and objectives are in broad-based categories consistent with those provided during the focus group meetings held in February, 2007, coupled with earlier efforts to produce a Comprehensive Plan for the community. These broad topic categories are transportation/other infrastructure; economic development; parks, recreation, and open space; aesthetics; and land use.

A. Goals and Objectives

The goals and objectives have been developed based upon previous work undertaken by the Steering Committee, coupled with the citizen responses received at the February, 2007 focus group meeting. Each topic category includes a narrative. Exhibit 7 contains a concise listing of the community's goals and objectives.

TRANSPORTATION/OTHER INFRASTRUCTURE

HIGHWAY 100

Highway 100 is the “front door” to the community. It is the first thing that one sees when entering New Haven or when passing through. Highway 100 is also our new Main Street, the central commercial corridor and main transportation artery.

Because the highway corridor is the area most commonly used by both local residents and visitors, it is imperative that building and development along the corridor be held to the highest standards. Use of the highway corridor should not be limited to commercial activity only, but should include residential, recreational, and aesthetic issues, as well.

A Highway 100 corridor that is developed properly will result in a pleasant, orderly, efficiently planned and welcoming “Main Street.” Such a developed corridor would reflect the wishes and desires of residents to maintain our small-town atmosphere while at the same time enable the area to grow and prosper in an orderly manner.

HIGHWAY 100 RECOMMENDATIONS

Existing New Haven zoning regulations do not give governing bodies enough authority to direct growth in an orderly manner. Zoning regulations should be created or strengthened to discourage “strip” developments and encourage the “shopping plaza” style of development.

Access to the highway for commercial development should be limited, and regulations should encourage large-scale developments over smaller, one-store-at-a-time development. New developments should include green space and landscaping “buffers” between the highway and development. New commercial construction should meet a minimum 50 foot setback line from the highway right-of-way.

Non-residential buildings along the Highway 100 corridor should meet a minimum architectural standard, and regulations to create such standards should be adopted by the City. New buildings, as well as renovations of existing buildings, should be subject to architectural review. All utility lines should be located underground.

Highway 100 should be widened to three, and possibly, four lanes as the corridor develops. Improvements to the highway should be at the expense of the developer, and not the City. Adequate right-of-way for future widening should be dedicated in all new developments, and sidewalks should be encouraged, and in some cases required.

Whenever possible, highway ingress / egress to new developments should be built to City street specifications. Traffic to the development should enter from the new street, and not from the highway entrance itself. The new street should be built so that it can be easily extended in the future, and connect to the existing street network, if

appropriate.

Signs and billboards along the highway corridor should be tightly regulated, with consideration given to prohibiting some kinds of billboards altogether. Lighting should also be regulated, with decorative lighting encouraged along the immediate highway corridor.

Highway 100 is a commercial corridor and zoning should recognize it as such. Both sides of the highway through the City limits should be zoned commercial a minimum of 400 feet from the highway right-of-way. Residential uses can be permitted and may, in some cases, be encouraged, but citizens should assume that commercial development will take precedence in the highway corridor.

The sidewalk on the north side of Highway 100 is a strong attribute of the corridor and needs to be further developed. Decorative lighting, landscaping, benches and banners would all enhance the walkway and contribute to the overall appearance of the corridor. The City government should work with citizen groups to promote beautification efforts on the highway.

Consideration needs to be given to a future alternate route through New Haven. Residential street connections that access highway developments can alleviate traffic and should be encouraged, when possible. At the same time, if the highway is to become our "Main Street," then citizens must understand that our Main Street cannot at the same time be a freeway or thoroughfare.

OTHER INFRASTRUCTURE

New Haven's transportation and utility infrastructure has been built through a series of voter-authorized initiatives, including the drive to establish the natural gas system in the 1960's, and the more recent Water and Sewer bond issues of the 1980's and 90's. Funding for street maintenance was authorized in the 1980's when voters approved the ½ cent Transportation Sales Tax. In 2005, voters authorized a Capital Improvements Sales Tax to provide further funding to meet infrastructure demands.

The result is that New Haven's infrastructure has been well-maintained and has provided a high level-of-service to its citizens. But demands for continued improvement are ongoing, and maintenance of the systems into the future will also prove challenging.

ROADS AND BRIDGES

Maintenance and development of the City of New Haven's transportation network is one of the key issues facing the City, both now and in the long-term. Transportation planning is important, and the City should take care to proceed in close conformity to the recommendation and guidance provided in this Plan.

The City's funding to address street maintenance needs is sufficient, though funding to address bridges is not adequate. The City has numerous old and undersized bridges which will need to be addressed in future years. The City should plan for these improvements accordingly and investigate cost-sharing opportunities with other agencies (federal, state and local), whenever possible. It is unlikely that City funds alone will be able to fully address anticipated bridge repair and replacement needs.

The City should actively engage the East-West Gateway Coordinating Council to ensure that federal and state funding available to New Haven is properly utilized. Efforts should be made to reclassify streets to meet federal funding requirements, whenever possible. The City should also partner with other federal, state and local agencies to assure that funding available to New Haven is secured.

Curb and gutter and sidewalk issues have been a source of conflict for the City and citizens. The City should consider new Ordinances or programs to more efficiently address these issues and assure that curb and gutter and sidewalk construction, repair and maintenance is handled fairly and equitably for citizens.

WATER

Providing clean, quality drinking water is one of the City's most basic duties and obligations. The City should do everything within its power to assure that the water system is run efficiently and that it meets all applicable local, state and federal standards. The quality of the City drinking water is generally excellent, despite the presence of groundwater contamination in some areas of New Haven. The City should remain vigilant in protecting its water from contamination and assuring that clean, quality water can be provided both now and into the future.

WATER RECOMMENDATIONS

The City should continue its policy of placing the burden of new infrastructure development and construction on the property owner or developer. Provisions should be made or strengthened that will allow the City to require developers to pay for system improvements that are necessitated by the development. For example; if the City's existing water production or storage infrastructure cannot handle the new volume to be required by a new development, the City must have the flexibility to require that the development pay all, or a portion of, the costs for the required improvement.

The City of New Haven in 2006 received a grant from the Missouri Department of Natural Resources to perform an engineered water system study. That study should be finalized by Summer, 2007. The study is assessing the current condition of the system as well as projecting needs on a long-term (20 year) basis. The study will provide the basis for decision-making in the near future over what kind of improvements should be made to the water system.

While it's true that the City is under pressure to keep its user charges low for water customers, it's also true that the quality of the water system is something that the City should not "skimp on". User charges must be set at a level that provides the highest level-of-service that is practicable, while at the same time assuring that water system expenses are shared fairly and equitably among users.

The City also must work hard to assure that the EPA investigation into groundwater contamination is resolved in a way to benefit the citizens of New Haven. Activities by former manufacturing and industrial operations in New Haven caused the contamination, and the citizens have a right to expect that those firms be held responsible for clean-up and remediation. The City should not accept a resolution that burdens the taxpayers of New Haven with the costs of this investigation, clean-up, remediation and any other potential settlement.

WASTEWATER

The engineering study to be completed in 2007 will provide recommendations as to how New Haven can meet its 20-year wastewater collection and treatment needs. The report is expected to provide a cost-benefit analysis of locating a new treatment facility on City-owned property south of New Haven near Boeuf Creek. This possibility should be studied closely. The City should also consider a solution that relocates the existing site and allows the City to reclaim the existing lagoon site for functional parks and recreation usage in the future.

WASTEWATER RECOMMENDATIONS

New Haven's existing wastewater collection infrastructure is in need of evaluation. The City should adopt an annual program of maintenance that addresses maintenance needs on an ongoing basis. The City should stay current with new technologies and processes on both the treatment and collection side, and ensure that decision-makers consider new technologies before making major new investments.

The City should do a comprehensive survey of Missouri wastewater user charges before deciding on a method of funding major new improvements. The majority of the expense of improvements should fall to the users of the system, and subsidizing these costs with other sources of revenues should be discouraged.

As in all areas, the City should investigate all opportunities for grants, cost-sharing and other available funding for improvements, operation and maintenance. Local, county, state and federal governments are all potential sources of revenue that could be tapped.

The City should continue its policy of placing the burden of new infrastructure development and construction on the property owner or developer. Provisions should be made or strengthened that will allow the City to require developers to pay for system improvements that are necessitated by the development. For example; if the City's existing lift station infrastructure cannot handle the new load to be placed upon it by a new development, the City must have the flexibility to require that the development pay all, or a portion of, the costs for the required improvement. The City should also strengthen Ordinances that require wastewater effluent of industrial users meet strict standards before being discharged into the City system.

NATURAL GAS RECOMMENDATIONS

Unlike the water and sewer utilities, New Haven does not have exclusive control of the natural gas system and instead operates it cooperatively with three other Cities. These agreements should be reviewed to ensure that they provide the citizens with the highest level-of-service possible at the most affordable cost. The contract for natural gas procurement, currently held by Municipal Gas Commission of Missouri, should be reviewed for the same purposes.

An engineered study of the natural gas system should also be pursued. The study should provide the basis for decision-making both in the short and long-term. New Haven has built up a sizable reserve in its natural gas fund, but recent trends show that the utility is running near break-even. The City should address financial management of the utility both on the cost and revenue side to assure that the utility is on solid financial footing for years to come. Consideration should be given to the utility as a potential profit center for the City, and plans should be developed to strengthen its position as a business enterprise. The City should also stay current with emerging technologies that use natural gas, including; but not limited to, the development of vehicles that run on natural gas.

SOLID WASTE

The City currently awards its solid waste disposal contract on a three-year basis. The contract is competitively bid. This arrangement gives the City limited control over costs of solid waste disposal. The current City contract does not contain a provision allowing the City to recoup its costs of billing and collection of the trash service fee. The City should consider adding this provision to future solid waste contracts.

SOLID WASTE RECOMMENDATIONS

While regulatory issues make the establishment of a City-owned landfill unlikely, the City should seek to stay apprised of new developments in this area. A City-owned landfill has potential to be a revenue source for the City, as well as a way to keep solid waste disposal costs under control for the citizens. The City should also investigate the possibility of locating a trash transfer station in the City, which could also be a revenue source. The City should also give consideration to developing its own solid waste collection and disposal service. While the City may benefit from investigating these areas, it should be noted that solid waste issues should be approached with caution and with full consideration of regulatory and environmental compliance issues.

The City should seek ways to further develop its recycling program. The City compost site offers a location for recycling collection. Grant programs may be available to fund development of such a program. Consideration should be given to expanding the compost program to include periodic curbside pick-up of yard waste. Efforts to assist residents with brush removal following severe storms are commendable and should be continued.

As in other areas, the City should partner with county, state and federal governments in developing a long-range plan for solid waste management. The City should also stay current with new developments in the field, in particular recycling initiatives and use of solid waste as potential fuel sources.

ECONOMIC DEVELOPMENT

The term "economic development" has different meanings for different people. For the City of New Haven, eco-

conomic development serves largely as a way for the City to increase tax revenue and develop improved City services. For citizens, economic development provides jobs, a more robust local economy, and increased amenities and shopping options. While positive economic development is generally viewed as a desirable thing for cities, it can prove challenging if the pace of new development exceeds the City's ability to meet its demands.

ECONOMIC DEVELOPMENT RECOMMENDATIONS

Economic development, if done poorly, can be costly to cities, especially in the short-term. Commercial and industrial developments can fail, or produce undesirable outcomes, if not managed in a way that reflects the values and expectations of all citizens. In this regard, the City should take care to enact Ordinances and regulations that ensure a high-quality of development in all areas. At the same time, Ordinances and regulations must not be so restrictive as to discourage new development and businesses. Striking this balance should be a key concern of decision-makers at all levels of civic leadership.

Economic development should not be geared solely toward attracting new businesses, but special care and attention should be paid toward retaining and enhancing existing businesses. Existing businesses can provide excellent opportunities for expansion and new development, and the City should work closely with business leaders to see that government assistance and resources are readily available, if needed.

The City's available industrial lots are attractive, but the implications of the Environmental Protection Agency (EPA) Superfund investigation provide real obstacles to further development. The City should make every effort to resolve this issue favorably for the City, and assure that industrial park land is available without restriction for prospective tenants and businesses.

The City should also begin a search for new parcels of land for industrial development. The City should aim high in this regard and attempt to secure a large parcel, as much as 100 acres or more, for future development. While this may be ambitious, indications are that such a parcel, properly developed, could be very attractive and distinguish New Haven from other communities in the economic development arena.

Civic leaders involved in economic development should discuss the kind and quality of development the City will seek to attract in the future. To this end, officials should make every effort to familiarize themselves with current economic development trends and prospects. Efforts should be made to position the City to move quickly if such a prospect would express interest in New Haven. Partnerships and memberships with public and private agencies should be encouraged, with an eye toward better understanding New Haven's strengths and weaknesses as a place to do business. By addressing weaknesses honestly and working to capitalize on strengths, the City can put itself in a position to attract new business development that is a good fit for the community, and which meets the needs and expectations of its citizens.

DOWNTOWN

New Haven's downtown area is a unique resource that must be preserved and promoted. The downtown area, despite its struggles in the last 20 to 30 years, is still what makes New Haven "*New Haven*." Rather than turn its collective back on downtown, the community should embrace it and focus resources on developing the area.

"Downtown" New Haven begins at the banks of the Missouri River and includes the old downtown area as well as the historic district on Wall Street and Maupin. A complete plan to develop downtown should take into account the diverse aspects of the area—from the river to the railroad to Front Street to the Town Steps to the newly redeveloped Central Hotel and Langenberg Hat Factory area. The City sewage lagoon, the former Wolff Mill and the existing grain silos, as well as the existing MFA operation, all have to be considered.

Downtown New Haven also should be seen in the context of our neighbors to the east and west (Washington and Hermann) and their historic riverfront areas. New Haven also must recognize its place the larger Missouri Wine Country arena, and also recognize its role in development of the lower Missouri River corridor. Redevelopment of all these areas should be considered a regional issue as much as a local one.

While many small-town historic downtown areas like ours have struggled in recent decades, there's also some hope for revival. In recent years, many large urban cities, including St. Louis, have seen redevelopment of their "inner city" areas. A version of that could be expected to happen in New Haven. However, it will take vision, creativity, and a willingness to try new things to accomplish lasting redevelopment in downtown New Haven.

DOWNTOWN RECOMMENDATIONS

It is essential that the historic nature of the area be preserved, so renovations of existing buildings and construction of new ones should be subject to an Architectural Review Board. Ordinances and regulations governing development in historic areas should be adopted to preserve the character of those districts. Building plans and designs that do not maintain or enhance the historic character of the district should not be permitted.

Residential uses for buildings downtown should be encouraged. However, the noise of the railroad (in particular the blowing of train horns at all hours) has been identified as a major impediment to residential development. Efforts to remedy this should be investigated. Such efforts could include installation of silent crossing guards at railroad crossings, or possible closure of the Olive Street crossing. The requirement that trains sound horns at all crossings also could possibly be addressed through legislation. Legislators should be made aware of our efforts in this regard.

Residential development is one piece of a downtown redevelopment plan. Though the City government generally has been averse to providing tax credits or other incentives, such incentives may be appropriate for downtown projects. If the City does agree to provide incentives, it should also receive assurances that incentive projects will be completed and will in the long term justify the initial City investment.

Parks and open space are a key component of downtown redevelopment. The riverfront area should continue to be developed, with consideration given to establishment of a public boat dock and possibly a small marina. The Lions Club project on Front Street will be a major community asset when completed, and should be utilized for public and private uses. The existing sewage lagoon site may have greater future value if reclaimed as park land or open space. The City should also join in regional efforts to promote parks and tourism within the Missouri River corridor. The City Park Board should play a larger role in downtown development.

Business development is essential to the future of downtown, though it may not be sustainable without high-quality parks and recreation and residential developments occurring alongside. Vacant storefronts on Front Street should be marketed and, if necessary, a committee established to discuss the future of these buildings.

The Planning Commission believes that the Wolff Mill is an asset, and not a liability, and that efforts should be made to ensure its redevelopment. The building could be developed for residential and commercial uses; if redevelopment were successful the Wolff Mill likely would become the anchor of a long-term downtown development plan.

Another idea affecting downtown New Haven is the possible establishment of a ferry to reconnect New Haven to southern Warren County. A ferry used to run between the two river banks and if a new ferry could be established it would distinguish New Haven from other riverside communities, as well as provide a new mode of commerce.

The City should consider removal of the tin façade on City Hall and restoration of the existing façade underneath. This could be considered as part of a larger renovation project at City Hall. The City also needs to consider long-term use(s) of the police station building, as well as the former Citizens Bank building at 103 Front Street.

While the future of Amtrak in Missouri remains uncertain, the City should monitor development in rail travel and position itself as a future stop on a passenger rail line.

Lastly, the possibility of a walking or bike trail link from uptown to the downtown area should be investigated.

PARKS, RECREATION, AND OPEN SPACE

PARKS, RECREATION, AND OPEN SPACE RECOMMENDATIONS

A biking and pedestrian trail should be a priority for the park system. The top priority is development of a trail in the existing City Park. The trail should be developed in such a way as to link to future trail extensions. Park Drive, the main road through the Park, is very narrow and unsafe for walking and biking. This means there currently are few, if any, places to walk and bike safely in the Park.

The trail to the east could link to the existing sidewalk on Highway 100 and also to the school district property. The trail to the west could link to Shamrock Lane and a possible further extension in that area. To the north, the trail could link to Sunset Lane and possible development of a trail on undeveloped land in that area.

Future consideration must be given to the possibility of a third athletics complex / ball field in the Park. Such a complex should include a field large enough to serve as a football /soccer field. There is no easily developed site within the existing Park for such a complex, therefore, making it likely that a ballpark would have to be built on a newly acquired site.

Consideration should also be given to possible cooperative efforts with the American Legion regarding the use and development of the Legion Field. The New Haven School District also could play a role in this area.

The riverfront park areas should be better maintained and developed. In particular, the strip of land on the Missouri River side of the levee could be developed as a small riverfront park. Future consideration should be given to acquisition of more land in the downtown area for park and recreational uses. The City should investigate the possibility of abandoning the existing sewage lagoon facility downtown and reclaiming that land for parks and recreation. It is likely this would not be cost-effective, but the idea should be mentioned in the planning process for a new wastewater treatment facility.

It should be a priority that the Park Board identify and plan for land acquisition for future park sites. The east side of town has no park facilities at all, so priority should be given to acquiring a site in that area. There are also no park facilities in the northwest part of town (west of Olive). The Park Board should inventory available land and identify areas which may be suitable for park development. Parcels in "east New Haven" (east of Miller Street) appear to be candidates, as do other areas.

The Park Board should encourage the establishment of Ordinances that give the City flexibility to require dedication of park ground with new development. New development brings increasing demands for parks and recreation which the City is not in a good position to address from a financial perspective. Large new developments should be encouraged to dedicate areas for parks and recreation, or contribute to a fund established for land acquisition.

The Park Board should also encourage partnerships with regional entities, including Franklin County and nearby municipalities. The Great Rivers Greenway currently does not include Franklin County, but New Haven should join with other municipalities to take part in this initiative.

The City pool could use an expansion and/or renovation. But a project of this nature would be very costly and likely would offer little, if any, financial return (i. e. pools generally don't make money.) To embark on a pool renovation plan should require a thorough cost-benefit analysis and would likely require dedicated new financing such as a property tax increase.

OPEN SPACE

If all of New Haven is going to benefit from maintaining adequate green space and trails, all of New Haven should pay for its maintenance. The City should be encouraged to pass a "green space Ordinance", including a funding mechanism, perhaps in concert with a Park Board, locating green spaces and trails. A suggestion is to locate along the natural drainage areas/small streams. As an example, consider the stream along Olive Street and the stream running by MFA all the way to behind the old school house.

Part of the land use designations should include areas for the green spaces and trails not only in the current City limits, but in the future land use areas. Any development under five acres should be required to pay a one-time fee

to a City fund for the purchase of future land for expanding green space.

Property owners could receive a one-time tax credit if they designate portions of their land for a green space area. This land would then not be used for any other purpose other than preservation of forest cover, or expansion of the City's green space and trails.

The St. Louis to Hermann river trail is an ambitious project. It is impractical to consider financially contributing to this Missouri River Greenway project. Still, the Franklin County Commissioners should be encouraged to support this project and to encourage individuals and businesses to cooperate with this as well, especially those who have land that is located where the proposed river trail is to be located.

COMMUNITY AUDITORIUM

The School District has an identified need for a new facility capable of hosting both sports activities and cultural events. The community has an identified need for a modern meeting and banquet facility and the associated services that such a facility could provide. It may be possible to merge these two needs into a project that meets the objectives of both the New Haven School District and the community at-large.

Civic leaders should be aware that a project like this could be eligible for state grant funding and/or tax credit programs. The Neighborhood Assistance Program (NAP) is one option that could be considered, and there may be others. The Missouri Department of Economic Development should be consulted if the community desires to further investigate such a project.

AESTHETICS

The focus group participants during the February, 2007 meetings expressed a strong desire to improve the aesthetic characteristics of the New Haven community. They indicated the need to focus on such issues as architecture, landscaping, signage, derelict buildings, general debris removal, weed control and overall "curb appeal". The goals and objectives listed in the Implementation Strategy section of this Comprehensive Plan addressed these issues more fully. However, here are a few comments which formed the basis for those goals and objectives, as discussed at the focus group meetings:

- We need better looking buildings.
- Zoning and Codes are important and must be improved and strengthened.
- New Haven has no "appeal" to a driver through town.
- Houses are nice. Most commercial buildings, except banks not nice at all.
- Highway 100 corridor must be improved and made prettier to the eye.
- Parking lots must be improved and not so ugly and so dirty.

These are just a few on the comments. All of the comments from the focus group meetings are contained in Appendix C.

LAND USE

RESIDENTIAL DEVELOPMENT

While the Highway 100 corridor and the commercial establishments alongside this "Main Street" creates a first impression for a visitor, housing is another important factor as to how people judge our community. So, what can the community do to ensure that we will have the type of housing that will reflect the values of our people and maintain the "small-town" environment most of us have enjoyed?

First, and foremost, is to regulate the type of new construction that is built here, control the renovation and remodeling of existing homes, and require subdivisions to meet high standards in regard to greenspaces and lot sizes.

Another very important item is the maintenance and upkeep of existing housing. The City must enforce existing

Ordinances to get rid of derelict housing and if there is not enough “teeth” in existing Ordinances to do this, the City should pass more stringent regulations.

There recently has been the removal of a derelict mobile home park at the intersection of Highway C and Highway 100 to make room for a new commercial building. This has improved the overall appearance in that area. There is more work to be done, even though on a smaller scale.

The Planning and Zoning Commission should remain involved in the approval process of a developer starting a new subdivision. The Building Code must be followed and plans submitted, before construction begins, in order to obtain a Building Permit. The City has subdivision regulations and the developer must present engineered plans on lot size, location and width of streets, location of water and sewer lines, and location of other infrastructure (electric, phone lines, cable TV, natural gas, etc.) A developer/builder can meet all of these criteria and still build structures without facing any building design requirements. While diversity in designs should be encouraged, the end result should be designs which meet the high standards that the people of New Haven expect. The Planning and Zoning Commission, and a proposed Architectural Review Board should review and approve, or reject, the house plans and designs that are submitted as part of the subdivision approval process and part of the Building Permit application.

The subdivision Ordinance should include a requirement for sidewalks, especially when a walkway is an integral part of a designated trail. Sidewalks may be unnecessary for minor streets and cul-de-sacs, as well as wider streets which provide for ample traffic and walking space. From a practical standpoint, it is easier to maintain streets as compared to streets and sidewalks. At the same time, more prominent streets should have sidewalks on at least one side of the street.

It is suggested that the Building Commissioner reject a Building Permit if the street, curb and gutter in front of a building site is in violation of City codes and specifications and if the exact location of water and sewer lines serving the site are not included on an engineered drawing on file with the City. Even if just a single lot, the owner should submit a site plan to Planning and Zoning Commission if the street, gutter, water or sewer is not currently on-site, or does not meet City codes and specifications before the Building Commissioner can approve a Building Permit.

It is also recommended that the subdivision Ordinance include restrictions on overhead wiring--- electric, telephone and cable service --- and require these services be installed underground.

There also are no restrictions in place in regard to construction/remodeling in, or adjacent to, an historic district. This should be further examined.

Occupancy Permits, in accordance with existing Building Permit requirements, must be obtained before a home buyer can move into a new residence. Everything should be satisfactorily completed and meet minimum code requirements before occupancy is granted. It is recommended that the City begin requiring the same type of permit whenever a new owner buys a previously-owned residence.

RESIDENTIAL DEVELOPMENT RECOMMENDATIONS

If a plan is submitted with an application for a Building Permit for the construction of a new home, and the Building Commissioner considers the design to be “unusual” or not compatible with the surrounding homes, the Building Commissioner should be required to contact an Architectural Review Board, established by the City for their review and either approval or rejection. This shall be an integral part of the Building Permit application process.

As far as the construction/remodeling work in a “historic district”, this same proposed Architectural Review Board would need to approve plans for restoring buildings in addition to the “ordinary” Building Permit procedure. The Planning and Zoning Commission should define those areas adjacent to existing historic districts to be considered for expansion of the historic district.

The Planning and Zoning Commission should recommend standards and restrictions for all types of residential construction as well as commercial construction. Size of lots, minimum size of living area, and other design considerations could be controlled.

The Architectural Review Board should work with the Planning and Zoning Commission when approval of a subdivision is requested by a developer including design of the home the developer is proposing for the project.

It is recommended that when a developer/builder submits an engineered plan for developing an area, that a copy of the "subdivision restrictions" is submitted at the same time.

The City should pass an Ordinance requiring that upon the transfer of ownership of an existing residence and before the new owner occupies the residence, the Building Commissioner must inspect the property for code violations before an Occupancy Permit is issued. The code requirements could be modified when the inspection of older homes reveals non-compliance of the latest code requirements and where modifications to meet the latest minimum code requirements could be very difficult and expensive to achieve. The same type of inspection should be made for rental housing Occupancy Permits.

There should also be a requirement that all driveways be paved. Since this could present a hardship on some property owners whose driveways are not paved, this could be incorporated as a part of the Occupancy Permit process.

COMMERCIAL DEVELOPMENT

The City should oversee the production of a promotional packet of information which could be used to solicit new commercial businesses (the same could be used by the Industrial Development Corporation for trying to secure new industry). The Chamber of Commerce could use this promotional packet to market to new businesses.

INDUSTRIAL DEVELOPMENT

New Haven should be envied by neighboring communities for its success in industrial development. The New Haven Industrial Development Corporation (IDC) has been in the forefront in the past to work on securing new industry and helping existing industry, when possible.

The approach has been to try to secure industry that will pay a fair wage, provide workers with good benefits and hopefully be a good citizen helping the community with special projects, etc. Tax increment financing and tax abatements have not been part of the industrial development strategy in the past, and is not planned to be an incentive for securing new industry in the future.

The New Haven community has a reputation of having a good labor base consisting of workers who are dependable and have a good work ethic. Such a stable workforce is an asset and beneficial to potential industries looking to locate in New Haven.

The IDC has been inactive in the recent past due to the GDX Automotive locating here. New Haven does not have an unemployment problem. Having a dependable workforce and a growing population in the region are necessary to secure more industry.

It would be good to locate a number of smaller industries here that could employ individuals and not be so reliant on a single-employer.

INDUSTRIAL DEVELOPMENT RECOMMENDATIONS

The IDC should be encouraged to continue with industrial development especially with diversifying our industrial base by securing smaller industries. The IDC needs to work with the City when securing new industry, especially if the new industry requires special services, such as needing a high volume of water or having special wastewater issues.

In addition, the IDC, with the cooperation of the City, should provide for future industrial sites by securing, for example, an option to buy or "right-of-first-refusal" on the Grannemann property which is located across Highway C from GDX Automotive.

B. FUTURE LAND USE

While this subject is addressed, in part, in the commercial, industrial and residential development sections of this Comprehensive Plan, a general comment is that this is a very important part of the Plan and, development of the Future Land Use map is useful as a “guide” in assisting future land use development decisions.

It is difficult to determine the eventual use of undeveloped land, but an effort has been made to provide for a balanced Future Land Use which includes areas for industrial, commercial and residential growth. Difficult land to develop, due to slopes, shallow rock deposits, drainage or other natural features--- open or wooded--- could be developed over time. An effort should be made to secure additional land for future industrial sites. The Wayne Grannemann land, across Highway C from GDX Automotive, comes to mind as being a good location due to its nearness to existing industry --- the old purse factory which is now a camping supply outlet and Beaver Brand Hats.

Annexation of land to be incorporated into the City limits has been a very controversial subject in the past. Yet, there recently have been requests for annexation by various individuals. Voluntary annexation efforts should continue by the City in encouraging expansion of the community.

The Future Land Use map has been developed in anticipation of future annexation efforts. Even land which is “less-desirable” for development has been shown with a land use activity recognizing that this is a long-range planning tool. The Future Land Use map was developed with input from City Staff and input by the Comprehensive Plan Steering Committee.

Exhibit 6: Goals and Objectives - New Haven
TRANSPORTATION/OTHER INFRASTRUCTURE

Goal 1 – Improve the vitality and viability of the Highway 100 corridor.

- Objective 1.1 Revise zoning regulations to encourage the “shopping plaza” style of development.
- 1.2 Encourage coordinated access points to improve traffic circulation.
 - 1.3 Provide green space and landscaping “buffers” between Highway 100 and development sites.
 - 1.4 Revise zoning regulations to provide a minimum front yard setback of fifty feet for new development along Highway 100.
 - 1.5 Develop architectural design standards for construction of new, or renovation of, existing buildings along the Highway 100 corridor.
 - 1.6 Subject buildings and renovations to an architectural review process.
 - 1.7 Work with utility companies to locate all utility services underground along Highway 100.
 - 1.8 Investigate and plan for the widening of Highway 100 to a three, or four lane, section throughout the City limits.
 - 1.9 Require developers to pay the expense of highway improvements associated with their development projects.
 - 1.10 Require developers to dedicate adequate right-of-way for future roadway widening in conjunction with new development.
 - 1.11 Provide sidewalks along Highway 100.
 - 1.12 Construct ingress/egress to new developments to meet City or State design specifications.
 - 1.13 Investigate ways to improve the traffic congestion safety at Highway 100 intersections.
 - 1.14 Provide additional regulations for on-premise and off-premise signage within the Highway 100 corridor.
 - 1.15 Regulate lighting and encourage decorative lighting along the immediate highway corridor.
 - 1.16 Zone property within a minimum of 400 feet of the highway as commercial. Allow residential uses as either special or conditional uses.
 - 1.17 City government should work with the private sector to develop a beautification and maintenance program within the Highway 100 corridor.
 - 1.18 Investigate the possibility of an alternate route for Highway 100 to help alleviate any future traffic congestion.

Goal 2 – Improve the street network within the New Haven community.

- Objective 2.1 Conduct an inventory of the condition of bridges throughout the City of New Haven.
- 2.2 City government should investigate cost-sharing opportunities to address anticipated bridge

repair and replacement needs.

- 2.3 Actively work with the East-West Gateway Coordinating Council to ensure that transportation funding is available to New Haven.
- 2.4 Construct new streets, or provide easements, so as to allow future extensions to the existing street network, if appropriate.
- 2.5 Reclassify existing streets, as appropriate, to respond to applicable funding requirements.
- 2.6 Partner with other federal, state, and local agencies to assure maximum transportation funding is available to the City.
- 2.7 Consider new regulations to address comprehensively the issue of sidewalk and curb/gutter construction, repair and maintenance in an equitable manner.
- 2.8 Develop a consistent, comprehensive policy regarding street construction.

Goal 3 – Develop a transportation strategy to maintain the small-town community atmosphere.

Objective 3.1 Develop a consistent policy regarding curb style and construction.

- 3.2 Keep narrower street widths and tree-lined streets with adequate consideration for public safety.
- 3.3 Develop alley utilization and alleyway standards within the community.

Goal 4 – Create a transportation program which will keep the streets safe and adequately maintained for the future.

Objective 4.1 Utilize the right-of-way for placement of utility lines, whenever possible.

- 4.2 Utilize the latest techniques for street pavement and pothole repair and replacement.
- 4.3 Enforce and modify parking restrictions to ensure that fire hydrants are not blocked and help remove traffic hazards.
- 4.4 Encourage appropriate off-street parking regulations.
- 4.5 Attempt to eliminate offset traffic intersections.
- 4.6 Continue to redevelop older streets, as well as provide adequate standards for new streets.
- 4.7 Consider purchase of a street sweeper, or contract for additional street sweeping.
- 4.8 Investigate the placement of curb and guttering and sidewalks on older streets in the community.
- 4.9 Review a cost-sharing program for curb/guttering and sidewalk replacement.

Goal 5 – Ensure an adequate supply of clean, good-quality water for the New Haven community.

Objective 5.1 Continue the City's policy of placing the burden of infrastructure development on the property owner or developer.

- 5.2 Add provisions to require developers to pay for system improvements, as a direct result of the development.
- 5.3 Establish user rates which ensures a high level-of-service, while still meeting water system expenses.
- 5.4 Work with all appropriate agencies to ensure that firms responsible for contamination are held accountable for the costs associated with remediation.

Goal 6 – Provide an adequate, and appropriate, system for wastewater management.

Objective 6.1 Review and act on recommendations contained in the wastewater engineered study.

- 6.2 Adopt an annual program of maintenance that addresses maintenance needs on an ongoing basis.
- 6.3 Keep apprised of new technologies and processes on both the treatment and collection side of the wastewater system.
- 6.4 Undertake a comprehensive survey of Missouri wastewater user charges.
- 6.5 Set user charges such that the users of the system are paying for the system's operation and maintenance.
- 6.6 Thoroughly investigate all opportunities for grants, cost-sharing, and other available funding sources.
- 6.7 Continue the policy of placing the burden of new infrastructure development and construction on the property owner or developer.
- 6.8 Strengthen City regulations to require that developers are responsible for the costs associated with system upgrades required as a direct result of the development.
- 6.9 Strengthen City regulations to require that industrial users meet strict standards before discharge into the wastewater system.

Goal 7 – Provide an adequate natural gas system to service the New Haven community.

Objective 7.1 Review the natural gas agreements (Cities, Commission) and provide the highest level-of-service at the most affordable cost.

- 7.2 Undertake an engineering study of the natural gas system.
- 7.3 Evaluate financial management of the natural gas utility to ensure long-term financial stability.
- 7.4 Consider opportunities for the natural gas system to become a profit center for the City.
- 7.5 Keep apprised of new technologies and processes including the use of hybrid vehicles.

Goal 8 – Maintain a satisfactory solid waste management program for the citizens of New Haven.

Objective 8.1 Consider a provision in the solid waste disposal contract which allows the City to recoup its billing and collection administrative costs.

- 8.2 Investigate the possibility of establishing a City-owned landfill.
- 8.3 Investigate the possibility of establishing a trash transfer station for the City.
- 8.4 Evaluate the costs and benefits associated with the City developing its own solid waste collection and disposal service.
- 8.5 Develop a City recycling program.
- 8.6 Consider expansion of the compost program to include periodic curbside pick-ups of yard waste.
- 8.7 Continue the program of brush removal for residents on a periodic basis.
- 8.8 Partner with other governmental jurisdictions to develop a long-range plan for solid waste management.
- 8.9 Keep apprised of new technologies and processes, especially in recycling initiatives and the use of solid waste as potential fuel sources.

Goal 9 – Develop a comprehensive stormwater control plan.

Objective 9.1 Establish a comprehensive stormwater plan for New Haven.

- 9.2 Encourage regional detention basins. Spread the cost of development of these basins among the properties that will be using them.
- 9.3 Work with State entities to allow building of detention basins in blue-line streams.
- 9.4 Encourage detention basins that can be used for recreational purposes.
- 9.5 Establish funding to maintain the City stormwater system.
- 9.6 Require underground stormwater detention in commercial developments.

Goal 10 – Assure that the public safety needs of the community are adequately met.

Objective 10.1 Encourage a level of funding and training for the Police Department that keeps the Department competitive with other law enforcement agencies.

- 10.2 Support the New Haven-Berger Fire Protection District and the New Haven Ambulance District in their efforts to improve the level-of-service to the community.
- 10.3 Strengthen the City Emergency Management Agency.
- 10.4 Encourage the development of volunteer initiatives to aid in disaster and emergency response.
- 10.5 Establish effective emergency procedures for New Haven community and make the community aware of these procedures.
- 10.6 Establish mutual aid agreements with other governmental and non-governmental agencies to assure adequate resources are available for the New Haven community during disaster or emergency situations.
- 10.7 Further implement the National Incident Management System.

- 10.8 Maintain building code enforcement to assure appropriate fire safety measures and encourage other provisions which support public safety.
- 10.9 Cooperate with the New Haven – Berger Fire Protection District to establish a fire hydrant maintenance and testing program.
- 10.10 Work to improve the City's ISO rating.
- 10.11 Conduct a study of the feasibility of an alternative, or additional, police facility location.
- 10.12 Establish an emergency shelter for the New Haven community.

ECONOMIC DEVELOPMENT

Goal 1 – Develop an economic development strategy which provides sustainability to the New Haven community.

- Objective 1.1 Create Ordinances and regulations which “strike-the-balance” between ensuring high-quality development, and being too restrictive so as to discourage new businesses.
 - 1.2 Develop a marketing effort which both attracts new business, as well as works to retain existing businesses.
 - 1.3 Work closely with the business leaders to maximize funding assistance for existing businesses.
 - 1.4 Work with all appropriate agencies to satisfactorily resolve contamination issues for the industrial area.
 - 1.5 Market the New Haven community for more commercial retail businesses.
 - 1.6 Encourage a diversity of companies and businesses which fit the community's character.
 - 1.7 Establish an acquisition and development plan to create new parcels for industrial development.
 - 1.8 Position the City of New Haven to take advantage of economic development opportunities for targeted business entities.
 - 1.9 Pursue partnerships with other public and private agencies and the City of Washington to showcase New Haven as a “place to do business”.
 - 1.10 Work with the County Assessor to explore mechanisms to standardize the evaluation procedure.
 - 1.11 Cooperate with the New Haven School District to continue to maintain a quality school system.

Goal 2 – Strengthen the vitality of the City's downtown area.

- Objective 2.1 Encourage the development, adoption, and implementation of a downtown redevelopment plan.

- 2.2 Create an Architectural Review Board to review building activity occurring in downtown New Haven.
- 2.3 Develop and adopt architectural design guidelines to preserve the character of the downtown area.
- 2.4 Encourage residential activity in the downtown area.
- 2.5 Investigate efforts to reduce or eliminate the blowing of train horns (i.e. silent crossing guards, legislative remedies, crossing alternatives, etc.)
- 2.6 Promote incentives for downtown revitalization and historic structure restoration (i.e. tax credits, subsidies).
- 2.7 Look at the opportunity for a public boat dock, ferry, and small marina for the riverfront area.
- 2.8 Join in regional efforts to promote parks and tourism within the Missouri River corridor.
- 2.9 Increase the City Park Boards participation in downtown revitalization efforts.
- 2.10 More strongly market the downtown vacancies potential, possibly through establishment of a downtown committee.
- 2.11 Encourage the acquisition and redevelopment of the Wolff Mill for residential and commercial uses.
- 2.12 Restore City Hall to its original exterior facade, to the extent practical.
- 2.13 Evaluate the long-term use(s) of the police station.
- 2.14 Monitor the potential for establishing an Amtrak stop at New Haven.
- 2.15 Evaluate the possibility of a bike/walking trail link from downtown to the uptown area of the City.
- 2.16 Investigate a pedestrian crossing of the railroad from the downtown area.
- 2.17 Maintain and preserve the Town Steps to encourage access to and from the downtown area.
- 2.18 Encourage development of a downtown fine arts district.
- 2.19 Work toward designation as a Missouri DREAM community.

Goal 3 – Create various programs to enhance economic development efforts within the community.

Objective 3.1 Look at mechanisms to create building ownership for business tenants.

- 3.2 Work to create a diverse mix of economic development opportunities to meet the land use goals and objectives.
- 3.3 Use economic development strategies to encourage Highway 100 drivers to view New Haven as quaint, small, nice, and a good place to stop and shop.
- 3.4 Support the local newspaper to maintain a “community feel” and advertise the New Haven

area.

- 3.5 Study the adoption of a Meals-on-Wheels program for the citizens of New Haven.

PARKS, RECREATION, AND OPEN SPACE

Goal 1 – Improve pedestrian access within the New Haven community.

Objective 1.1 Develop a trail in the existing City Park.

- 1.2 Use the City Park trail to link Highway 100, the School District property, Shamrock Lane, and Sunset Lane.
- 1.3 Evaluate the possibility of a bike/walking trail link from downtown to the uptown area of the City.
- 1.4 Investigate regional opportunities to connect the City of New Haven to other communities in the region via pedestrian access.
- 1.5 Develop hiking, biking, and walking trails throughout the City.

Goal 2 – Provide improvements within the existing City Park.

Objective 2.1 Give consideration to a multi-use athletic complex in the Park.

- 2.2 Work with the American Legion regarding the use and development of the Legion property.
- 2.3 Conduct a thorough cost-benefit analysis of an expansion and/or renovation of the City pool.

Goal 3 – Evaluate expansion opportunities for parks and recreation areas within the community.

Objective 3.1 Investigate the feasibility of expanding the riverfront park.

- 3.2 Consider the acquisition of more land in the downtown area for park and recreational uses.
- 3.3 Investigate the possibility of abandoning the sewage lagoon and reclaiming it for park and recreational uses.
- 3.4 The Park Board should inventory available land and identify areas throughout the community which may be suitable for park development.
- 3.5 The Park Board should encourage the establishment of Ordinances which give the City flexibility to require dedication of park ground with new development.
- 3.6 The Park Board should encourage partnerships with regional entities to provide enhanced parks and recreational opportunities.
- 3.7 Encourage developments to dedicate areas for parks and recreation, or contribute to a fund established for land acquisition.
- 3.8 Consider the placement of a dog park in the community.

Goal 4 – Provide opportunities for additional open space.

Objective 4.1 Pass a “green space Ordinance”, including a funding mechanism to locate green spaces and trails throughout the City.

- 4.2 Require small developments to pay a one-time fee for the purchase of future land for green space.
- 4.3 Establish green space opportunities within all future land use areas.
- 4.4 Provide incentives for property owners who designate a portion of their land for green space.
- 4.5 Encourage the Franklin County Commissioners to participate in the St. Louis to Hermann river trail project.
- 4.6 Establish a program to allow the donation of property and/or funds to a community trust.

Goal 5 – Explore enhanced recreational opportunities.

- Objective 5.1 Cooperate with the New Haven School District, or other appropriate agency(ies), on a joint project to create a community auditorium/recreation center to host sports activities, cultural events, meetings, banquets, and community services.
 - 5.2 Investigate the opportunities for funding of the auditorium/recreation center such as tax credits, or other Missouri Department of Economic Development assistance.
 - 5.3 Consider recreational opportunities such as golf and tennis lessons, bowling, and physical fitness.

AESTHETICS

Goal 1 – Enhance the overall aesthetics of New Haven.

- Objective 1.1 Reduce light pollution by setting light criteria/standards within the Zoning Code provisions.
 - 1.2 Establish design guidelines for buildings, including restrictions on “plain metal” buildings.
 - 1.3 Review the Highway 100 corridor and develop a visual enhancement plan to comprehensively improve the appearance of this “front door” to the community.
 - 1.4 Establish and enforce an existing structures maintenance code.
 - 1.5 Remove “junk” areas from throughout the community through use of Zoning Code enforcement.
 - 1.6 Adopt architectural, signage, and landscaping guidelines/standards for review and approval by an Architectural Review Board.
 - 1.7 Conduct a yearly “spring cleaning” program for the community.
 - 1.8 Improve the aesthetics of parking lots throughout New Haven.

Goal 2 – Develop a coordinated program of visual enhancement.

- Objective 2.1 Coordinate building architecture to achieve a complementary appearance.
 - 2.2 Coordinate building materials to create complementary development.

- 2.3 Coordinate landscaping efforts to achieve a harmonious vegetative appearance.
- 2.4 Coordinate street lighting to establish a thematic approach.
- 2.5 Coordinate a signage display along Highway 100 to create broad appeal to the traveling public.
- 2.6 Coordinate a City-wide unified maintenance and clean-up program.

LAND USE

Goal 1 – Maintain the small-town atmosphere of New Haven through a coordinated residential development program.

- Objective 1.1 Regulate the type of new residential construction built in the City.
 - 1.2 Control the renovation and remodeling of existing homes.
 - 1.3 Require subdivisions to meet high-quality standards in regard to green spaces and lot sizes.
 - 1.4 Pass more stringent derelict housing regulations and enforce existing regulations.
 - 1.5 Establish a design review process for residential construction.
 - 1.6 Include a provision for sidewalks along major collector and arterial streets.
 - 1.7 Allow the Building Commission to issue a Building Permit only after all applicable City requirements have been met.
 - 1.8 Place restrictions requiring all overhead services to be placed underground.
 - 1.9 Investigate placing further restrictions on construction occurring in, and adjacent to, an historic district.
 - 1.10 Require an Occupancy Permit for moving into an existing residential structure.
 - 1.11 Explore the option of providing lots with a one-half acre (20,000 square feet) minimum.
 - 1.12 Establish an Architectural Review Board to review residential designs for both “unusual” designs and for residential dwellings adjacent to historic districts.
 - 1.13 The Planning and Zoning Commission should recommend to the Board of Aldermen regulations on lot size, minimum dwelling unit size, and other design considerations.
 - 1.14 Require developers to submit subdivision restrictions prior to subdivision approval.
 - 1.15 Establish a rental housing Occupancy Permit program.
 - 1.16 Establish a requirement that all driveways are to be paved, and parking restricted to the paved portion of the driveway.
 - 1.17 Allow high-density developments near commercial, but do not support HUD-sponsored housing.
 - 1.18 Establish a planned urban development (PUD) option for the City.
 - 1.19 Develop and adopt new and updated subdivision, land use, and zoning codes.

1.20 Discourage the continuation of mobile/manufactured homes within the City limits.

Goal 2 – Establish a viable commercial development program.

Objective 2.1 Oversee production of a promotional packet to solicit new commercial businesses.

2.2 Balance land use activities to create commercial success based upon residential growth and development.

2.3 Do not encourage big-box stores within the community.

2.4 Provide for additional commercial space throughout the community.

2.5 Create a retail “climate” that enhances and reflects the City's small-town atmosphere.

2.6 Develop and adopt architectural design and site plan guidelines for non-residential structures within the City.

Goal 3 – Continue the City's success in attracting and retaining a sustainable industrial base.

Objective 3.1 Revisit the City's policy of not providing tax increment financing or tax abatement to attract industrial development.

3.2 Work with the Economic Development Committee to promote programs to maintain a dependable workforce and a growing population in the region.

3.3 Work with the Economic Development Committee to locate smaller industries in New Haven to help diversify the jobs base.

3.4 Utilize the Industrial Development Corporation (IDC) to help in the City's diversification efforts.

3.5 Cooperate with the IDC in securing future industrial development sites.

Goal 4 – Evaluate City boundaries to better guide future land use activities.

Objective 4.1 Encourage voluntary annexation efforts to bring properties into the City of New Haven.

4.2 Use the Future Land Use map as a “guide” in making land use decisions within future annexation areas.