

# CITY OF PERRYVILLE COMPREHENSIVE PLAN



PREPARED BY:  
THE SOUTHEAST MISSOURI  
REGIONAL PLANNING COMMISSION  
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**ABSTRACT:**

The Perryville Comprehensive Plan presents an analysis of community socio-economic conditions and physical character. The plan also presents recommendations for meeting current and future needs regarding population growth, land use, and major streets. The comprehensive plan is intended to serve as a general guide to the community in directing growth and development over the next 10 to 20 years.

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# ***TABLE OF CONTENTS***

<b><u>A: INTRODUCTION</u></b>	<b><u>A-1</u></b>
PURPOSE AND SCOPE	A-1
STATUTORY AUTHORITY FOR PLANNING	A-2
<b><u>B: HISTORY</u></b>	<b><u>B-1</u></b>
<b><u>C: COMPREHENSIVE PLANNING PROGRAM</u></b>	<b><u>C-1</u></b>
THE COMPREHENSIVE PLAN	C-1
GOALS AND OBJECTIVES	C-2
CONCLUSION	C-8
<b><u>D: POPULATION</u></b>	<b><u>D-1</u></b>
HISTORIC TRENDS	D-1
POPULATION BY AGE AND SEX	D-4
POPULATION PROJECTIONS	D-14
METHODOLOGY	D-14
<b><u>E: ECONOMIC ANALYSIS</u></b>	<b><u>E-1</u></b>
BACKGROUND	E-1
RETAIL TRADE	E-4
WHOLESALE TRADE	E-6
MANUFACTURING TRADE	E-8
UNEMPLOYMENT	E-10
INCOME	E-11
COMMUTING PATTERNS	E-13
EDUCATIONAL ATTAINMENT	E-17

**F: LAND USE** **F-1**

---

INVENTORY AND ANALYSIS	F-1
LAND USE CLASSIFICATION	F-1
RESIDENTIAL	F-2
COMMERCIAL	F-2
INDUSTRIAL	F-2
PUBLIC AND SEMI-PUBLIC	F-2
PARKS AND RECREATION	F-3
AGRICULTURAL/VACANT/ROW	F-3
EXISTING LAND USE ANALYSIS	F-3
FUTURE LAND USE PLAN	F-10

**G: TRANSPORTATION PLAN** **G-1**

---

FUNCTIONAL CLASSIFICATIONS	G-1
EXISTING STREET SYSTEM	G-2
MAJOR STREET PLAN	G-5
STREET DESIGN SPECIFICATIONS AND STANDARDS	G-19
SUMMARY AND CONCLUSIONS	G-19

**H: COMMUNITY FACILITIES AND SERVICES** **H-1**

---

MUNICIPAL FACILITIES AND SERVICES	H-3
OTHER GOVERNMENT FACILITIES	H-22
STATE OF MISSOURI FACILITIES	H-30
FEDERAL FACILITIES	H-33
EDUCATIONAL FACILITIES	H-33
OTHER FACILITIES AND SERVICES	H-37

<b><u>I: CAPITAL IMPROVEMENTS PROGRAM</u></b>	<b>I-1</b>
TAX RATE, ASSESSED VALUATION AND BONDED INDEBTEDNESS	I-1
CITY SALES TAX	I-2
SOURCES OF FINANCING	I-3
CAPITAL IMPROVEMENTS PLAN	I-6
<b><u>J: IMPLEMENTATION AND ADMINISTRATION</u></b>	<b>J-1</b>
REGULATORY MEASURES	J-2
<b><u>K: APPENDIX I: SUMMARY OF ECONOMIC DEVELOPMENT TOOLS</u></b>	<b>K-1</b>

# ***LIST OF EXHIBITS***

<b>EXHIBIT NO. 1-B</b>	<b>B-2</b>
GEOGRAPHIC LOCATION	B-2
<b>EXHIBIT NO. 1-D</b>	<b>D-2</b>
PERRYVILLE POPULATION TRENDS 1860-2010	D-2
<b>EXHIBIT NO. 2-D</b>	<b>D-3</b>
PERRY COUNTY POPULATION TRENDS 1860-2010	D-3
<b>EXHIBIT NO. 3-D</b>	<b>D-4</b>
CITY OF PERRYVILLE AS A PERCENT OF PERRY COUNTY	D-4
<b>EXHIBIT NO. 4-D</b>	<b>D-6</b>
CITY OF PERRYVILLE AGE/SEX COHORTS	D-6
<b>EXHIBIT NO. 5-D</b>	<b>D-10</b>
PERRY COUNTY AGE/SEX COHORTS	D-10
<b>EXHIBIT NO. 6-D</b>	<b>D-12</b>
PERRYVILLE AGE COHORTS	D-12
<b>EXHIBIT NO. 7-D</b>	<b>D-13</b>
PERRY COUNTY AGE COHORTS	D-13
<b>EXHIBIT NO. 8-D</b>	<b>D-15</b>
POPULATION DATA FOR PERRY COUNTY AND PERRYVILLE	D-15
<b>EXHIBIT NO. 9-D</b>	<b>D-16</b>
DECENNIAL CHANGE: 1860-2010 AND 1960-2010	D-16
<b>EXHIBIT NO. 10-D</b>	<b>D-16</b>
POPULATION PROJECTIONS	D-16
<b>EXHIBIT NO. 1-E</b>	<b>E-3</b>
MAJOR EMPLOYERS IN THE CITY OF PERRYVILLE	E-3
<b>EXHIBIT NO. 2-E</b>	<b>E-5</b>
RETAIL TRADE DATA	E-5
<b>EXHIBIT NO. 3-E</b>	<b>E-7</b>
WHOLESALE TRADE DATA	E-7
<b>EXHIBIT NO. 4-E</b>	<b>E-9</b>
MANUFACTURING TRADE DATA	E-9
<b>EXHIBIT NO. 5-E</b>	<b>E-10</b>
PERRYVILLE/PERRY COUNTY UNEMPLOYMENT	E-10

<b>EXHIBIT NO. 6-E</b>	<b>E-12</b>
FAMILIES BELOW POVERTY LEVEL	E-12
<b>EXHIBIT NO. 7-E</b>	<b>E-14</b>
LABOR SHED ANALYSIS	E-14
<b>EXHIBIT NO. 8-E</b>	<b>E-16</b>
COMMUTE SHED ANALYSIS	E-16
<b>EXHIBIT NO. 9-E</b>	<b>E-17</b>
UNEMPLOYMENT RATE BY EDUCATION	E-17
<b>EXHIBIT NO. 10-E</b>	<b>E-18</b>
EDUCATIONAL ATTAINMENT	E-18
<b>EXHIBIT NO. 1-F</b>	<b>F-4</b>
PERRYVILLE EXISTING LAND USE	F-4
<b>EXHIBIT NO. 2-F</b>	<b>F-5</b>
PERRYVILLE LAND USE	F-5
<b>EXHIBIT NO. 3-F</b>	<b>F-5</b>
PERRYVILLE 2010 ACREAGE	F-5
<b>EXHIBIT NO. 4-F</b>	<b>F-6</b>
PERRYVILLE LAND USE ACREAGE 1967 – 2009	F-6
<b>EXHIBIT NO. 5-F</b>	<b>F-9</b>
PERRYVILLE & SURROUNDING AREA EXISTING LAND USE	F-9
<b>EXHIBIT NO. 6-F</b>	<b>F-14</b>
FUTURE LAND USE	F-14
<b>EXHIBIT NO. 1-G</b>	<b>G-6</b>
MAJOR STREET PLAN	G-6
<b>EXHIBIT NO. 1-H</b>	<b>H-2</b>
COMMUNITY FACILITIES	H-2
<b>EXHIBIT NO. 1-I</b>	<b>I-7</b>
CAPITAL IMPROVEMENTS PLAN	I-7

# ***INTRODUCTION***

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## ***Purpose and Scope***

The purpose of a city comprehensive plan is to serve as a guide for the orderly growth and development of the community. In scope, the plan includes consideration of significant factors that influence, or are expected to influence, the development of the community over the next 10 to 20 years. In the preparation of the plan, the past and existing conditions are the starting point. From that point, the expressed needs and desires of the residents and officials of the city are used to formulate a “roadmap” to guide the city’s development.

The plan is developed through a series of steps. These steps include:

1. the formulation of goals and objectives;
2. preparation of the comprehensive plan;
3. adoption of the plan by the city, and;
4. perhaps the most difficult step, implementation of the plan.

A comprehensive planning program is generally initiated by a city to guide the development of the community in an orderly, economical and rational manner and to stimulate the city’s growth. It is not a panacea for the community’s problems, but simply a method of improving many aspects of life in the community. The results of a sound planning program can be higher and more stable property values, a better traffic system, better use of revenues, greater job opportunities, an improved environment, and an enhanced ability to provide facilities and services that are needed for community improvements.

A planning program is the result of the combined efforts of many persons in the community. Therefore, the plan should seek to establish pride, coordination, and cooperation among all of the community residents and levels of government. Planning must also be a continual process, subject to periodic revisions and changes in order to meet the needs and challenges of a growing community.

### ***Statutory Authority for Planning***

Municipalities in Missouri are considered to be governmental subdivisions of the State and, as such, are empowered to adopt planning and zoning for the general purposes of enhancing the health, safety, and welfare of their residents. The basic authority for planning and zoning is contained in Chapter 89 of the *Revised Statutes of the State of Missouri*, as follows:

#### **89.340 City plan, contents—zoning plan.**

*The [Planning] commission shall make and adopt a city plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the [Planning] commission's recommendations for the physical development and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas. The [Planning] commission may also prepare a zoning plan for the regulation of the height, area,*

*bulk, location and use of private, nonprofit and public structures and premises, and of population density, but the adoption, enforcement and administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250. [89.010 to 89.250 address the authority and procedures for municipalities to adopt and enforce zoning.]*

**89.350 Plan, prepared how—purposes.**

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

**89.360 Adoption of plan, procedure.**

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

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

# *HISTORY*

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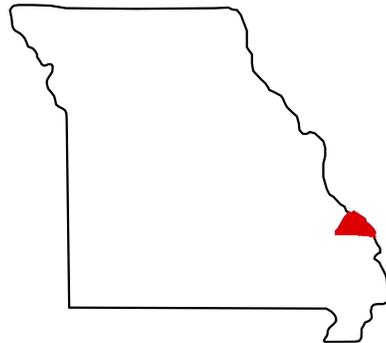
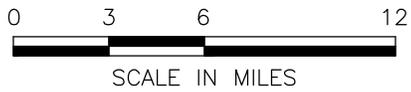
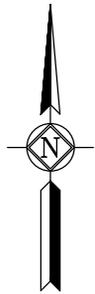
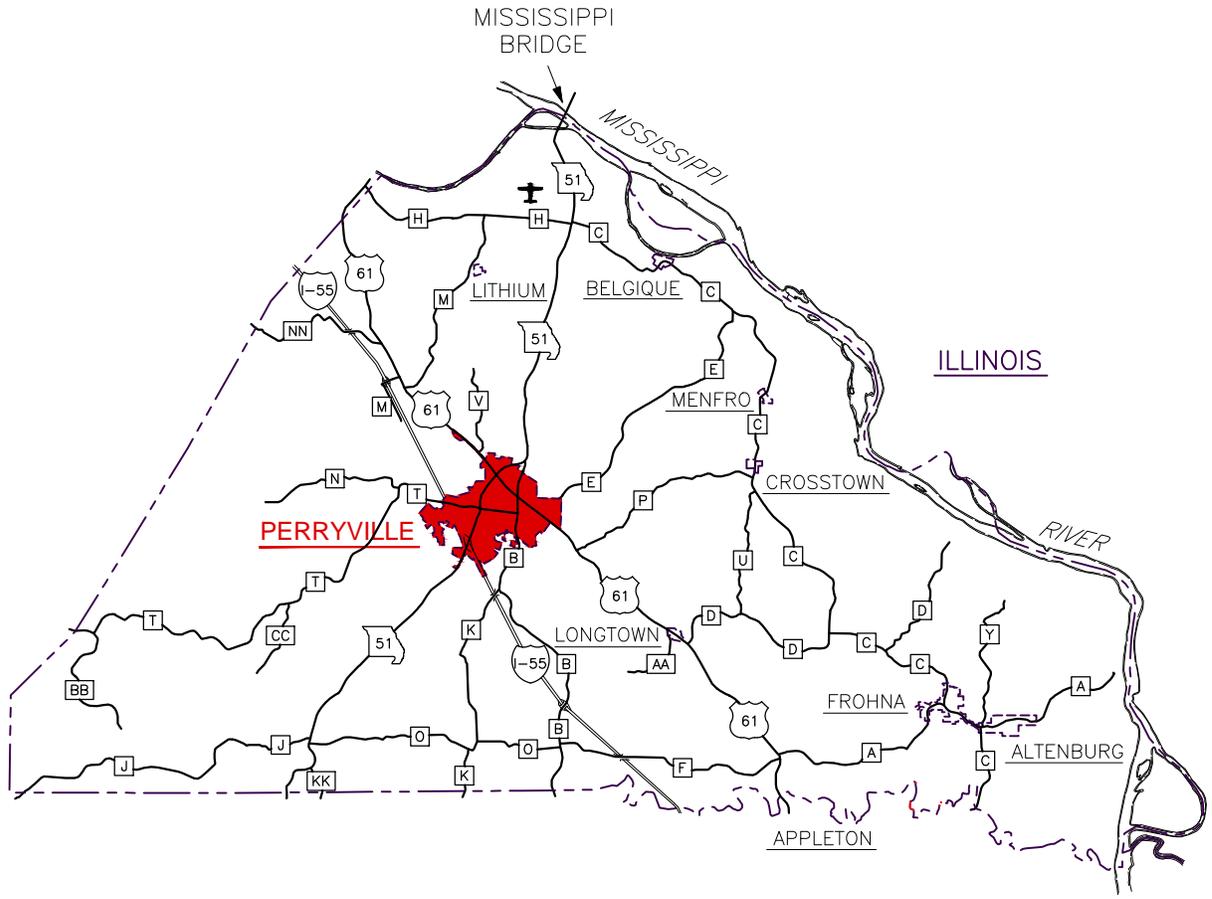
Native Americans were in the area of Perry County as early as the Paleo Indian era dating back to ca. 10,000 B.C. Successive waves of prehistoric native inhabitants were seen in the Archaic era (ca. 800 B.C. to 600 B.C.) and the Woodland period (ca. 600 B.C. until 800 A.D.). While Archaic era natives were almost exclusively hunters, fishermen and trappers the Woodland period saw germinal agricultural with pigweed, goosefoot, lamb quarter, sunflowers and squash being cultivated.

The Hopewell culture, the first of the mound builders, flourished from ca. 400 A.D. to 800 A.D. and practiced more extensive agriculture supporting relatively large permanent settlements. The Hopewell culture was supplanted by the Mississippian culture which dominated from ca. 800 A.D. until 1300 A.D. With the sudden and unexplained disappearance of the Mississippians, more nomadic hunter-gatherer tribes again came to the fore in the area. Creeks and Chickasaws hunted, fished and trapped. The final wave of Native Americans in the area was the Shawnee. It was these last natives who were present at the turn of the 19<sup>th</sup> Century. Of all of these cultures, only the Hopewells and Mississippians, the “Mound Builders,” left any lasting footprint on the land.

The first permanent white settlers arrived in the Perryville area in 1801. By 1818 some 35 families were counted in the area. This specific number is known since that was the year that St. Mary's Seminary was established on a 640 acre tract referred to as “The Barrens.” This is now the western part of the city. Shortly thereafter, a group of three commissioners was appointed to select a site for the seat of justice of the new Perry County in the Territory of Missouri.

EXHIBIT NO. 1B

# GEOGRAPHIC LOCATION PERRYVILLE, MO



Perryville, Missouri, is a fourth class city located in Perry County (Exhibit No. 1-B). The City actually traces its origins to Missouri Statehood. On August 7, 1821, three days prior to the official admission of Missouri to the Union, the County was given 51 acres that became the original town. The community was incorporated as a village in 1831 but this incorporation was allowed to lapse. The town was reincorporated in 1856 and became a city of the fourth class in 1882 when it adopted an ordinance to that effect. The City retains its status as a fourth class City although it has been eligible for third class status for some years. Perryville is the County Seat of Perry County.

The City grew as a commercial and service center for the surrounding generally rural areas. Besides commerce, the community also benefited from the Seminary which provided traffic and talent. The other main draw was the City's government function as the County Seat.

By 1860 the U.S. Census counted 336 persons in Perryville, and in 10 years this population had topped 500. By 1862, the earliest newspaper archives available, the City exhibited all of the economic characteristics of a "standard" rural town. Commerce was evident in advertisements for a furniture store, two grocers, a dry goods store, an enterprise advertising "stoves" (presumably in association with the blacksmith), a hotel/restaurant and even a jeweler. Moreover, the community was large and wealthy enough to draw advertisements from Sparta, Illinois (a wool processing and carding business), Chester, Illinois (an attorney), and St. Louis (a "Manufacturer of Domestic Liquor/Rectifier of Whisky). This latter suggests that, although undocumented, there were local distilleries converting high bulk/low value grain into low bulk/very high value alcohol.

The City enjoyed strong and sustained growth from the time of its incorporation. The first census following incorporation was 1860 and, as mentioned above, counted 336 persons. This had more than doubled to 754 by 1880 and doubled again, to 1,708 in 1910. A flat "19-teens" prompted city leaders to form the first Chamber of Commerce in 1923 and launch one of the first economic development efforts in the nation. After raising \$100,000 and building one of the first industrial "spec buildings," International Shoe Company was persuaded to expand their operations by opening a Perryville plant.

This success marked the start of a very prosperous era. The population boomed again, more than doubling from a 1920 level of 1,763 to a 1940 level of 3,907. A second International Shoe Company plant opened in 1940, further enhancing this "benign cycle." By 1964, though, a domestic economic downturn accompanied by strong and growing foreign competition led to the closing of the original shoe plant. The shock of this development, including the immediate loss of around 250 jobs from the local economy, served to reinvigorate the economic development program.

Since then the focus of development efforts has been on diversification. Proving the correctness of the old adage "once burned, twice shy," the community made a deliberate decision to work toward developing a broad economic base that would never again be devastated by a single event. That this effort has been successful is evident in the roster of businesses in the community. Automobile parts manufacturers, airplane maintenance and overhaul services, and plastics manufacturing share the area with food processors and barrel coopers.

# ***COMPREHENSIVE PLANNING PROGRAM***

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The implementation of a comprehensive planning program is an integral and continuing element in the overall growth and development of a community. Perryville has a rich history of comprehensive planning. The program was initiated in 1968 with the preparation and adoption of a comprehensive community plan. The most recent full revision was undertaken in 1997 when a new Comprehensive Plan was adopted. At that point, several of the goals established by the City in the original plan had been achieved and a new set were established. Additionally, in some instances, the community has surpassed the previous expectations. A review of these previous planning targets provides a basis for beginning the present effort.

## ***The Comprehensive Plan***

A comprehensive plan is a guide for the orderly future development of the community and is designed to promote the health, safety, welfare and convenience of the citizenry. The plan provides an appraisal of the socio-economic conditions and physical development of the community in order to develop a forecast of future requirements. The requirements consist, primarily, of developments or improvements that are based upon the expressed needs and desires of the citizens. The methods of fulfilling these goals and objectives, in turn, are stated as specific project proposals or programs. An officially adopted comprehensive plan integrates citizen goals and objectives into a viable document that indicates the location and extent of physical improvements needed to serve both present and future populations.

## ***Goals and Objectives***

Goals and objectives represent policy proposals for the overall future development of the community. Goals consist of long-range, generalized proposals that cover a broad social, economic or physical condition that the community officially agrees to attempt to accomplish during the planning period. Goals reflect the combined desires and aspirations of the citizenry, the planning and zoning commission, and the elected officials. Objectives, on the other hand, are shorter-range, more limited and precise aims, purposes or conditions. These goals and objectives are the result of input during the preparation of this plan from local citizens, elected officials, and the City Planning Commission. Objectives are the principal means outlined to attain the established goal. The critical aspect of stating the goals and objectives is that they are both realistic and attainable. Along with the Goals and Objectives for this comprehensive plan is a short description of progress that was made on a particular objective if it was included in the previous plan.

### **Land Use**

**Goal:** Land use planning should attempt to conserve sufficient land to satisfy the anticipated needs of the City during the 20-year planning period for each type of broad use (residential, commercial, industrial, recreational, and public). The City should strive to utilize the land to its highest potential while encouraging compact, but not overcrowded, development to efficiently utilize community facilities.

#### **Objectives:**

- 1) Development should be guided so as to minimize the probability of conflicts between non-compatible uses. *(This objective has generally been met through the updating of the Perryville Zoning Ordinance as necessary and the enforcement of the Zoning Ordinance.)*

- 2) Development should be encouraged in those areas that best utilize existing utilities. *(This objective has generally been met through a policy of limiting annexations and extraterritorial service to those areas to which utility service can be provided in a timely manner and which do not overtax existing systems.)*
- 3) The Future Land Use Plan should be used as a guide in considering zoning and subdivision proposals brought before the City. *(This objective has generally been met. Indeed, it is a recognition of the need to bring the Future Land Use Plan current that is, in part, responsible for the present comprehensive planning effort.)*
- 4) The Future Land Use Plan should be considered when regarding areas for annexation, and the annexations should take place as the need arises and it is economically feasible to extend the necessary and required services to the area. *(This objective has generally been met as noted above.)*

### **Residential**

**Goal:** To encourage the development of residential areas that provide a variety of housing units in a good environment at prices that all citizens can afford.

#### **Objectives:**

- 1) Encourage residential development in areas with adequate access to commercial, institutional and industrial areas, but protected from the adverse effects of such areas to the extent possible. *(This objective has generally been met through enforcement of the Zoning Ordinance.)*
- 2) Encourage residential development primarily within those areas most easily served by existing and proposed water, natural gas, sewer, and stormwater systems. *(This objective has generally been met. Availability of utilities is a component of all subdivision reviews.)*
- 3) Encourage and assist the establishment of public and private housing suited to the needs of low-income, minority, middle-income, and elderly residents of the community. *(This objective has been met to some extent through subsidized housing in both multi- and single-family housing configurations. Projects have been funded through the Missouri Housing Development Commission. In addition, a 36-unit senior citizen housing development has been completed.)*

- 4) Improve and protect the quality of housing in the community through the continued implementation of the zoning and subdivision regulations and building permits. *(This objective has been met.)*
- 5) Permit the location of mobile homes only within mobile home parks or mobile home subdivisions designated for this purpose. *(This objective has been met.)*
- 6) Encourage the development of rental housing, both multiple- and single-family units, in appropriate locations in order to provide housing accommodations for all residents. *(This objective has somewhat been met through continued enforcement of zoning laws and regulations.)*
- 7) Encourage preservation and rehabilitation of existing housing in the City in order to preserve the character of existing neighborhoods. *(This objective has generally been unmet. Early sporadic attempts at obtaining funding to support preservation efforts failed and the effort has withered.)*

### **Economic**

**Goal:** To strive for a well balanced economic base by utilizing the resources available for the attraction of new industries, commercial and business service developments and improvement of the existing business climate, where possible; and increase employment and investment opportunities within the community.

#### **Objectives:**

- 1) Promote the development of adequate industrial land to provide needed space for the expansion of local industries and the location of new industries. Such land should be suitably located and provided with the necessary supporting facilities. *(This objective has generally been met. Close coordination and cooperation with the Perry County Economic Development Authority have helped support the development and build out of the industrial park. Through these efforts utilities now serve the entire industrial park, and a new water tower ensures water supply and pressure. Significant successes including, notably, the TG Missouri plant in the industrial park, attest to the effectiveness of this program.)*

- 2) Promote programs specifically designed to reduce unemployment and under employment within the community. *(This objective has generally been met as noted above.)*
- 3) Encourage the revitalization and improvement of the existing business districts and promote concentrated commercial development only in areas that possess adequate transportation access and have compatible adjacent land uses. *(This objective has generally been met through continued enforcement of zoning ordinances.)*

### **Community Facilities**

**Goal:** To provide functional and efficient public utility systems that reduce or eliminate duplication of services by the maintenance of existing facilities and services and extension of services to potential growth areas.

**Objectives:**

- 1) Continue the development of adequate educational and health-care facilities to serve the community and its major service area. *(This objective has generally been met. The city has supported the school board and local health care facilities when asked. The development of the Higher Education Center is an example of this. Most recently, a \$14 million addition to the hospital continues these efforts.)*
- 2) Improve the existing water, natural gas, sewer and stormwater systems and increase the service areas by the extension of the systems into potential growth areas. *(This objective continues to be met on an incremental basis. Improvements are made as needed, with scheduled maintenance to protect investments. Extensions are completed as part of annexations. The City is planning extensions in support of a new industrial/economic development project in cooperation with the Economic Development Administration. A contract is in place to completely update the city's utility maps to ensure spatially correct maps tied to a Geographic Information System and supported by Global Positioning System data.)*
- 3) Develop adequate community facilities to improve the social environment of the community and support programs for providing services to the elderly and handicapped. *(This objective has generally been met. Maintenance of facilities and an ongoing handicapped access provision program are in place*

*in support of this objective. All new projects are Americans with Disabilities Act compliant by City policy.)*

- 4) Develop new fire and police department facilities as growth and expansion necessitate, particularly in the northern section of the city. *(New objective for this year.)*

### **Transportation**

**Goal:** Provide a system of streets and highways designed to effectively channel vehicular traffic through and within the community for the safety, convenience, and economy of the residents.

#### **Objectives:**

- 1) Continue a capital improvements program designed for the construction, improvement, and maintenance of the City street system as presented in the major street plan. *(This objective has generally been met. The street system is continuously improved through a scheduled program. By City policy, all new streets are concrete, replacing older asphalt streets.)*
- 2) Implement the recommendations of the major street plan as opportunities arise and conditions demand. *(This objective is subject to "as-needed" conditions but, has been included in many of the decisions regarding street programs.)*
- 3) Work with MODOT to locate and develop a new I-55 interchange as called for in the major street plan. *(New objective for this year.)*
- 4) Protect rights-of-way needed to implement the major street plan through purchase of right-of-way as it becomes available and through careful review of proposed subdivisions and building permit requests. *(This objective has been met through enforcement of zoning laws.)*
- 5) Ensure the availability of adequate parking space, at appropriate locations, to serve public, private, commercial and industrial interests of the community. *(This objective has generally been met. Municipal parking lots are in place, and parking is a component of zoning requirements.)*

### **Recreation and Historic Preservation**

**Goal:** Provide adequate recreational and open-space facilities for all citizens through the improvement of existing facilities, the acquisition of

additional areas, and the preservation of open space and water resources for future needs.

**Objectives:**

- 1) Encourage the provision of recreational sites in all new residential areas based upon an accepted standard of two acres per 100 residents. *(This objective has been exceeded. The development of a large Soccer Park facility brings the acreage devoted to recreation to 583.4 acres, or 7.1 acres per 100 residents. Additionally, older soccer fields were converted to baseball/softball use. The very high ratio of parks to residents results from some very large facilities not commonly seen in a city the size of Perryville. Perry County Lake, for example, is over 300 acres available to citizens of Perryville. Legion Lake Park adds another 56 acres and the Country Club another 70 acres. When only City Park, Perry Park Center, the Soccer Park and the other smaller parks in the city's system are considered, Perryville still boasts a respectable 1.78 acres per 100 residents.)*
- 2) Promote the utilization of the community's scenic, natural, and historic attractions. *(This objective has been met to some extent. A Chamber of Commerce brochure promotes these attractions, but beyond that little has been done.)*
- 3) Continue planning for the acquisition and development of a complete system of smaller neighborhood parks of from two to ten acres in size, based on a suitable distribution of such facilities considering a standard one-quarter mile service area for such facilities. *(This objective has been largely unmet. No new parks have been developed since 2002 when the Soccer Park was completed. Limited resources are devoted to maintenance rather than new acquisitions. Coordination with the Optimist Club and the American Legion has been central to these efforts.)*
- 4) Set aside unused public land in the City, wherever possible, for the purpose of recreational and open space facilities. *(This objective has been largely unmet as noted above.)*
- 5) Investigate the feasibility of acquiring and developing a second major community park in the western part of the City of 50 to 100 acres to include a full range of active recreational facilities and passive recreational areas. *(This objective has been unmet.)*
- 6) Upgrade existing park equipment to provide quality recreational experiences and eliminate broken, outdated, or unsafe

equipment. *(This objective has generally been met. Ongoing upgrade and maintenance programs are in place.)*

- 7) Establish a program for historic preservation, including a City register of local landmarks and historic sites. *(This objective has been unmet.)*

## ***Conclusion***

The preceding goals and objectives provide a broad vision for the future development of Perryville to ensure that the growth of the City is both beneficial and sustainable. This allows the City to make the best use of public resources while also providing the services needed and desired by the public to help maintain a healthy social, economic, and fiscal environment for generations to come.

# ***POPULATION***

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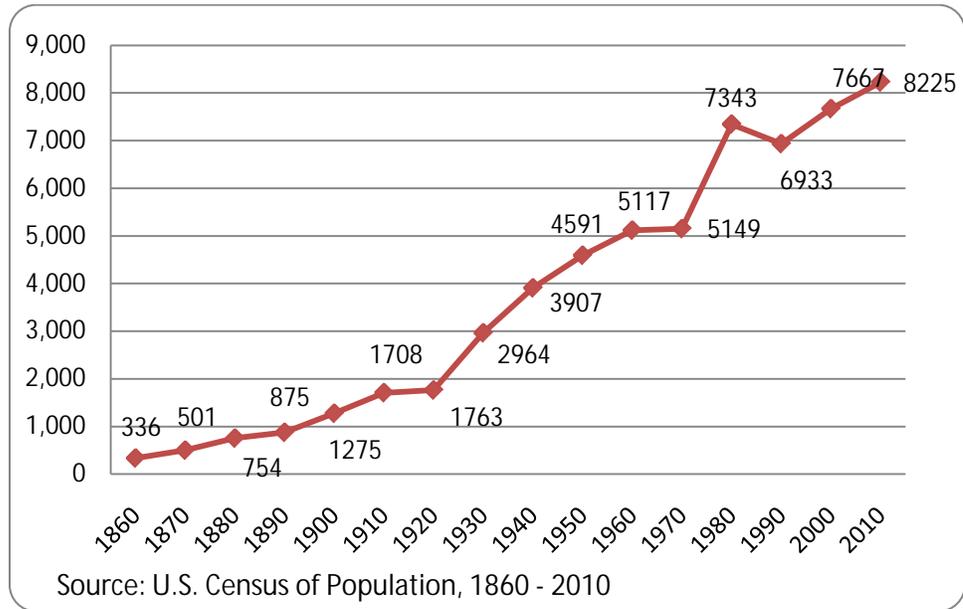
The characteristics of an area's population are important in drawing up and implementing a city's comprehensive plan. The various attributes of the city's population must be taken into account due to the implications they have in regard to a city's future development. An examination of the past trends in an area's population will give some indication of the possible growth that might be expected and the type of developments that will be needed to support future population. In conjunction with the examination of the past and present population trends, it is also necessary to calculate population projections for the area to provide for the types of programs and facilities that will be needed to serve the future generations. In the following sections, various aspects of the City's and County's populations will be examined so as to provide a basis for methods of calculating the size of future population.

## ***Historic Trends***

The population trends for both the City of Perryville and Perry County are presented in Exhibit No. 1-D and Exhibit No. 2-D. Perryville has exhibited an increase in population each census since 1900, with the exception of the decade 1980-1990, when the City's population declined 5.6%. That trend reversed in the 1990-2000 decade with a healthy 10.6% population increase. Between 2000 and 2010 the City's growth continued, increasing by 7.3% to a population of 8,225.

EXHIBIT NO. 1-D

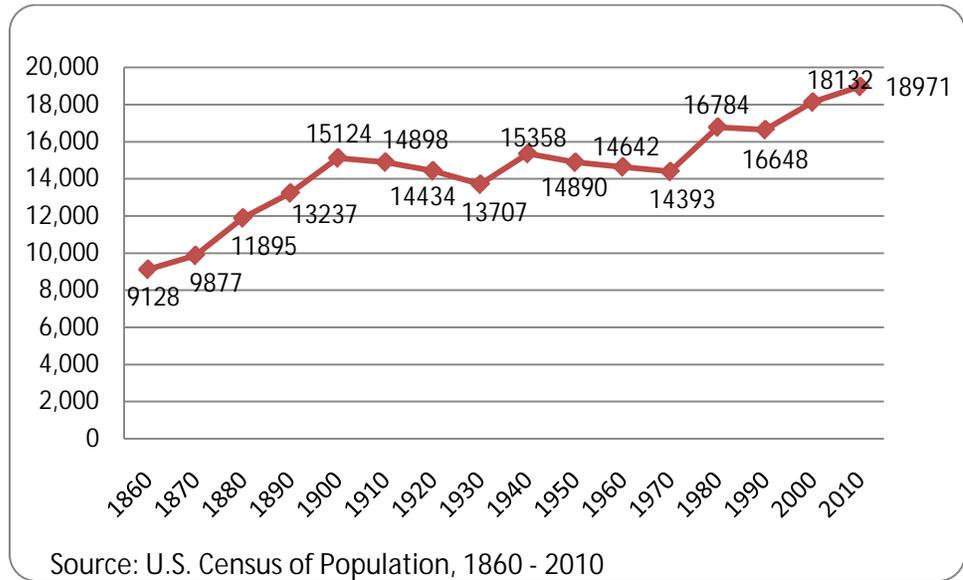
Perryville Population Trends 1860-2010



The period of greatest growth in percentage terms occurred between 1920 and 1930 when a 40.5% increase in the City's population was realized. In absolute numbers, the 1970-1980 decade's 2,194 person increase was the largest increase by far. Between 1960 and 1970, Perryville's population increased by only 0.6%, the lowest per-decade increase recorded between 1900 and 1990. It appears that the decline seen between 1980 and 1990 was the result of a combination of factors, including little, if any, in-migration; a continued pattern of out-migration; and a reduction in the average size per household that has been the pattern over the past several decades, not only in Perryville, but nationwide.

EXHIBIT NO. 2-D

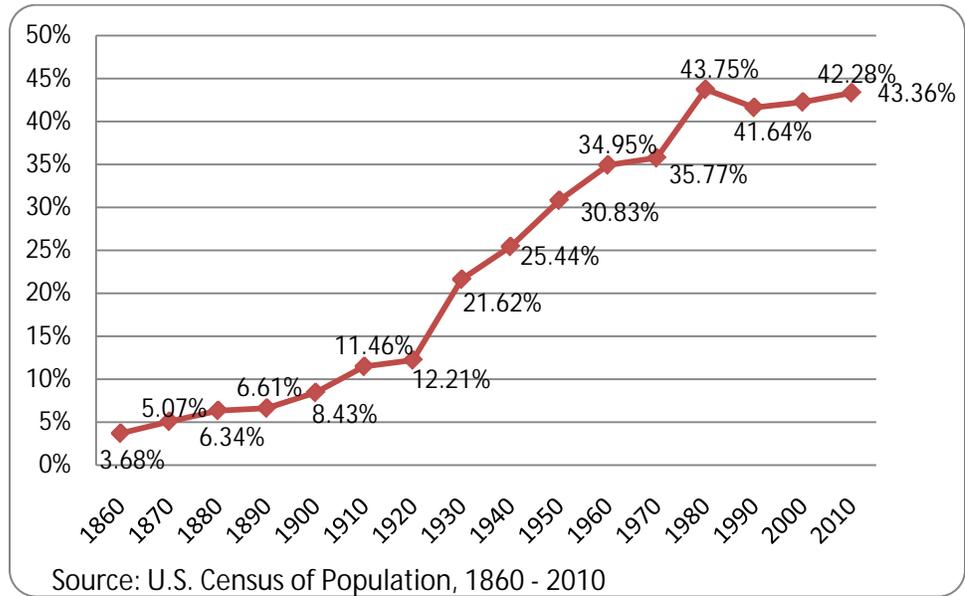
Perry County Population Trends 1860-2010



Perry County's population has not exhibited the same consistent growth as Perryville's. Until 2010 the County's population had tended to decline each decade, with three notable exceptions in 1940, 1980 and 2000. In 1940, the County experienced a 12.0% increase in population over the 1930 figure. In 1980, a 16.6% climb over 1970 was seen, and strong growth in 2000 saw an 8.9% increase. The decade between 1980 and 1990 saw the lowest rate of decline with a decrease of only 0.8%. Although the County had witnessed a decline in population during seven of the ten decades between 1900 and 2000, it still had an overall 1.9% average rate of growth. However, as of 2010 the County has exhibited population growth in two consecutive decades, something it has not had since 1900. This strong growth is likely to help feed the economic development of the City over the next few decades.

EXHIBIT NO. 3-D

City of Perryville as a Percent of Perry County



As a result of the spotty growth pattern in the County's population and the concurrent increase in the City's population throughout much of this century, Perryville has represented an ever increasing percentage of the County's total population. Exhibit No. 3-D presents a graphic image of this fact, illustrating that, while the City represented 8.4% of the County's population in 1900, it had increased to 43.7% of the total in 1980. This percentage declined slightly in 1990 to 41.6%, even though both the City and County lost population in the decade 1980 to 1990. For the 1990-2000 decade, both the County and City again gained population and the City's portion of the County's population grew to 42.3%. Between 2000 and 2010 both the County and the City grew again, with the City's percentage of the County's population rising slightly to 43.4 %.

***Population by Age and Sex***

The City of Perryville's population by age and sex is graphically illustrated in Exhibit No. 4-D, which breaks the information out in 16 age-

sex cohorts. The exhibit compares and contrasts information from the last four decennial censuses, which gives a better overall view of the trends in the City's population.

The information contained in this exhibit carries implications that can bear considerable weight on the planning process. As can be observed from the exhibit, the percentage of the City's population between the ages of 0 and 20 has declined from 35.2% in 1970 to 27.2% in 1990. This decline illustrates not only a trend towards a lower birth rate and smaller families, but also indicates that some out-migration of those graduating from high school is occurring. This trend is readily apparent when examining the 15 to 19 year old age cohort. Whereas this cohort represented 8.7% of the City's population in 1970 and 9.1% in 1980, it had declined to only 5.9% of the total population in 1990.

In contrast to the younger age cohorts, the percentage of those between 20 and 60 increased from 41.4% of the population in 1970 to 42.8% in 1980 and 44.8% in 1990. These figures would indicate that the labor force in the City has been increasing at a slow but steady pace since 1970. However, examination of the exhibit reveals that the labor force is growing older. In 1980, 15% of the City's population fell in the 20 through 29 year old cohorts. By 1990, this segment had fallen to 12.3%. The single largest cohort in this segment of the population in 1990 was the 30 to 34 year age bracket, which accounted for 7.8% of the City's population. In 1980, the largest segment of those between 20 and 60 years of age was the 20 to 24 year old cohort, which accounted for 8% of the City's population. It would appear that this five-year segment of the population is holding fairly steady, and one would expect that it will manifest itself in the year 2000 in the 40 to 44 year age cohort.

EXHIBIT NO. 4-D

City of Perryville Age/Sex Cohorts

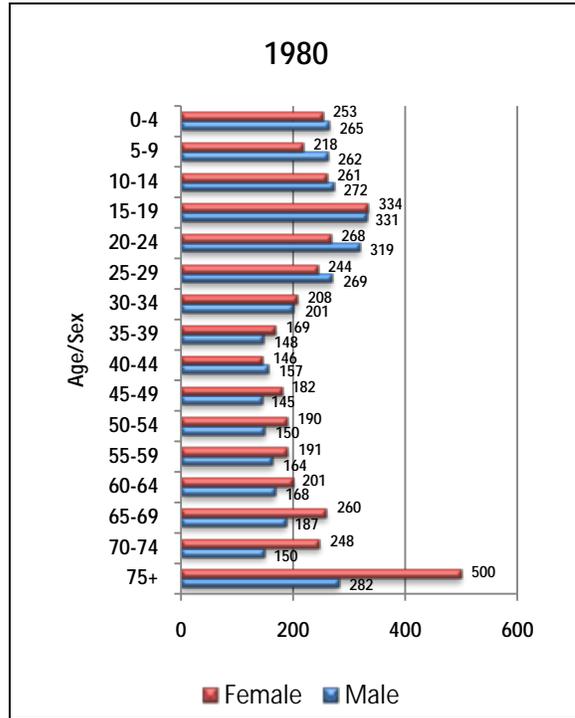
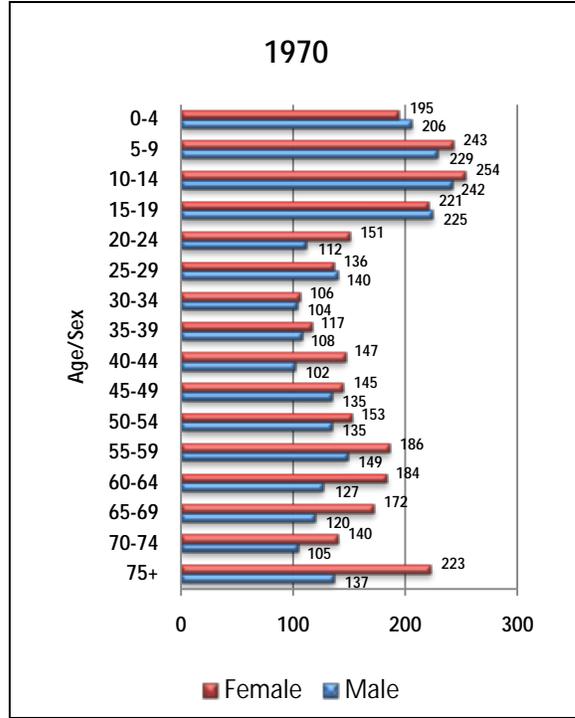
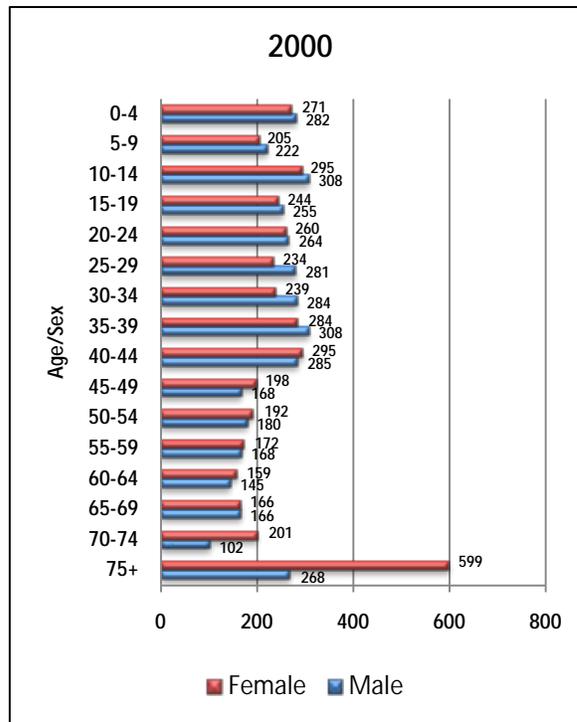
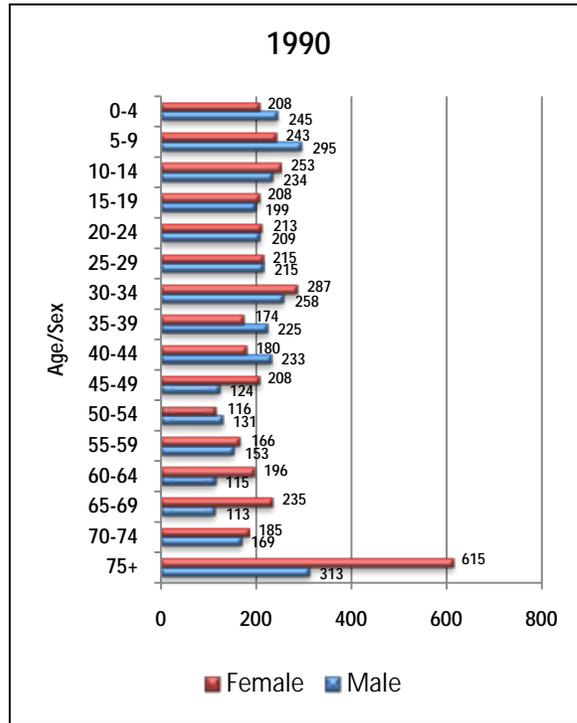


EXHIBIT NO. 4-D Continued



Source: U.S. Census Bureau

Perhaps the most significant trend that has occurred has been the increase in the percentage of those over 60 years of age. This age bracket increased its percentage of Perryville's population from 23.4% in 1970 to 27.1% in 1980 and finally to 28% in 1990. While this increase is noteworthy, it is not startling, nor unexpected, in light of the nationwide increase in the number of senior citizens. Note might be made of the fact that, in this sector of the population, the number of females has consistently outnumbered the males. In the other sectors of the population that have been discussed, 0 through 19 and 20 through 59, the percentages of male and female have remained fairly even. However, the percentage of females over 60 years of age has steadily increased from 13.9% in 1970 to 17.8% in 1990. The male percentage, on the other hand, remained fairly level at between 9.5% in 1970 to 10.2% in 1990, actually falling from a high in 1980 of 10.7%. The continuing increase in the number of elderly will necessitate the need for additional services geared toward an aging population. It may also have a detrimental effect on the provision and expansion of services to other segments of the City. An elderly population on fixed incomes does not readily vote for new taxes or tax increases in order to provide extended public services, expansion of educational facilities, or incentives for new businesses and industries to locate in the City.

Exhibit No. 5-D presents the same type of age-sex distribution data for Perry County as was presented for the City, with the addition of data for 1960. In general, the County's population is divided along roughly the same pattern as the City's. The 1960 age-sex distribution chart is somewhat closer to the pyramid shape that is considered ideal than are any of the other charts in these exhibits. The County population mirrors the City in that they both show a declining percentage of the population in the cohort 0 through 19 years and an increase in the

percentage of those in the cohorts over the age of 60 (Exhibit Nos. 6-D & 7-D). The County's population in the 0 through 19 age group has declined from 40.3% of the total in 1960 to 30.1% in 1990. During the same time frame, the age group 60 and older increased from 16.2% in 1960 to 22% in 1990.

Exhibit No. 5-D

Perry County Age/Sex Cohorts

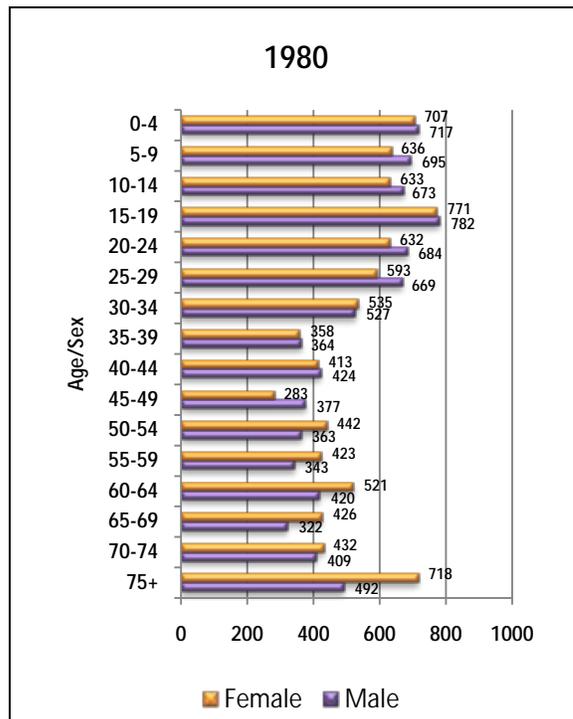
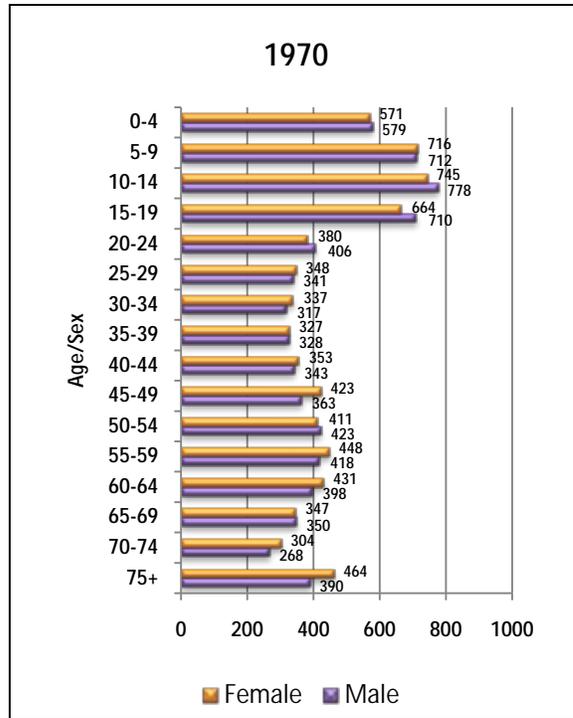
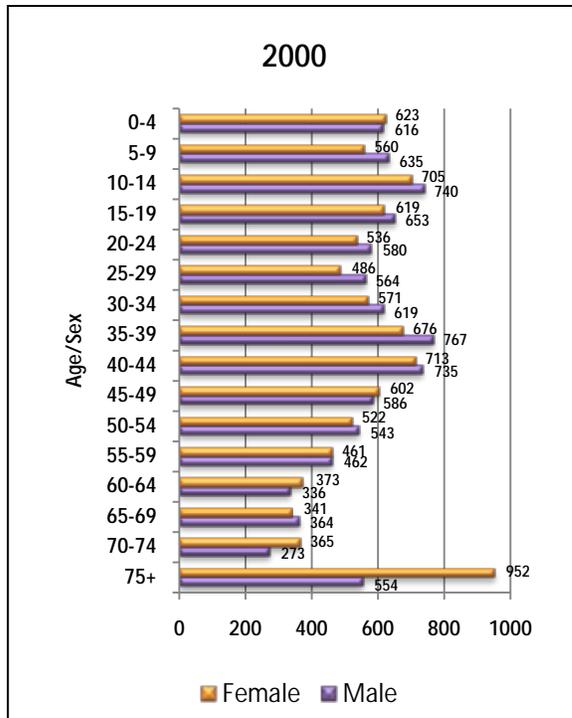
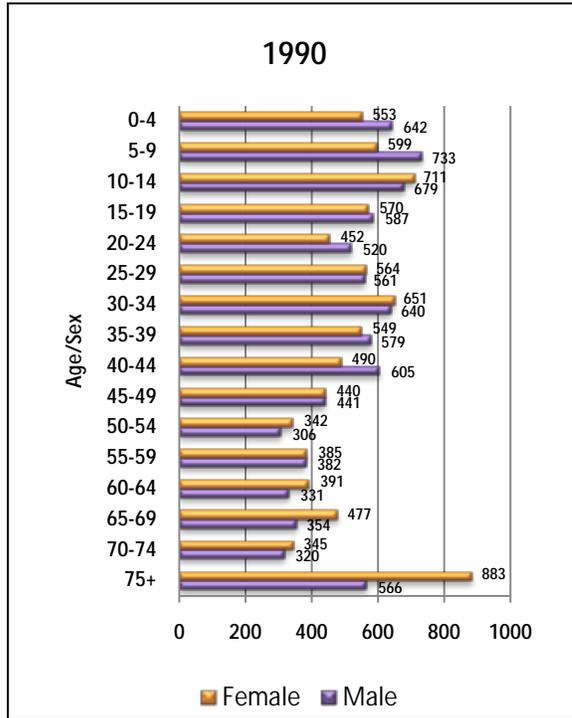


EXHIBIT NO. 5-D Continued



Source: U.S. Census Bureau

EXHIBIT NO. 6-D  
 Perryville Age Cohorts

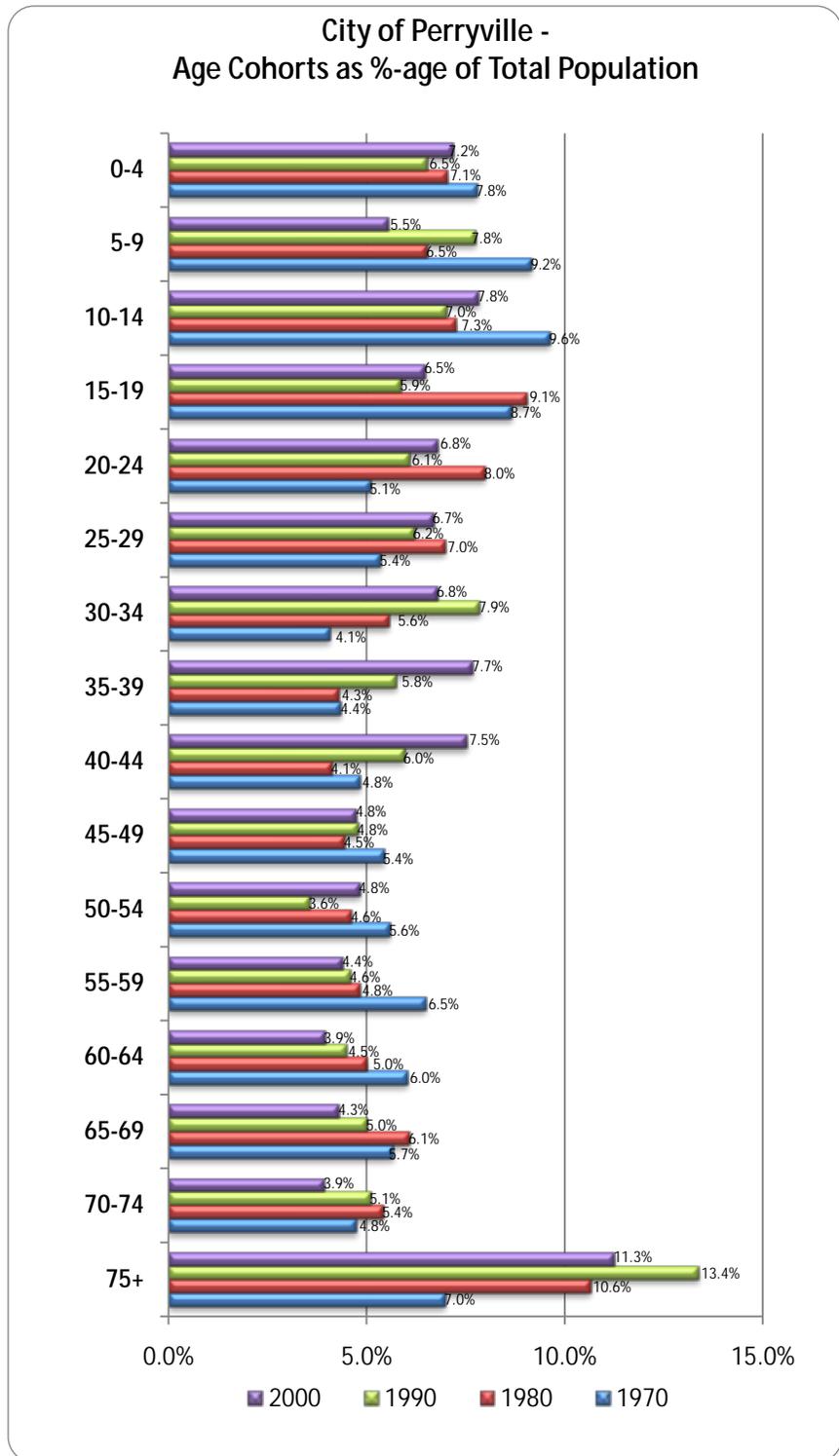
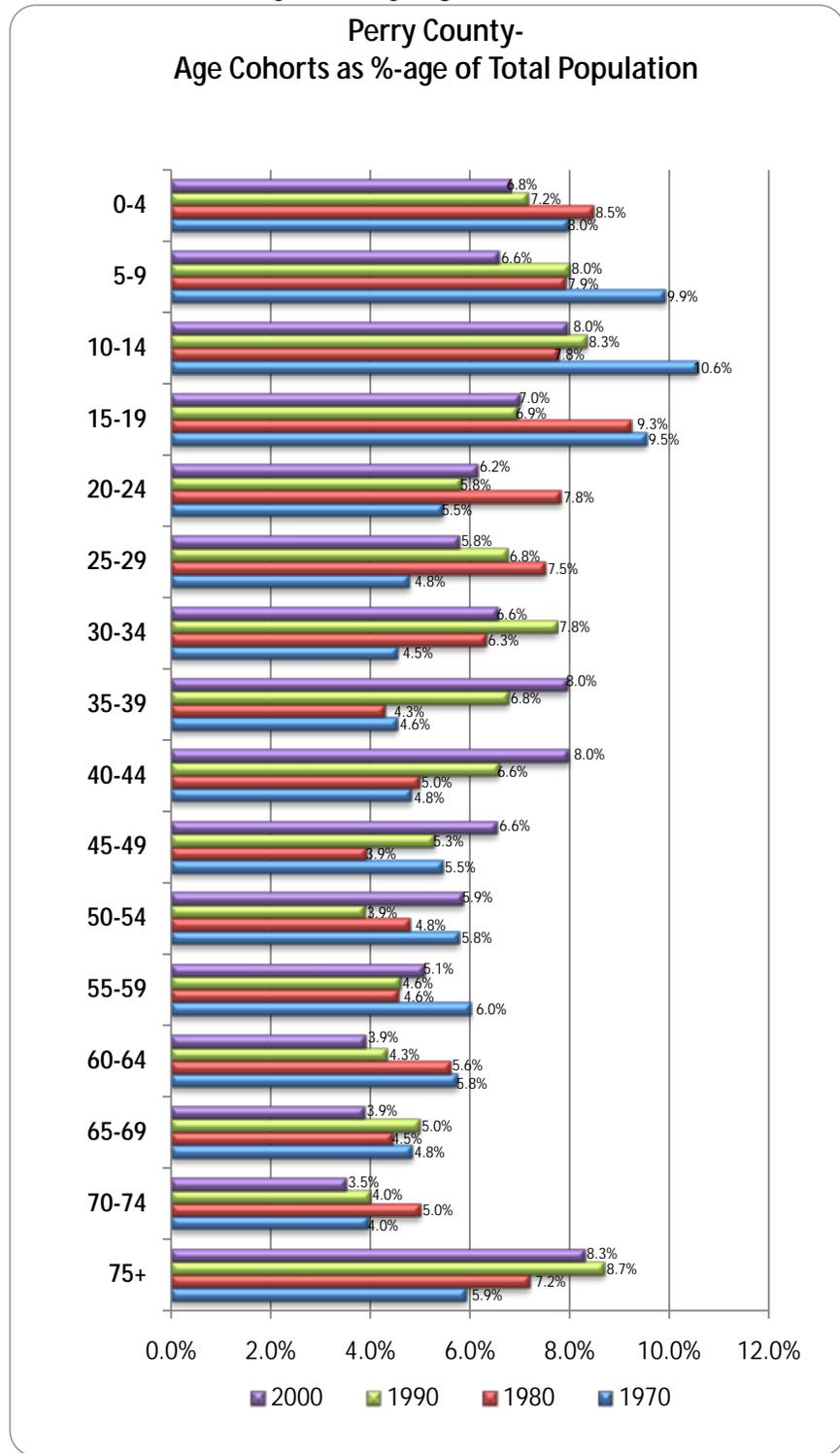


EXHIBIT NO. 7-D

Perry County Age Cohorts

Perry County-  
Age Cohorts as %-age of Total Population



Source: U.S. Census Bureau

## ***Population Projections***

Population projections are critical to any comprehensive plan as population changes are one of the largest factors driving practically every decision a municipality makes. Population changes help determine if there is a need for new infrastructure/services or if the municipality can reduce costs by eliminating unused services. From estimating the number of future students in the school system to predicting the expected acreage of new development population projections are one of the best tools for comprehensive planning.

## ***Methodology***

Exhibit No. 8-D shows the historical population data from the previous section of this chapter in tabular format. The table includes data from the U. S. Census Bureau for the County and the City of Perryville dating back to 1860. The table also shows basic calculations based off of the census data.

EXHIBIT NO. 8-D

Population Data for Perry County and Perryville

	PERRY COUNTY	PERRYVILLE	PERRYVILLE AS % OF COUNTY	PERRYVILLE DECENNIAL CHANGE
1860	9,128	336	4%	
1870	9,877	501	5%	165
1880	11,895	754	6%	253
1890	13,237	875	7%	121
1900	15,124	1,275	8%	400
1910	14,898	1,708	11%	433
1920	14,434	1,763	12%	55
1930	13,707	2,964	22%	1,201
1940	15,358	3,907	25%	943
1950	14,890	4,591	31%	684
1960	14,642	5,117	35%	526
1970	14,393	5,149	36%	32
1980	16,684	7,343	44%	2,194
1990	16,648	6,933	42%	-410
2000	18,132	7,667	42%	734
2010	18,971	8,225	43%	558

The population data for the County and City are directly from the census data for the year given. The column titled "Perryville as % of County" is simply the population of Perryville divided by the population of the County in the same year, yielding the percentage of the County's population that Perryville represented in the given year. The column titled "Perryville Decennial Change" is simply the change in population between subsequent decades; for instance, the change between 2000 and 1990 was 734.

Next, Exhibit No. 9-D was generated by running common statistical calculations on the decennial population change from Exhibit No. 8-D.

**EXHIBIT NO. 9-D**

**Decennial Change: 1860-2010 and 1960-2010**

<b>Decennial Change: 1860-2010</b>			<b>Decennial Change 1960-2010</b>		
<b>Median</b>	<b>Mean</b>	<b>Standard Deviation</b>	<b>Median</b>	<b>Mean</b>	<b>Standard Deviation</b>
433	526	610	542	606	884

The median figure for each time frame is the median value from the list of decennial changes when listed in ordinal rather than chronological order. The mean figure is simply the average of the decennial changes within the given range of years. Finally, the standard deviation indicates the magnitude of one standard deviation (plus or minus) from the mean. Looking at the data for 1960-2010, the results show an average change of 606 people decade to decade while the larger timeframe of 1860-2010 shows an average change of 526, a difference of 80 people per decade. As such, a value of 566 people per decade was used to project the City’s population over the next two decades.

**EXHIBIT NO. 10-D**

**Population Projections**

	<b>2010</b>	<b>2020</b>	<b>2030</b>
Perry County	18,971		
Perryville	8,225	8,791	9,357

Exhibit No. 10-D shows the population projections for the city of Perryville based on a decennial growth of 566 persons. These projections show that the City of Perryville will surpass 9,000 people sometime around 2025.

# ***ECONOMIC ANALYSIS***

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## ***Background***

The early economic roots of the City of Perryville were anchored deep in the rich soil of Perry County. By the time the City first incorporated in 1837, farms, mills and small communities dotted the landscape throughout Perry County. Largely because of its role as the seat of County government and because of its central location, Perryville began to develop as the major commercial and service center in Perry County. As the population of the County grew, so did the number and variety of retail and services establishments serving Perryville and Perry County.

The City of Perryville was reincorporated in 1856 after its incorporation had been allowed to lapse. In 1892, the Perryville, Chester and Ste. Genevieve Railroad brought rail service to Perryville. In 1904, the Frisco Railroad Line laid its tracks through the County and built the first railroad depot. Agriculture in the County continued to thrive. Bread from flour made in Perry County won first prize at both the Vienna World's Fair and the 1904 St. Louis World's Fair. In 1913, the first power plant was built to provide Perryville with electric lights.

In 1923, the Chamber of Commerce was formed and the City raised \$100,000 to build an industrial building in an effort to convince International Shoe Company in St. Louis to open a Perryville plant. The effort was successful and spurred a cycle of growth which included the paving of City streets, the expansion of City services, and the opening of a host of new businesses. In 1940, a second International plant opened in Perryville; however, an economic downturn forced the closing of the original International Plant in 1964. In 1988, growing international

competition in the shoe manufacturing industry forced the closing of the second International Shoe Company plant.

The loss of the first Perryville International Shoe plant had already signaled the need to diversify the community's industrial base. The dedicated efforts of the Chamber of Commerce, the Perryville Development Corporation, and City officials led to the development of the Perryville Industrial Park and the establishment of an Enterprise Zone. Since its opening, the Perryville Industrial Park has thrived and is now home to a diverse mix of industries.

The completion of the Interstate 55 corridor in 1972 was also an important milestone in the City's economic development. Located adjacent to the I-55 corridor, Perryville gained access to the nationwide interstate transportation and distribution network and to an important incentive to prospective new businesses. The construction of the Highway 51 bypass removed heavy traffic through the City and paved the way for new commercial and service growth near the I-55 interchange.

Today, the City of Perryville is home to a healthy and diverse economy. As indicated in Exhibit No. 1-E, the City's largest employers represent a range of economic sectors. The City's two largest employers are manufacturers, and the health care industry is increasingly a major provider of jobs for the community.

EXHIBIT NO. 1-E

Major Employers in the City of Perryville

Employer	Product/service	Approximate Number of Employees
TG Missouri Corporation	Plastic Automotive Parts	906
Gilster-Mary Lee Corporation	Cake Mixes/Cereal	640
Perry County Memorial Hospital	Medical Services	375
Perry County School District 32	Public Education	329
Wal-Mart Supercenter	Retail Sales	200
City of Perryville	Municipal Services	170
Independence Care Center/ Independence Health Systems	Nursing and Rehabilitation Services	165
Perry Oaks Nursing & Rehab Center, LLC	Nursing and Rehabilitation Services	100
Bank of Missouri	Financial Services	85
Atlas EPS (Div. of Atlas Roofing Corp)	Expanded Polystyrene Foam	75
Perry County Sheltered Workshop	Light Factory Work	71
Buchheit, Inc.	Retail Sales	54
Roziers Food Centre	Retail Food Sales	51
T-N-T Plastics inc.	Polyethylene Films & Bags	40
Healthcare Equipment & Supply	Medical Equipment	30

Source: 2009 Missouri Manufacturer's Register and Staff Research.

## ***Retail Trade***

Data on retail trade for Perryville and Perry County is contained in Exhibit No. 2-E. Examination of the data shows that while the number of retail establishments in the city increased over the 10 year period inflation-adjusted sales (Indexed Sales) have steadily dropped and indexed annual payroll and number of employees have both shown a net drop from 1997 to 2007.

The city has also seen a decline in inflation-adjusted payroll per employee from 1997 to 2007, although the figures for 2002 and 2007 were virtually identical. The city's non-adjusted sales, payroll, and payroll per employee have all experienced a net increase between 1997 and 2007.

The county's data paints a different picture, as every category experienced a net gain from 1997 to 2007. Sales, both unadjusted and adjusted, experienced a large amount of growth, especially between 2002 and 2007. In 1997 the county balance of sales (total county sales – city sales) was just over \$10,000,000; by 2007 that figure had grown to nearly \$82,000,000, an increase of 820%. Looking at the indexed figures the county balance increased from approximately \$15,000,000 to \$86,000,000, an increase of 570%. These figures indicate that retail growth outside the city is growing at a far faster rate than retail sales within the city.

EXHIBIT NO. 2-E  
Retail Trade Data

<b>Retail Trade</b>								
	<b>Est's</b>	<b>Sales (\$1,000)</b>	<b>Indexed Sales (\$1,000)</b>	<b>Annual Payroll (\$1,000)</b>	<b>Indexed Annual Payroll (\$1,000)</b>	<b>Employees</b>	<b>Payroll per Emp</b>	<b>Indexed Payroll per Emp</b>
<b>Perryville</b>								
2007	78	181,750	191,365	13,877	14,611	700	19,824	20,873
2002	69	164,256	199,327	15,691	19,041	912	17,205	20,878
1997	68	159,217	216,566	12,982	17,658	784	16,559	22,523
<b>Perry County</b>								
2007	90	263,521	277,463	22,483	23,672	1,027	21,892	23,050
2002	89	195,843	237,659	19,372	23,508	1,074	18,037	21,888
1997	83	170,197	231,501	14,675	19,960	880	16,676	22,682

Source: U.S. Census Bureau, Economic Census 1997, 2002, 2007

"Indexed" figures have been adjusted to 2010 dollars

## ***Wholesale Trade***

The wholesale data, shown in Exhibit No. 3-E, shows that sales trends within the city are vastly different from that in the county, showing trends similar to that of retail trade, only to a much greater degree. Wholesale trade in the city plummeted between 1997 and 2007, from \$19,728,000 in 1997 to \$4,681,000 in 2007. This leaves recent wholesale sales at less than one quarter of their 1997 unadjusted values and at less than one-sixth their adjusted values. In the meantime, the county has seen an explosion in the value of sales in the same time period. Unadjusted sales in the county more than doubled between 1997 and 2007 while inflation adjusted sales nearly doubled.

At the same time, the number of wholesale establishments in the city was cut in half, from 11 to 5, while the county saw a less dramatic drop from 17 establishments to 14. Though the county lost 3 establishments during the time span it more than tripled the number of employees in wholesale while the city shed nearly half. Of note is the fact that in 1997 the county had a balance of only 41 wholesale employees; by 2007 that number had swelled to 340, a growth rate of over 800%.

These trends indicate that wholesale business is migrating from the city to the county at a growing rate. If these trends continue there will be very little wholesale trade occurring within the city by the end of the next decade.

EXHIBIT NO. 3-E  
Wholesale Trade Data

<b>Wholesale Trade</b>								
	<b>Est's</b>	<b>Sales (\$1,000)</b>	<b>Indexed Sales (\$1,000)</b>	<b>Annual Payroll (\$1,000)</b>	<b>Indexed Annual Payroll (\$1,000)</b>	<b>Employees</b>	<b>Payroll per Emp</b>	<b>Indexed Payroll per Emp</b>
<b>Perryville</b>								
2007	5	4,681	4,928	1,358	1,429	48	28,292	29,771
2002	6	11,079	13,444	1,225	1,486	51	24,020	29,137
1997	11	19,728	26,834	1,917	2,607	81	23,667	32,185
<b>Perry County</b>								
2007	14	97,342	102,492	14,795	15,577	388	38,131	40,147
2002	16	56,960	69,122	7,740	9,392	220	35,182	42,691
1997	17	39,111	53,198	3,904	5,310	122	32,000	43,525

Source: U.S. Census Bureau, Economic Census 1997, 2002, 2007

"Indexed" figures have been adjusted to 2010 dollars

## ***Manufacturing Trade***

For the City of Perryville manufacturing information, shown in Exhibit No. 4-E, is only available for 2002 and 2007 due to the suppression of data from 1997 to avoid disclosure of information about specific companies. As such, it is difficult to discern trends from the data. However, the trends for Perryville and Perry County between 2002 and 2007 are very similar and it is likely that data for the city for 1997 would show trends similar to the county.

The county shows strong growth in the manufacturing industry between 1997 and 2007 with only one category, Indexed Value Added, showing a net decline in the time period. All other categories show moderate to strong growth and it is reasonable to assume, given the growth in the city between 2002 and 2007, that the city has experienced a similar growth in the industry over the 10 year period.

Also of note is the fact that, as discussed above, manufacturing companies represent the two largest employers in the city. While manufacturing has shown signs of weakness nationally in recent years local data indicates that the industry is not only strong in the city and the county, but is growing in terms of establishments, employees, pay, and value added. If local strengths continue to be nurtured the city and surrounding area stand to benefit greatly from growth in this industry.

EXHIBIT NO. 4-E

Manufacturing Trade Data

<b>Manufacturing Trade</b>								
	<b>Est's</b>	<b>Value Added (\$1,000)</b>	<b>Indexed Value Added (\$1,000)</b>	<b>Annual Payroll (\$1,000)</b>	<b>Indexed Annual Payroll (\$1,000)</b>	<b>Employees</b>	<b>Payroll per Emp</b>	<b>Indexed Payroll per Emp</b>
<b>Perryville</b>								
2007	20	294,071	309,629	87,798	92,443	2,604	33,717	35,500
2002	20	234,714	284,829	67,211	81,561	2,404	27,958	33,927
1997	Suppressed to avoid disclosure							
<b>Perry County</b>								
2007	38	340,278	358,281	105,730	111,323	3,339	31,665	33,340
2002	36	276,789	335,888	83,764	101,649	3,001	27,912	33,872
1997	31	288,380	392,254	61,920	84,223	2,855	21,688	29,500

Source: U.S. Census Bureau, Economic Census 1997, 2002, 2007

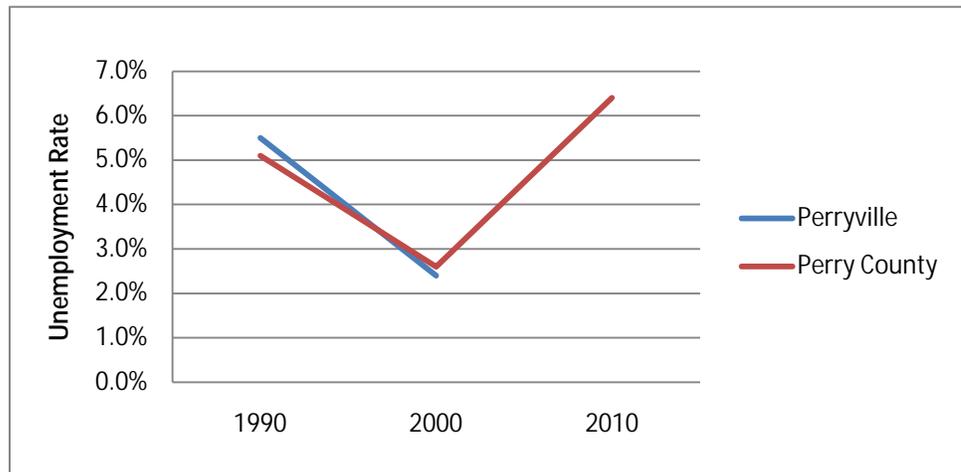
"Indexed" figures have been adjusted to 2010 dollars

## ***Unemployment***

The decennial census reports that the unemployment rate for the City in 1990 was 5.5% and in 2000 was 2.4%; however, no unemployment data was available for the City for 2010 as of this writing. Considering the current climate of the national economy, it is unlikely that the City has been able to maintain such a low unemployment rate.

While no data was available for the City for 2010, the Bureau of Labor Statistics does have yearly unemployment data for Perry County dating back to 1990 up to 2010. The following chart, Exhibit No. 5-E, shows the County's unemployment figures for 1990, 2000, and 2010, along with the City's unemployment figures for 1990 and 2000.

**EXHIBIT NO. 5-E**  
**Perryville/Perry County Unemployment**



Source: U.S. Bureau of Labor Statistics

The chart shows that for the years 1990 and 2000, the City and County had very similar unemployment figures (5.5% and 2.4% for the City and 5.1% and 2.6% for the County). In June of 2010, the County had an unemployment rate of 6.4%. Assuming the close relationship between the City and County unemployment figures continues, the City

of Perryville is expected to have an unemployment rate in the range of 6% - 7%.

While such a sharp increase in unemployment is troubling for the City and its residents, it is unlikely that this increase represents a long-term trend. While unemployment could remain above 5% for the next 18 to 36 months, as the national economy begins to recover the local economy is expected to follow suit, though with some amount of lag.

## ***Income***

### **Median Household Income**

The median household income (MHI) for the City in 1990 was \$21,237 and in 2000 was \$33,934. These figures indicate a large increase in the median income of households during the intervening 10-year period but do not take into account inflation. Once the values are adjusted to account for inflation as calculated by the Bureau of Labor Statistics, the median household income values for the City are, in 2010 dollars, \$35,451 in 1990 and \$42,995 in 2000. This equates to an increase in income of just over \$7,500 during the 1990-2000 timeframe.

Projecting this trend out to 2010 results in a median household income value of approximately \$50,000. However, again due to the current state of the national and local economies, it is unlikely that the City's MHI has grown at such a pace, at least within the past 24 months. It is expected that some of the growth experienced during the first seven to eight years of the decade has been offset over the remainder of the decade and has resulted in an MHI of approximately \$47,500.

Much like the unemployment rate, it is expected that earnings will show only weak growth, if any, for the next 18 to 24 months while the

economy recuperates, with the rate of income growth slowly strengthening once the national economy begins to gather steam.

**Poverty Levels**

Information on the number of families below the poverty level in Perryville and Perry County is presented in Exhibit No. 6-E. The data shows a very encouraging steady drop in the number of families living below poverty in both the city and county as well as a drop in the percentage of the population represented by those families. While a continued decline in these figures is hoped for, there are two factors, one short-term and one long-term, that will likely begin to slow the rate of improvement.

**EXHIBIT NO. 6-E**

**Families Below Poverty Level**

<b>Families Below Poverty Level</b>				
	<b>Perryville</b>		<b>Perry County</b>	
	<b>Families Below Poverty</b>	<b>%</b>	<b>Families Below Poverty</b>	<b>%</b>
2000	116	5.9%	256	5.2%
1990	147	8.3%	397	8.8%
1980	178	9.6%	455	10.3%
1970	189	13.9%	622	16.9%

Source: U.S. Decennial Census 1970 -2000

First, the recent recession and increase in unemployment has likely caused the decline in families below the poverty level to stagnate or possibly reverse course slightly. Secondly, the percent of families below the poverty level in both the city and the county is only half that of the nation. Unfortunately, the total elimination of poverty, while desirable, is practically impossible to achieve. Both the city and the county are likely reaching the lower limits of their poverty levels. However, this fact is

encouraging from the aspect that they are already doing a superb job of fighting poverty and its effects.

### ***Commuting Patterns***

The city of Perryville offers many employment opportunities to those living in Perry County as well as individuals from the surrounding area. Given the city's strong industrial base and convenient location on I-55, it is not surprising to find that of the 6,399 people working in Perryville in 2008 (as reported by the Census Bureau) nearly 40% of them live outside the county.

The Labor Shed analysis (where the people who work in Perryville live) shows that in 2008, of the 6,399 people employed in the city, 3,913 (61%) of those lived in Perry County. This indicates that the city of Perryville pulls the majority of its laborers from within the county, with the next largest source of employees being Cape Girardeau County, contributing 551 workers (8.5%), followed by Randolph County, IL, Ste. Genevieve County, and Bollinger County.

The following chart, Exhibit No. 7-E, shows the breakdown of the Perryville Labor Shed, listing the top 10 cities and counties from which Perryville drew its laborers during 2006, 2007, and 2008. Examination of the changes in in-bound commuting patterns at the county level over the three year period reveals only small fluctuations in the patterns.

EXHIBIT NO. 7-E

Labor Shed Analysis

Where Workers Live who are Employed in Perryville (Labor Shed)

**Total Primary Jobs**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Total Primary Jobs	6,399	100.0%	6,357	100.0%	7,005	100.0%

**Jobs in Places (Cities, CDPs, etc.) Where Workers Live**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Perryville city, MO	1,961	30.6%	1,912	30.1%	2,422	34.6%
Cape Girardeau city, MO	191	3.0%	215	3.4%	225	3.2%
Chester city, IL	156	2.4%	156	2.5%	207	3.0%
Jackson city, MO	124	1.9%	96	1.5%	130	1.9%
Ste. Genevieve city, MO	74	1.2%	89	1.4%	85	1.2%
Farmington city, MO	63	1.0%	75	1.2%	68	1.0%
Fredericktown city, MO	50	0.8%	38	0.6%	62	0.9%
Altenburg city, MO	50	0.8%	35	0.6%	49	0.7%
Frohna city, MO	26	0.4%	20	0.3%	20	0.3%
Lithium village, MO	25	0.4%	25	0.4%	15	0.2%
All Other Locations	3,679	57.5%	3,696	58.1%	3,722	53.1%

**Jobs in Counties Where Workers Live**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Perry County, MO	3,913	61.2%	3,650	57.4%	4,179	59.7%
Cape Girardeau County, MO	551	8.6%	480	7.6%	591	8.4%
Randolph County, IL	375	5.9%	426	6.7%	535	7.6%
Ste. Genevieve County, MO	311	4.9%	364	5.7%	374	5.3%
Bollinger County, MO	179	2.8%	209	3.3%	211	3.0%
St. Francois County, MO	174	2.7%	229	3.6%	194	2.8%
Madison County, MO	127	2.0%	126	2.0%	117	1.7%
St. Louis County, MO	70	1.1%	78	1.2%	95	1.4%
St. Charles County, MO	49	0.8%	47	0.7%	73	1.0%
Jefferson County, MO	47	0.7%	33	0.5%	58	0.8%
All Other Locations	603	9.4%	715	11.2%	578	8.3%

Source: US Census Bureau, LED OnTheMap Origin-Destination Database

The Commute Shed analysis, which examines where those who live in the city work, shows that almost 50% of the individuals who live in the city also work in the city; while nearly 61% who live in Perryville work somewhere within Perry County. This supports the Labor Shed analysis which indicated that the majority of laborers within the city live in the city or the county.

Also similar to the Labor Shed analysis, Cape Girardeau is the second largest destination (following Perry County) for those leaving the city for their employment. Interestingly, in 2008 more workers came from Cape Girardeau County (551) than went to Cape County (436) to work, a net gain of 115 laborers for the City. The next largest destination for employment of those living in Perryville was St. Louis County with 250 residents commuting north for work.

The following table, Exhibit No. 8-E, show the results of the Commute Shed analysis for the City of Perryville listed by city and county for the years 2006, 2007, and 2008. As with the Labor Shed, the three-year-trend for most of the county-level results shows only small changes in commute patterns, except for Perry County. The analysis shows a drop of 5% for those who live in Perryville and work in Perry County, indicating an increase in the number of people leaving the city and county for their job.

EXHIBIT NO. 8-E

Commute Shed Analysis

Where Workers are Employed who Live in Perryville (Commute Shed)

**Total Primary Jobs**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Total Primary Jobs	4,079	100.0%	3,878	100.0%	4,304	100.0%

**Jobs in Places (Cities, CDPs, etc.) Where Workers are Employed**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Perryville city, MO	1,961	48.1%	1,912	49.3%	2,422	56.3%
Cape Girardeau city, MO	290	7.1%	263	6.8%	239	5.6%
Ste. Genevieve city, MO	91	2.2%	70	1.8%	74	1.7%
St. Louis city, MO	84	2.1%	68	1.8%	59	1.4%
Jackson city, MO	74	1.8%	53	1.4%	56	1.3%
Farmington city, MO	35	0.9%	26	0.7%	46	1.1%
Sikeston city, MO	31	0.8%	23	0.6%	23	0.5%
Fredericktown city, MO	29	0.7%	21	0.5%	30	0.7%
Fenton city, MO	29	0.7%	26	0.7%	33	0.8%
Chester city, IL	28	0.7%	13	0.3%	27	0.6%
All Other Locations	1,427	35.0%	1,403	36.2%	1,295	30.1%

**Jobs in Counties Where Workers are Employed**

	2008		2007		2006	
	Count	Share	Count	Share	Count	Share
Perry County, MO	2,468	60.5%	2,397	61.8%	2,798	65.0%
Cape Girardeau County, MO	436	10.7%	388	10.0%	355	8.2%
St. Louis County, MO	250	6.1%	196	5.1%	245	5.7%
Ste. Genevieve County, MO	195	4.8%	169	4.4%	177	4.1%
St. Louis city, MO	84	2.1%	68	1.8%	59	1.4%
St. Francois County, MO	75	1.8%	67	1.7%	74	1.7%
Jefferson County, MO	68	1.7%	59	1.5%	68	1.6%
Randolph County, IL	53	1.3%	55	1.4%	69	1.6%
Scott County, MO	44	1.1%	39	1.0%	33	0.8%
Madison County, MO	35	0.9%	26	0.7%	39	0.9%
All Other Locations	371	9.1%	414	10.7%	387	9.0%

Source: US Census Bureau, LED OnTheMap Origin-Destination Database

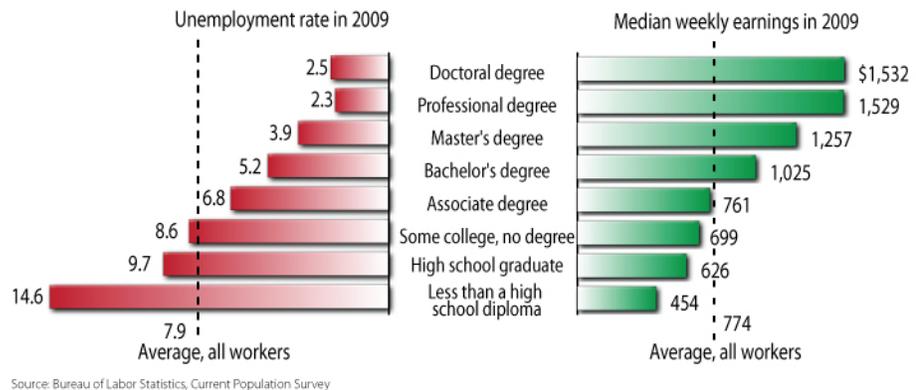
## Educational Attainment

One of the strongest indicators of an individual’s potential income and employment opportunities is educational attainment. The link between employment, income, and one’s level of education is clearly shown in the following graph, Exhibit No. 9-E, from the Bureau of Labor Statistics.

EXHIBIT NO. 9-E

### Unemployment Rate by Education

#### Education pays



In 2009, on average, an individual with less than an Associate degree had an unemployment rate higher than the national average and an individual with less than a Bachelor’s degree made less than the national median weekly earnings.

This link between educational attainment and earning potential is important for municipalities to take into consideration when addressing economic development efforts as a better educated population typically leads to higher quality jobs for residents and higher tax revenues for the city. Unfortunately, Perryville lags both the nation and the state in educational attainment of residents age 24 years and older. The following

table, Exhibit No. 10-E, shows that while the educational attainment of the city's residents is increasing it still falls well short of the national and state attainment rates, especially for the attainment of a Bachelor's degree or higher.

**EXHIBIT NO. 10-E**  
**Educational Attainment**

	<b>Educational Attainment (age 24 and older)</b>					
	<b>Perryville</b>		<b>Missouri</b>		<b>Nation</b>	
	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>
% High School Diploma or Higher	52.2%	68.8%	73.9%	76.5%	75.2%	74.7%
% Bachelor's Degree or Higher	8.0%	12.9%	17.8%	32.9%	20.3%	34.0%

In 1990 the percent of residents age 24 and older in the city with a high school diploma or higher trailed the national percentage 52.2% to 75.2 %, a difference of over 20%. By 2000 the spread had shrunk to 6%, indicating that the high school attainment of Perryville's residents was quickly approaching the national level. However, the percent of residents with at least a Bachelor's degree has not only continued to severely lag the national level, the difference has actually worsened. In 1990 the nation's Bachelor's degree attainment level was at 20% while Perryville's was 8%, a difference of 12%. By 2000 just over one-third (34%) of all Americans had at least a Bachelor's degree while only 13% of Perryville's residents had the same attainment level, a difference of 21%.

While the residents of Perryville are quickly approaching a high school or higher attainment level equal to that of the nation the city is actually falling further behind the nation in terms of the percent of residents with a Bachelor's degree or higher. Although the city has increased its number of residents with a Bachelor's degree or higher by a

substantial amount (63% growth rate) the nation has grown by an even greater amount (70%). As educational attainment becomes even more critical to employers in the coming years Perryville must find a way to keep and attract well educated residents if it hopes to remain relevant in the global economy.

# ***LAND USE***

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## ***Inventory and Analysis***

A land use survey was conducted in July, 2009 as part of the comprehensive planning effort. Since aerial photographs and the previous land use maps were available, this was limited to a “windshield survey.” The focus of the effort was to determine whether uses were correctly shown. Where errors were found, the necessary corrections were made. The survey was conducted in the City of Perryville and in the unincorporated area one mile around the City limits.

The purpose of the survey was to identify the existing land uses in and adjoining the City of Perryville. These patterns assist in understanding the past development of the City and also serve as a basis for guiding future growth and development. Information gained from the land use analysis will be used, directly and indirectly, throughout the plan.

## ***Land Use Classification***

During the survey, land uses identified were classified into one of six categories. The maps in this plan are generalized due to the necessity of reducing them to a size to fit in the document. Maps used during the survey were at a scale of 1" = 400' or larger. Copies of larger scale maps are available at the City Planning and Zoning Commission's office. Since the maps are in digital format they can be reproduced at many different sizes and scales on request. Definitions of the various land use categories used are presented below.

## ***Residential***

Residential uses include any land used by one or more persons occupying a premise and living as a housekeeping unit. Included, by way of illustration, are single-family residences, two-family residences (duplexes), multi-family residences (apartments), mobile homes and mobile home parks.

## ***Commercial***

Commercial uses include any land used as a business that has as its primary function the direct sale of goods or services to the general public or other businesses. Included, by way of illustration, are retail stores; wholesale stores; financial, insurance and real estate services, personal services (barber shops, laundries, etc.) and the like.

## ***Industrial***

Industrial uses include any land used as a business that has as its primary function the transportation or processing of materials or substances into new products, including the assembly of component parts and blending of materials. The term also includes any land use primarily involving quarrying, and mining operations. Manufacturing concerns are the most common example of industrial land use.

## ***Public and Semi-Public***

Public and semi-public uses include any land used by or reserved for use by any governmental agency for services to the general public. The term also includes any land use primarily involving community service groups, churches, schools, cemeteries, communications and utilities.

## ***Parks and Recreation***

Parks and recreation uses include any land dedicated or reserved for use by the general public, including, by way of illustration, parks, recreational areas, fishing lakes, public lakes and golf courses.

## ***Agricultural/Vacant/ROW***

Agricultural/vacant/ROW land uses include any land used primarily for the harvesting of crops and/or raising of livestock. The term also includes any land unoccupied and uninhabited, as well as land occupied by streets, roads, or other transportation rights-of-way. It also includes any land not in use for any purpose enumerated in any of the other five land use categories.

## ***Existing Land Use Analysis***

Exhibit No. 1-F presents a map illustrating the land uses catalogued in the City of Perryville during the land use survey. These uses are also represented in a graphical form in Exhibit No. 2-F. At the time of the survey, Perryville encompassed approximately 5,097 acres, of which 56% was developed. Forty-six percent (46%) of the City was classified as vacant/agricultural/ROW.

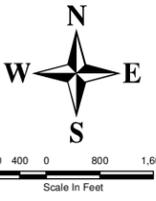
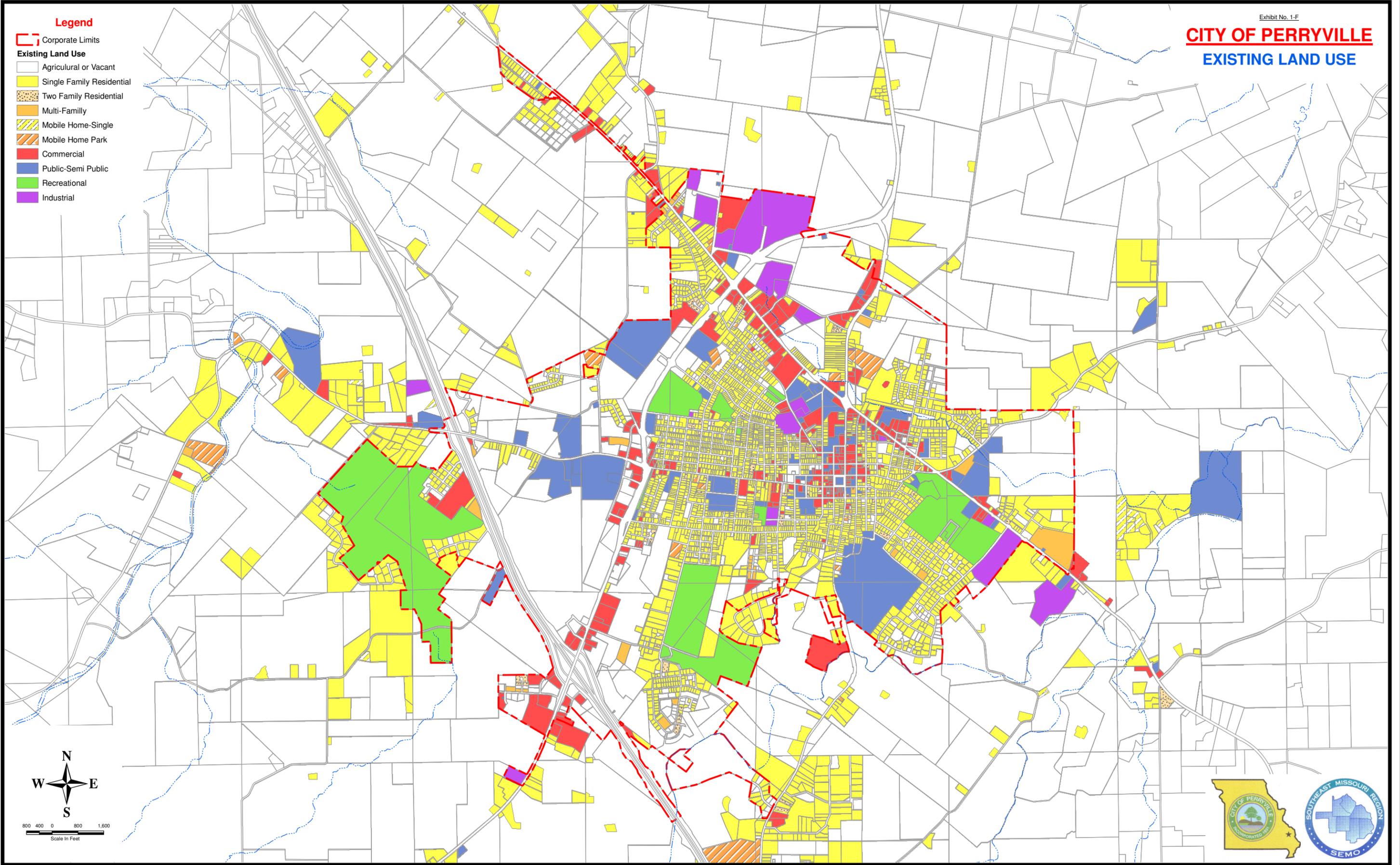
Examining Exhibit No. 3-F reveals that residential uses account for 26% of the total land use in the City. The next highest percentage of land in the City is devoted to recreational uses at 11%. Public uses account for 8% of the total, and commercial uses account for 7% of the City land, while Industrial use accounts for 3%.

# CITY OF PERRYVILLE

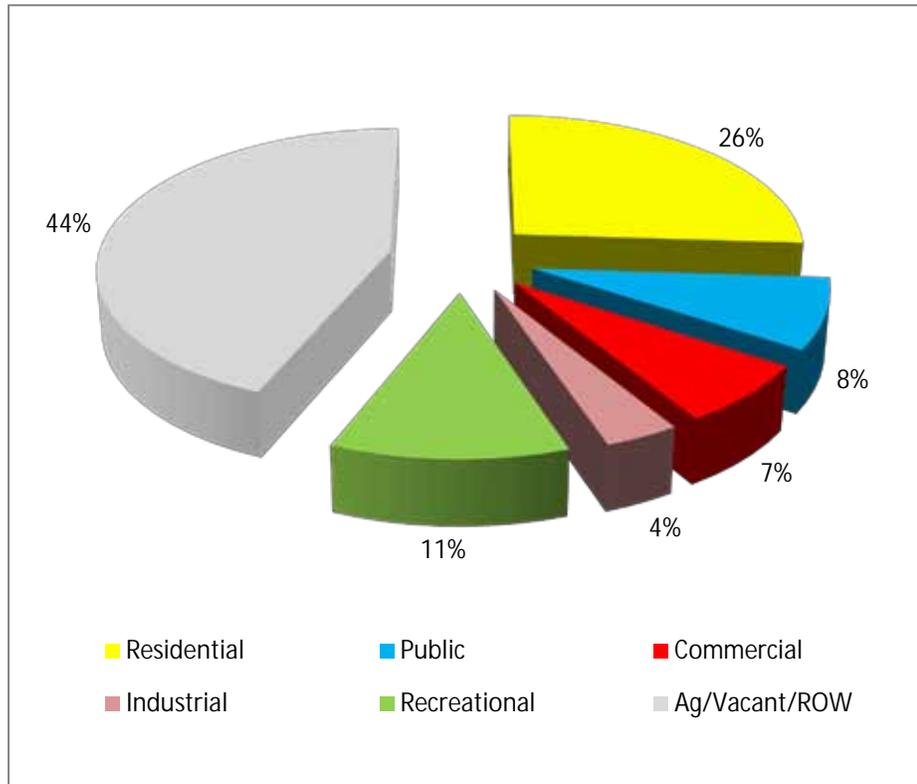
## EXISTING LAND USE

### Legend

-  Corporate Limits
- Existing Land Use**
-  Agricultural or Vacant
-  Single Family Residential
-  Two Family Residential
-  Multi-Family
-  Mobile Home-Single
-  Mobile Home Park
-  Commercial
-  Public-Semi Public
-  Recreational
-  Industrial



**EXHIBIT NO. 2-F  
Perryville Land Use**



Source: SEMO RPC, 2010

**EXHIBIT NO. 3-F  
Perryville 2010 Acreage**

Residential	1,325.21	26.00%
Public	415.11	8.14%
Commercial	356.72	7.00%
Industrial	184.68	3.62%
Recreational	583.81	11.45%
Ag/Vacant/ROW	2,232.41	43.79%
<b>Total</b>	<b>5,097.94</b>	

Source: SEMO RPC, 2010

EXHIBIT NO. 4-F

**Perryville Land Use Acreage 1967 – 2009**

	<b>1967</b>	<b>1978</b>	<b>1997</b>	<b>2009</b>
Residential	365.1	838.3	882	1325.2
Commercial	35.4	170.5	198	356.7
Industrial	34.9	45.7	124.5	184.68
Park & Recreation	69.2	181.4	227.5	583.81
Public & Semi-Public	75.2	227.9	369.8	415.1
Agriculture/Vacant/ROW	469.3	2,672.6	2,569.3	2,232.4
<b>Total</b>	<b>1,049.1</b>	<b>4,136.4</b>	<b>4,371.1</b>	<b>5,097.89</b>

The figures in Exhibit No. 4-F represent the number of acres devoted to the various land uses in the City of Perryville as reported in three past comprehensive plans and in the current study. These figures illustrate that all of the land use categories, with the exception of agriculture/vacant/ROW, have increased in acreage in each reporting period, though the overall acreage of the City has increased. The decline in the agriculture/vacant/ROW and corresponding increase in residential acreage reflects the past few years of increased construction of residential units, as well as commercial and industrial expansion in the City.

Residential acreage has exhibited an increase of nearly 450 acres since the Comprehensive Plan completed in 1997. Most of this development has occurred in subdivision developments rather than as infill construction on vacant lots in the older parts of the City. Some of these subdivisions had been in existence for a number of years without much activity until the construction boom of the last decade occurred, prior to the current recession.

Another use that has significantly expanded is recreational acreage. The recreational classification has grown by 356 acres since 1997. This is primarily the result of the development of the soccer field

complex in the western part of the City on Highway 51. The complex is a significant asset to the City as it draws large out-of-town crowds when soccer tournaments are held at various times throughout the year.

Commercial acreage has also increased by 158 acres since the last land use survey. This is primarily the result of expansion along Highway 51 resulting from the sale of part of the St. Vincent Seminary land which opened the area for development. This has resulted in a number of new commercial establishments locating on what was formally agricultural land.

The public and semi-public land use classification has gained some 46 acres between the two surveys. It is likely that this is the result of the inclusion of Citizens Electric, the Missouri Highway Department shed and the hospital expansion. However, some is the result of the addition of more public uses such as the expansion of the City's facilities, including the Public Utilities Department, relocation of City Hall, the construction of the new Police Department and the use of additional buildings for staging fire equipment.

### **Summary and Conclusions**

The discussion in the above section deals with the acreage devoted to each of the land uses recorded during the survey. While 44% of the land within the City is classified as vacant/agricultural/ROW, it must be remembered that the land devoted to street right-of-way is actually unavailable for any other use. An insignificant number of those streets and alleys will never be officially abandoned and eligible for other uses.

Likewise, much of the area classified as vacant and agricultural should be retained in those uses due to the physical requirement of storm water drainage in the City. The City sits on a large karst area which

features sinkholes and cave systems. The majority of the City's stormwater drains into sinkholes and travels underground through an extensive cave system to eventually discharge to surrounding streams. These cave systems serve much the same purpose as streams in other parts of the state. Development in the wrong area can result in urban flooding and possible collapse of sinkholes under buildings. It can also result in street flooding and cause damage to utilities. As a result, the City has an active policy of protecting sinkholes and drainage areas.

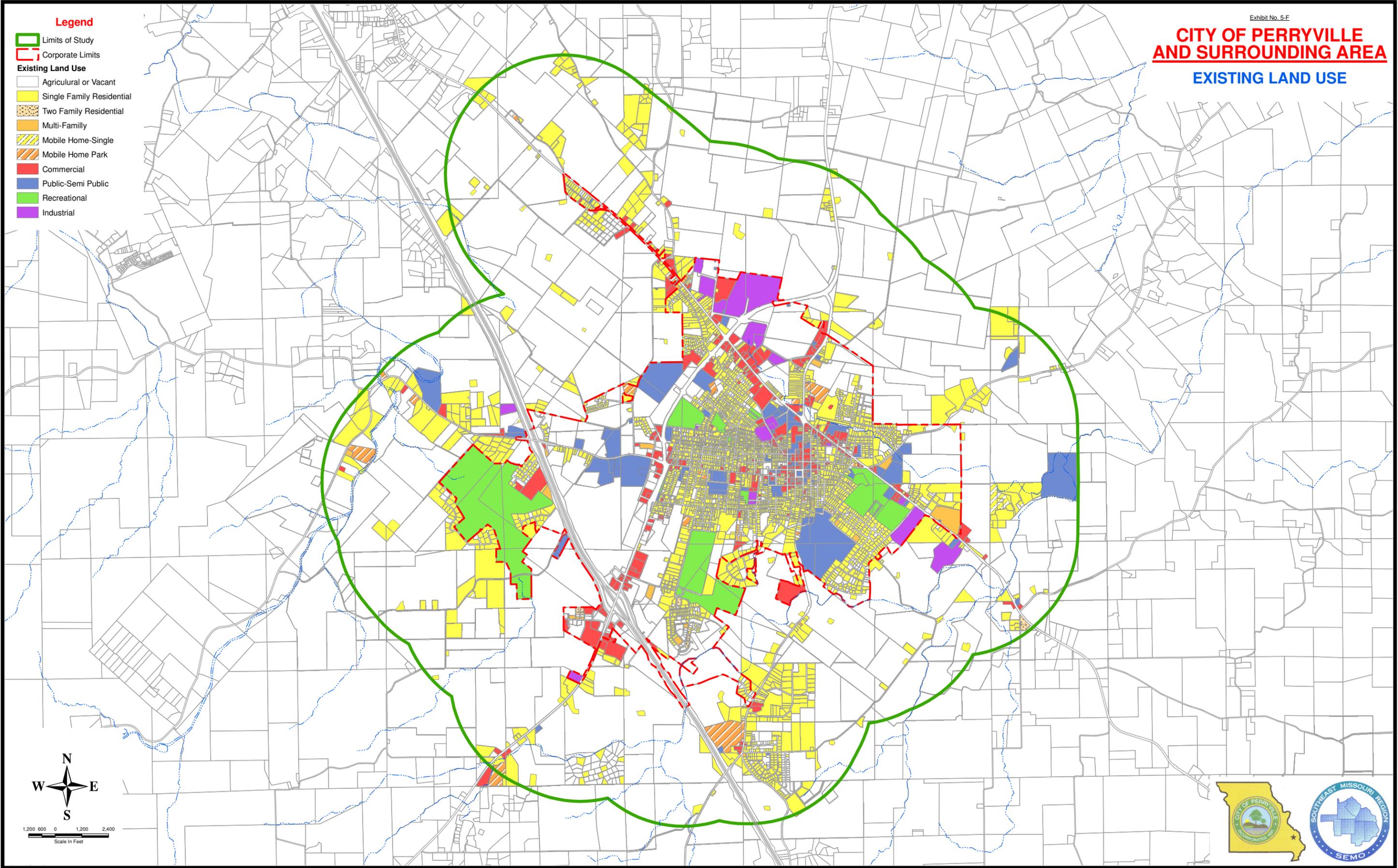
There are large acreages still being withheld from development, either because the owner does not wish to sell or because the asking price is considered too high to profitably develop the land. These areas will likely become available in the future as purchase prices rise to a point acceptable to the owners.

Exhibit No. 5-F represents the land use in the one-mile area surrounding the City. There are a number of developments near the City limits. Some of these developments are haphazard while others are platted and subdivided. A number of these grew up because the developers could not find attractively priced land in the City limits or because they did not want to abide by the City's subdivision and zoning regulations. Even though these developments lie outside the City limits, most would not exist if the City were not nearby. These are the areas that the City will likely annex in the future, either through court annexation or "friendly" annexation. In any event, the City will inherit any problems with the utilities, or lack thereof, in these developments.

# CITY OF PERRYVILLE AND SURROUNDING AREA

## EXISTING LAND USE

- Legend**
- Limits of Study
  - Corporate Limits
  - Existing Land Use**
  - Agricultural or Vacant
  - Single Family Residential
  - Two Family Residential
  - Multi-Family
  - Mobile Home-Single
  - Mobile Home Park
  - Commercial
  - Public-Semi Public
  - Recreational
  - Industrial



## ***Future Land Use Plan***

One of the responsibilities of the City Planning Commission, under Missouri statutes, is to plan for the physical development and land use in the City. The preparation of the comprehensive plan fulfills this responsibility. The Future Land Use Plan is one of the important elements of the plan. It serves as a guide to lead development into desirable patterns and to provide sufficient land for each type of use. It should be stressed that the Future Land Use Plan is a guide only and does not bar other types of development in areas designated for specific uses in the plan. Nor is the Future Land Use Plan *de facto* zoning of the area. Recognition must be given to the fact that changing conditions will likely necessitate alternate development in some areas.

It should be recognized that the majority of developments are the result of private investment rather than that of governmental units. As a result, it is necessary for the plan to remain flexible to allow for changes that will benefit the community as a whole. Deviations from the Future Land Use Plan may take place, within limits, in order to allow growth that is beneficial to the community and in general conformance with the intent and purposes of the comprehensive plan. If, in the future, actual development in the area deviates significantly from the Future Land Use Plan, then it may be necessary to re-examine the plan and make necessary changes.

The plan should seek to group similar land uses together to avoid mixing incompatible and conflicting uses. It should also discourage sprawling development while at the same time avoiding overcrowding. The plan should, above all, promote the general health and welfare of the citizens of the community.

In the preparation of the Future Land Use component of this comprehensive plan, the following guidelines were used:

- Residential uses in the City should be located on land that is suitable for such development. It should be free from natural hazards, such as flooding or subsidence, and slopes should be gentle enough to prevent slides and facilitate the delivery of utilities to the area. These areas should be near major thoroughfares for convenient access to commercial and industrial areas, but residential streets should not be part of the thoroughfare system.
- Commercial areas should be convenient to, and have easy access to, residential areas and major thoroughfares. Strip commercial development should be discouraged; however, it is sometimes unavoidable. Where strip commercial uses do occur, the development of “clusters” of commercial areas within the strips should be encouraged. Adequate off-street parking should be provided for patrons of commercial establishments, and off-street loading and unloading facilities should be provided in these areas. Commercial areas should be screened from adjacent residential areas whenever possible.
- Manufacturing or industrial developments require easy access to major transportation arteries. In many instances, individual industries require land in addition to what is needed for their actual plant site. This additional land may be needed for future expansion or use as a buffer between the industry and other nearby developments. Due to the requirements of industry, it is recommended that sufficient acreage be set aside to accommodate new and expanding industries. This land should be

in relatively large acreage industrial parks where the necessary utilities are available.

- Public and semi-public uses share a number of characteristics with commercial uses, such as high traffic volume, parking problems and a noticeable impact on the surrounding area. These uses are generally dispersed throughout the community due to the need for them to be located in the areas they serve. Generally, these types of uses can be accommodated in commercial and residential areas without undue problems; however, the factors mentioned above should be kept in mind.
- Parks and recreational uses allow more leeway in their placement than any other type of development. When developing a system of parks, it is desirable to have a variety of park land offering different characteristics and appealing to various interests, activities and age groups. Land developed for park purposes should retain as many natural features as possible. Parks should be located off of busy streets, yet maintain easy access for their patrons and be in close proximity to the areas they serve.
- Street systems should maintain adequate right-of-way while avoiding excessive widths. The system should conform to the major street plan and subdivision regulations of the City. All major streets should be designed to maintain vertical and horizontal alignment and minimize the number of driveways and intersections. Streets should intersect at right angles and provide adequate sight distance, lighting and traffic controls. Right-of-way acquired for new streets should be adequate to provide for future widening of the street and laying of utility lines.

The evolution of a city over a period of 10 or 20 years in the future is difficult to predict. While the Planning and Zoning Commission may seek to guide certain development into specified areas, this is not always possible. It must be recognized that the majority of development that occurs is the result of private investment and not government action. While the City may have the power to guide development in the direction it desires in the Future Land Use Plan through the zoning process, it can also have the effect of stifling development due to inflexibility in dealing with rezoning requests. There are times when a development is of sufficient value to the City and surrounding area that it may be desirable to shift areas in the Future Land Use Plan to accommodate the growth. These are decisions that will have to be made on a case-by-case basis. The important point to consider is that the Future Land Use Plan is a guide only and subject to change.

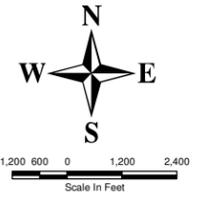
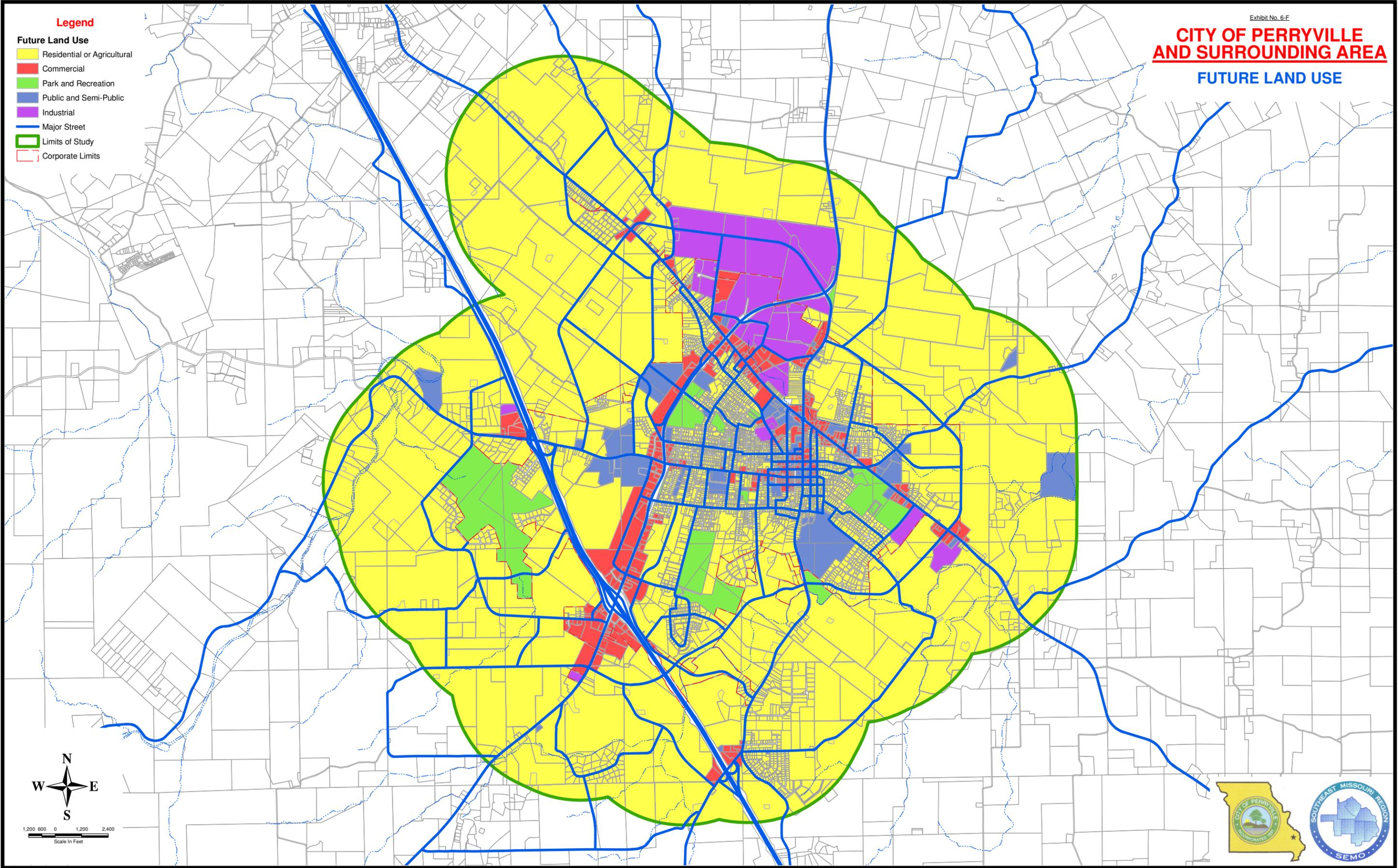
Exhibit No. 6-F presents the Future Land Use Map of the City of Perryville. While the City covers approximately 5,097 acres, the remaining area contained within the boundaries of the study area covers approximately 13,224 acres.

Residential use is projected to be the most prevalent use in the future. However, a large part of the area shown as residential will remain vacant or agricultural during the effective life span of this plan. The use classification simply indicates that, at this time, the Planning and Zoning Commission feels that the best use of this acreage is for residential purposes. This assessment could change if patterns in other parts of the surrounding area change from that anticipated.

# CITY OF PERRYVILLE AND SURROUNDING AREA

## FUTURE LAND USE

- Legend**
- Residential or Agricultural
  - Commercial
  - Park and Recreation
  - Public and Semi-Public
  - Industrial
  - Major Street
  - Limits of Study
  - Corporate Limits



Commercial development is expected to continue along Perryville Boulevard and Progress Drive. This area already has considerable commercial development, and that trend is anticipated to continue. Additional commercial development will continue along most of the City's thoroughfares, including Kingshighway and parts of St. Joseph Street. Another area of possible development is the proposed interchange of Interstate 55 and Highway K. If this interchange is built, it would open the area to future commercial development.

The majority of any other commercial growth will be the result of infill of vacant lots or conversion of residential uses that lie in commercial zones. As residential lots in commercial zones become more valuable for commercial uses, owners will sell their lot in order to move away from the commercial development and back into residential neighborhoods.

Industrial development is anticipated to take place primarily in the Industrial Park. This area has been set aside to accommodate industries, and the necessary utilities have been extended to the area. It also segregates these types of uses from residential areas where they can cause complaints in neighborhoods. An established industrial park also makes the area more attractive to industrial prospects looking for a place to locate.

# ***TRANSPORTATION PLAN***

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The existing transportation network is the result of years of development dating back to the establishment of the City. The initial grid system laid out with the initial plan for the City of Perryville was a very workable one and one that would have provided for continued cross-town accessibility to all major cardinal points of the compass had it continued to have been followed. Regretfully, through time, with new subdivisions of land, major arteries were not continued and extended in the exact direction as originally laid out in the founding of the City, and as a result a number of major thoroughfares were blocked from future development. Also, with the subdivision of additional land, in certain circumstances, there were offsets in the street system which resulted in very awkward corners, and this affects smooth traffic flow. Regardless, this system is the foundation that the City will build upon in the future.

As Perryville grew, the street system developed along with it to allow access to the various developments in the City. Both the street network and the growth of the City are linked in that the size and type of development will determine the extent and size of the street system that will be necessary to serve it. In turn, development will normally occur in the areas that provide the easiest access for patrons and residents. One goal of a comprehensive plan is to coordinate land use and transportation planning to provide a system that serves the community in the most efficient and effective manner possible.

## ***Functional Classifications***

The City's existing street system represents a considerable investment on its part and provides the basic framework for future development and expansion of the street system. In order to develop a

plan, it is first necessary to identify the streets in the City according to the function they serve. The classification system established in the City's subdivision regulations will be used for this purpose. The subdivision regulations divide the streets into four primary categories which are described as follows:

### **Arterial**

This type of street serves the major traffic movements entering, leaving, or moving within an area. Its principal function is to move traffic and, in cases of high traffic volumes, requires limited access or controlled points of access. These streets are normally characterized by traffic controls and parking restrictions.

### **Collector**

Collector streets provide for traffic movement between arterials and local streets and provide direct access to abutting property.

### **Local**

The sole function of a local street is to provide access to immediately adjacent property. A cul-de-sac is classified as a local street.

### **Marginal Access Street/Service Road**

A marginal access street/service road runs parallel and adjacent to arterials, railroad rights-of-way, or other barriers and provides access to abutting properties.

## ***Existing Street System***

The existing street system forms the foundation for the major street plan. Like most cities, Perryville has problems with the layout of its street system. Most of the north-south streets that intersect St. Joseph Street do not align but are offset from each other. This misalignment results in traffic backing up on an arterial street while waiting for vehicles

to make turns onto side streets. There is also a problem with a number of streets that dead-end rather than connecting with other streets one or two blocks away. Where possible, those dead-end streets that could be extended, and whose extension would benefit the traffic flow in the City, should be extended.

### **Arterials**

The main arterial complex in the City presently consists of Perryville Blvd/Highway 51, Kingshighway/Highway 61, and Interstate 55. This combination of streets provides the main thoroughfare in the City, as well as being the principal connection between the City and the surrounding area.

Prior to the opening of I-55 Highway 61 was the major route to St. Louis and Memphis; while it no longer serves such a primary role, Highway 61 is still a heavily used arterial in the city and has recently had upgrades to widen the thoroughfare and improve the intersection at Main St. with a round-about.

### **Collectors**

The City has three major east-west collectors: Grand Ave, St. Joseph Street, and Edgemont Blvd. Unfortunately, none of these collectors intersects more than one arterial; each intersects only Perryville Blvd. In fact, only one east-west collector, North St, intersects the Kingshighway arterial, meaning that no single collector bridges the Perryville Blvd. and Kingshighway arterials.

Of the east-west collectors only two connect Perryville Blvd. to Main St, the major north-south collector. Those two are St. Joseph Street and Grand Ave; however, Grand Ave. is misaligned at three locations, severely so at one. These elements produce a disjointed east-west route that is inefficient and confusing.

Unfortunately, the north-south network suffers from the same problems as the east-west network. Only one north-south collector, Main St, runs unbroken and properly aligned through the City. Main St. intersects with all three designated arterials, though its connections with I-55 and Highway 51 occur outside the City limits, while also intersecting with almost all the east-west collectors. This connectivity makes Main St. one of the most critical and heavily trafficked collectors in the City.

While Old St. Mary's Rd. terminates before reaching the downtown area it does run parallel to Kingshighway and therefore alleviates some congestion along the arterial. Gilster-Mary Lee and the Perry Plaza Shopping Center are both located along Old St. Mary's Rd, increasing its importance in the traffic network.

The majority of the other north-south collectors, as with their east-west counterparts, either dead-end or are misaligned. This lack of strongly connected collectors leads to an inefficient transportation system, increasing congestion while hampering way-finding within the City.

### **Local Streets**

All streets that have not been classified as either arterial or collector are local streets. Their primary function is to provide the means of access to adjacent residential properties. No analysis of the local street system was attempted due to the large number of local streets. Local streets are an important part of new development and, as such, should not be overlooked when new subdivision plats are submitted for approval. The local streets will affect collectors and arterials since they will feed traffic onto these major streets. Therefore, it will be necessary to ensure that new developments will not over-burden a collector or arterial that is already stressed. A major street plan focuses primarily on

recommendations dealing with arterial and collector streets; however, the role of local streets should not be overlooked in the overall traffic circulation patterns of the City.

### ***Major Street Plan***

The function of the Major Street Plan is to serve as a guide for general alignment and preservation of rights-of-way for future arterial and collector streets. There are two basic reasons for adopting a Major Street Plan. The first is to allow the City to better plan expenditures for scheduled street improvements adopted in the comprehensive plan. The second is to provide the City Planning Commission with a basis for review of new subdivision plats in relation to future street requirements adopted in the comprehensive plan.

The Major Street Plan establishes general alignments for streets and roads to provide better traffic flow and access. It should be stressed that the plan does not establish exact locations or alignments or a schedule of, or intent for, construction. Priorities for construction will be set at a later date by the City Planning Commission and the Board of Aldermen.

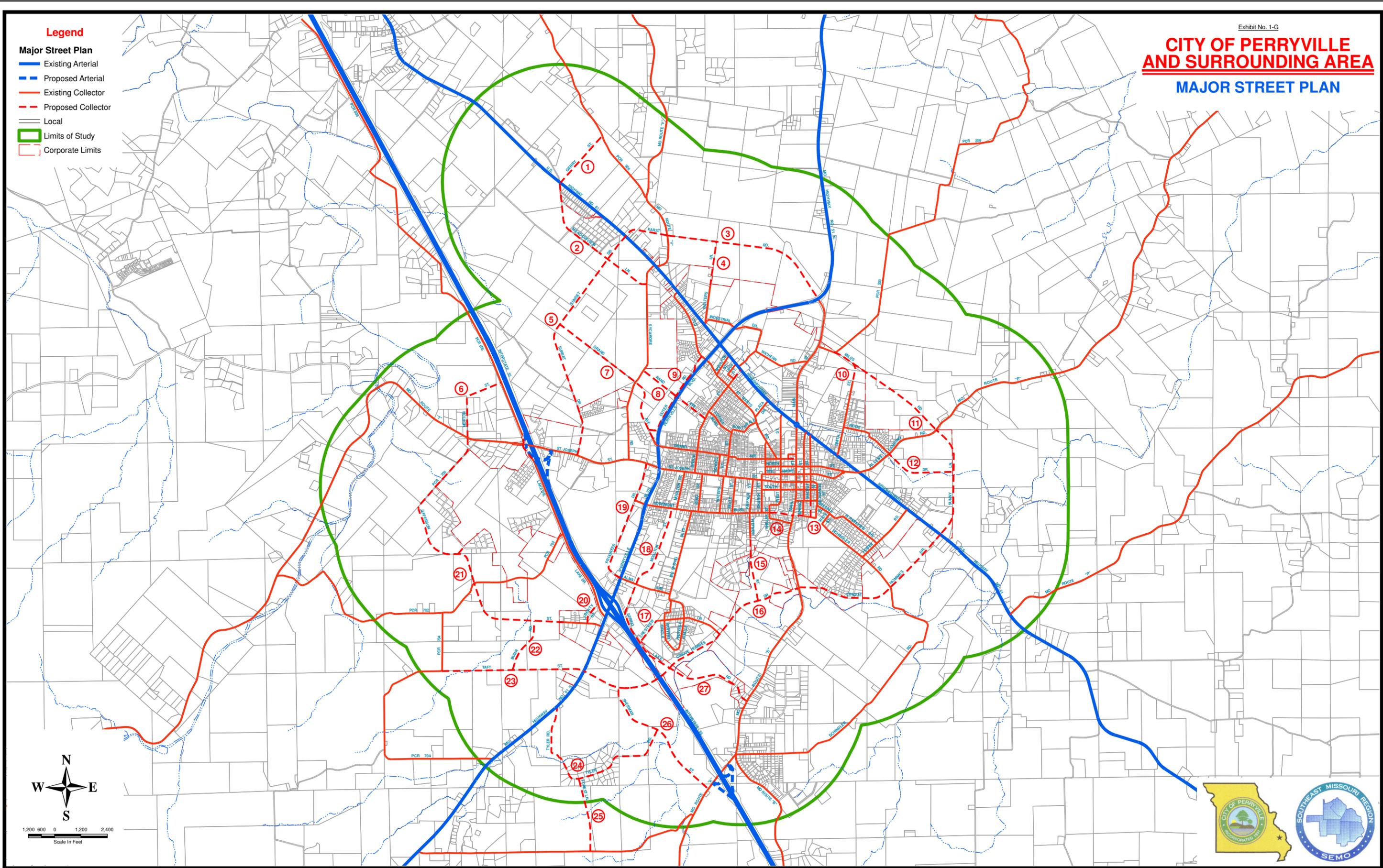
The Major Street Plan for the City of Perryville is submitted in Exhibit No. 1-G. As would be expected, the City's existing street system forms the basis of the proposal. A number of new streets are proposed to be built in the future to help improve traffic circulation. Also proposed is the extension of a number of dead-end streets to intersect existing or proposed collectors or arterials.

# CITY OF PERRYVILLE AND SURROUNDING AREA

## MAJOR STREET PLAN

### Legend

- Major Street Plan
- Existing Arterial
- Proposed Arterial
- Existing Collector
- Proposed Collector
- Local
- Limits of Study
- Corporate Limits



It is readily apparent that a number of these street improvements lie outside the existing City limits. It is likely that these areas would be annexed into the City prior to the improvements being made. However, if the development should occur in the area adjacent to the City and the City feels that it would be of benefit to the residents, state statutes allow the City to expend money for road construction and improvements within a five-mile radius of the City limits. Although the City may expend funds in this area, neither its subdivision regulations nor its powers of eminent domain extend beyond the City limits.

### **Arterials**

There are two arterial projects proposed in the Major Street Plan: the construction of an interchange at Interstate 55 and Missouri Route K and the construction of an interchange at Interstate 55 and Route T with the latter being the City's priority of the two. Either of these proposals will have a significant impact on the City and its transportation system. Construction of either interchange would provide the City with a second point of access to Interstate 55—one that should have been provided at the time the Interstate was designed and constructed. This would provide a direct avenue, via Routes K and B or Route T, to the City's downtown area while also helping to alleviate congestion on Highway 51 at the I-55 interchange.

### **Collectors**

The Major Street Plan proposes a number of new and extended collectors designed to facilitate traffic circulation and ease congestion on City streets. The purpose of the Collector streets is to provide connections between existing and proposed arterials and collectors. Since most arterials are under the state's jurisdiction, the collectors are

the element of the Major Street Plan that the City actually has the most control over and, therefore, are an extremely important part of the plan.

It is recognized that all of the collector projects depicted on the Major Street Plan will not be completed in the planning period of this report. It should also be stressed that the actual alignments, priorities, and scheduling for improvement and construction will depend on the rapidity of the City's growth, availability of funding, and the cooperation of developers.

**1. Gerry Street:** This proposed new collector will serve as a connection between Highway 61 and PCR 906, helping to spur continued development in the area. This collector will require the acquisition of approximately 2,900 feet of right-of-way and the construction of the same distance of road.

**2. Meadowview Lane:** The upgrading and extension of Meadowview Ln. will connect Highway 61 at the proposed Gerry St. terminus with Sycamore Rd. just south of Highway 61. This connection will help alleviate congestion along Highway 61 especially and somewhat along Highway 51 as traffic can be diverted along Sycamore Rd. and Meadowview. This collector will require upgrading the existing 1,700 feet of Meadowview to collector status and the acquisition of right-of-way and construction of 4,800 feet of new street.

**3. Karst Road:** Karst Rd. begins where North Main St. terminates at Highway 51 and continues northwest for approximately 2,700 feet where it turns to the west, eventually intersecting the Walters Ln. extension and, then

crosses Route V, and then intersects Highway 61 across from the proposed Sunset Dr. This collector will divert traffic off of both Highways 51 and 61 by providing a northern loop around the City and will also provide greater access to the industrial park. The right-of-way and construction needed for this collector will be approximately 10,000 feet.

**4. Walters Lane:** The extension of Walters Ln. to the proposed Karst Rd. collector will increase access to the industrial park allowing for greater development within the area. This extension will require the acquisition of right-of-way and construction of 2,000 feet.

**5. Sunset Drive:** Sunset Dr. is essentially a continuation of Karst Rd. from Highway 61, across the proposed Meadowview Ln, intersecting the proposed Grand Ave. extension, and finally ending at St. Joseph Street just east of I-55. This collector will serve as a western bypass around the city and could greatly reduce traffic along Highway 61 and especially Highway 51. Almost all of the collector will be new construction, except for a short run along Sandstone Rd. The total length of the proposed collector is approximately 11,200 feet.

**6. Morton Street:** The upgrading and extending of Northview Dr. (to be renamed Morton St.) will provide access to vacant land north of St. Joseph Street and west of I-55, thus helping to encourage development in the area. The proposed collector would require upgrading the existing 2,000 feet of Northview and then extending the

collector approximately 1,600 feet to intersect with PCR 806, which runs along I-55. Right-of-way will also have to be acquired for the entire length of the new construction.

**7. Grand Avenue:** There are two proposed improvements to Grand Ave, one on the eastern end of the collector and one on the western end. On the eastern end, Grand Ave. meets Jackson St. and then makes a 90° turn north on Jackson for one block. It then makes another 90° turn east to meet North Main St. as Grand Ave. Traffic flow would be improved by extending Grand Ave. straight across Jackson St. to North Main, a distance of approximately 350 feet. This extension would provide an additional collector running from Highway 51 to Main St. Due to the location of this extension in the downtown area, right-of-way acquisition will probably be costly.

The second proposed improvement to Grand Ave is for the collector to be extended from its current dead-end between Highway 51 and Sycamore Rd. north to meet Teddy Bear Ln. at its intersection with Sycamore Rd. The proposal then calls for Teddy Bear Ln. to be improved to collector status (and renamed to Grand Ave.) to the point where it makes a 90° turn northeast. This location marks where the proposed Grand Ave. extension would intersect with the proposed Sunset Dr, which is discussed below. This extension of Grand Ave. would initially provide improved access to Sycamore Rd, thereby reducing traffic and congestion on Highway 51, and later would intersect

with the proposed outer loop (discussed below) around the western and northern parts of the City.

These improvements to Grand Ave. would require approximately 2,700 feet of right-of-way acquisition and construction to connect Grand Ave. to Sycamore Rd. and 4,300 feet of improvements to Teddy Bear Ln.

**8. Rand Avenue:** The extension of Rand Ave. from Highway 51 to Sycamore Rd would allow easier access to the northwest area of town, diverting traffic off of the Highway 51 arterial. The extension of the street would entail the construction of approximately 2,000 feet of new collector roadway and the upgrading of nearly 1,700 feet of existing street to collector status. Right-of-way would also have to be obtained between Highway 51 and Sycamore Rd.

**9. Outer Road:** It is recommended that an outer road be constructed on the northwest side of Highway 51, between Old St. Marys Rd. and Grand Ave. Construction of this 4,500 foot outer road collector is necessary to provide access to the large area of vacant property adjoining Highway 51. Since it is a limited access highway individual entrances will not be permitted to the vacant properties lying to the northwest of the highway.

**10. Smith Street:** The proposed Smith Street extension would begin at the end of the existing street and extend in a northwest direction to Miles Rd. Approximately 850 feet

of right-of-way would need to be acquired and the street constructed.

**11. Sunny Lane and Miles Road:** Sunny Ln. is essentially a continuation of Cinque Hommes Dr. north of Highway 61 while Miles Rd. is basically a continuation of Sunny Ln. north of Route E. This collector would begin directly across Highway 61 from the proposed Cinque Hommes Dr, traveling north and northwest to Route E, then crossing Route E and traveling northwest until it reaches the existing section of Miles Rd. The entire right-of-way, 11,500 feet, for this collector will have to be acquired and the street itself constructed. In the process, it will have to cross Dry Run Branch, which will necessitate a bridge or some other type of crossing that will keep the street from flooding during periods of heavy rainfall.

**12. Ridge Drive:** The Ridge Dr. extension would extend the street from Rt. E to the proposed Sunny Ln. collector, necessitating the acquisition of right-of-way and construction of approximately 3,100 feet of collector grade street. This extension, along with the proposed Sunny Ln/Miles Rd. loop to the east and northeast of the city would provide alternate routes to motorists on Highway 61.

**13. Walnut Street:** At the present time, Walnut St. dead-ends approximately 200 feet from College St. It is recommended that Walnut St. be extended to meet College St. in order to provide an additional point of ingress and egress to the Perryville Public School campus.

The right-of-way for this project will have to be acquired; however, the school district itself owns the necessary property. Since this project would be beneficial to the school it is likely that the right-of-way can be had for little to no investment. Construction of the street should also include upgrading at least the part of Walnut St. south of Hart St. to collector status.

**14. Edgemont Boulevard:** Extending Edgemont Blvd. across Main St. to Spring St. would provide another direct route from the Highway 51 arterial to downtown Perryville and would help alleviate much of the congestion along St. Joseph Street. The extension of Edgemont from Shelby St. to Main St. would require the acquisition of right-of-way and construction of nearly 1,100 feet of collector street. An additional 450 feet of right-of-way and construction would be needed to extend Edgemont through to Spring St.

**15. Kiefner Street:** This recommendation for Kiefner St. consists of upgrading approximately 1,800 feet of existing street and adding an additional 2,200 feet of collector road to intersect with the proposed Cinque Hommes Dr. collector. The right-of-way will have to be acquired for this collector and the street itself constructed. In the process of construction a crossing of Perryville Creek will be required, which will increase the cost of construction. The development of this collector will aid in opening the area to future development, while at the same time provide an established collector street for better traffic flow.

**16. Cinque Hommes Drive:** The proposed Cinque Hommes Dr. is the most ambitious collector proposal in the Major Street Plan. This project would connect Highway 51 and Highway 61 while also providing substantial relief of traffic congestion along Highway 51 by providing an alternate route over Interstate 55 and direct access to the major commercial area west of the Interstate. It would begin by intersecting Highway 51 and the proposed Taft Rd just west of the Interstate and then head generally east to cross over I-55 where it would intersect with Spring Lake Rd. From there the collector would head northeast to intersect with the proposed Kiefner St. extension and then with Route B just north of the Cinque Hommes Creek bridge. It then continues easterly, generally following the north side of the creek, until it turns northeast at the east edge of Windy Heights Subdivision. It continues northeast, crossing Schindler Rd. and ending at Highway 61.

Cinque Hommes Dr. would provide much needed additional access to the areas west of the Interstate and would serve as an important southern loop for the City. Approximately 17,500 feet of right-of-way will have to be acquired during the course of the project. Once the right-of-way is acquired, then the collector must be constructed. Lengthy sections of this collector will have to be built on difficult terrain in order to stay out of the Cinque Hommes Creek floodplain.

**17. Crestview Lane:** The Crestview Ln. collector, as proposed, would consist of both newly acquired right-of-

way and the existing portion of the street. The newly extended western end of the street would connect to the proposed extension of Spring Lake Rd/Outer Rd and the existing east end of Crestview would connect with the proposed Cinque Hommes Dr. Completion of this proposal will entail the acquisition of approximately 1,300 feet of right-of-way and the construction of the same amount of street.

**18. Moulton Street:** This recommendation calls for extending Moulton St. south of Edgemont Blvd. and across Alma Ave. to intersect with the outer road north of I-55 at the Highway 51 exit, which is also recommended to be upgraded as discussed below. This would require the acquisition of right-of-way and construction of approximately 5,200 feet of collector grade street. Extension of Moulton St. would provide access to a large undeveloped area of the City that will eventually need a collector street as it is developed and would also divert traffic off of Highway 51, reducing congestion.

**19. Progress Drive and Alma Avenue:** The extension of Progress Dr. south to Alma Ave. would serve as an outer road for Highway 51, providing access to properties west of the highway while also diverting some of the traffic along this heavily trafficked highway. This proposal also calls for upgrading the portion of Alma Ave. west of Highway 51 (approximately 600 feet) and the existing part of Progress Dr. south of St. Joseph Street (2,000 feet). There would also have to be right-of-way acquisition and

construction of 3,200 feet of new road. It is also proposed that traffic signals be installed at the Alma Ave/Highway 51 intersection to help alleviate congestion along Highway 51.

**20. Liberty Street:** This proposal is for the upgrading of the entire length of Liberty St, approximately 1,000 feet, to collector status to divert traffic from the congested area of Highway 51 between Jefferson St. and Lake Dr. Right-of-way will have to be acquired for the entire length of this proposal.

**21. Jefferson Street and PCR 700:** The extension of Jefferson St. would provide a loop around the Perry County Community Lake to its south and west. The proposed extension would intersect with PCR 700 just west of the lake. Not only would this extension create the aforementioned loop around the lake it would also be part of a larger loop around the entire City. This extension would require approximately 10,000 feet of new construction and the upgrading of approximately 3,800 feet of PCR 700.

**22. Burr Road:** Burr Rd. is a proposed 2,500 foot collector intended to provide convenient connection between the proposed Jefferson St. extension and the proposed Taft St. This collector will help open up development in the surrounding area.

**23. Taft Street:** This proposal calls for the construction of 6,500 feet of new collector from PCR 704 to Highway 51,

providing improved access to the commercial areas West of Interstate 55.

**24. Tyler Road:** This collector is proposed in anticipation of the development of the area around Clear Creek Ln. This proposal is to upgrade (and rename) Clear Creek Ln. to collector status and then extend this new Tyler Rd. collector from its dead-end east and then north to the proposed Sherman St. collector. This new collector calls for the upgrading of 6,000 feet of Clear Creek Ln. and the construction of 2,700 feet of new road and will likely not occur until more intense development begins in the area. Right-of-way for the entire project will have to be acquired.

**25. Forest Lane:** The proposed Forest Ln. collector would serve as a connection between the proposed Tyler Rd. and PCR 600 and would require the acquisition of 3,300 feet of right-of-way and construction of the same. This collector is of low priority as it would not be needed until after development in the Tyler Rd area increases and that collector has been constructed.

**26. Sherman Street:** Sherman St. is a proposed collector of approximately 6,500 feet in length running generally northeast from Route K just southwest of I-55 to an intersection with the proposed Cinque Hommes Dr. between I-55 and Highway 51. This collector would provide much needed access to the commercial areas west of Interstate 55 to the growing population south of the city

while keeping traffic off of the already congested Highway 51.

**27. Spring Lake Road:** This proposal is to extend the existing Spring Lake Rd. northwest to connect with, and upgrade, the existing outer road up to the proposed intersection with Moulton St. This would serve the purpose of an outer road on the north side of I-55 between the proposed Cinque Hommes Dr. and Route B. The 4,900 feet of new construction would provide access to Harvest Acres in conjunction with the proposed Crestview Ln. collector. Spring Lake Rd. would also serve to help open up the area lying in the triangle formed by Route B, Cinque Hommes Dr, and I-55. This proposal would also require upgrading approximately 2,700 feet of existing Spring Lake Rd. and Outer Road. Upon completion of the extension and upgrade of Spring Lake Rd. the existing Outer Road from the proposed Moulton St. intersection to Highway 51 would be closed to better control traffic access to Highway 51 by routing traffic to the Alma Ave/Highway 51 intersection.

### **Local Streets**

Any streets in the City not classified as arterials or collectors are considered local streets. The main function of local streets is to provide access to residential property. Local street design is usually the responsibility of individual developers who lay out streets in their subdivisions. Since it is the developers who lay out the subdivisions, and the local streets in them, it is important for the City to examine subdivision plats to assure that the proposed streets are properly aligned

with existing streets and conform with the Major Street Plan. Exercising proper control over the subdivision approval process can avoid many circulation problems at a later date.

### ***Street Design Specifications and Standards***

All streets should be constructed, and existing streets upgraded, according to established minimum standards. Following this procedure will ensure that future streets, as well as existing ones, will be capable of fulfilling their intended function. The design standards in the City's subdivision regulations should be those utilized to assure uniformity of the streets constructed. Subdivision regulations should be consulted for additional information on construction standards.

At times it may be necessary to vary the street design standards; however, it should be remembered that the standards are meant to improve the safety of the traveling public. Therefore, when a variation is proposed, it should not be approved until it can be shown that safety will not be jeopardized. This decision will have to be made on a case-by-case basis as each request is made to the Planning Commission and Board of Aldermen.

### ***Summary and Conclusions***

The City of Perryville has a street system that will need constant attention and expansion as the community continues to grow. The fact that the City has attracted a number of new businesses and industries has meant that additional residents are coming to the City of Perryville to live and work. It also means that, with the number of employees commuting into Perryville each day, there is an increase in congestion on certain streets. Where there are bottlenecks or dead ends conditions exist for safety problems. Also, the normal flow of traffic is hampered

because some streets do not go all the way through to major collectors or arterials. The recommended extension of streets, while expensive, will help provide for greatly improved circulation in the community and needs to be looked at seriously. Of course, these will need to be included in any proposal and have engineering completed on them by the City Engineer so that cost figures can be developed.

Some of the major proposals will result in buildings having to be acquired and demolished. This includes the Grand Ave. extension to North Main and the extension of Edgemont from Shelby St. to College in order to provide direct access to the major school campus in the City.

# *COMMUNITY FACILITIES AND SERVICES*

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The management of modern municipal government is an important, complex function which involves the planning, financing and management of resources necessary to provide an increasingly sophisticated array of community services. The quality of the facilities, services and resources afforded by municipal government, and the community, are particularly important to continued economic growth because of the contribution they make to the quality of life of the community.

The administration and operation of necessary municipal functions require a combination of buildings, facilities and equipment, and a trained staff capable of delivering the services the community needs. Community facilities also include those non-municipal public and private facilities which contribute to the health, education and recreational opportunities available to community residents.

This section contains a current inventory and evaluation of community facilities in the City of Perryville which are designated to serve as a basis for determining future needs and as a benchmark against which progress can be measured. The recommendations made in this section are based on information compiled by the staff of the Southeast Missouri Regional Planning and Economic Development Commission and interviews with City officials and department heads. Exhibit No. 1-H provides the locations of the existing facilities discussed in this section.

# CITY OF PERRYVILLE COMMUNITY FACILITIES

## FACILITY INDEX

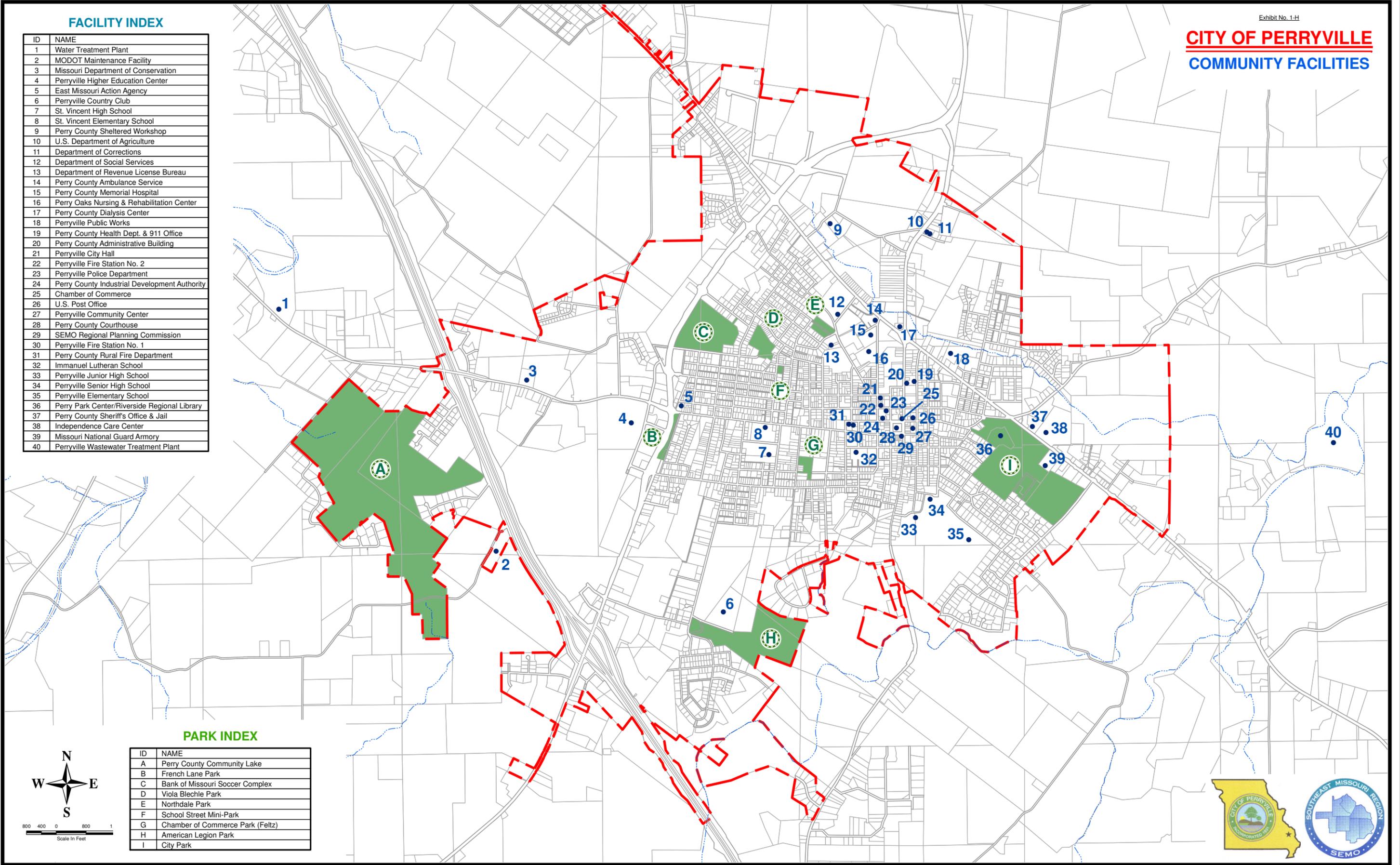
ID	NAME
1	Water Treatment Plant
2	MODOT Maintenance Facility
3	Missouri Department of Conservation
4	Perryville Higher Education Center
5	East Missouri Action Agency
6	Perryville Country Club
7	St. Vincent High School
8	St. Vincent Elementary School
9	Perry County Sheltered Workshop
10	U.S. Department of Agriculture
11	Department of Corrections
12	Department of Social Services
13	Department of Revenue License Bureau
14	Perry County Ambulance Service
15	Perry County Memorial Hospital
16	Perry Oaks Nursing & Rehabilitation Center
17	Perry County Dialysis Center
18	Perryville Public Works
19	Perry County Health Dept. & 911 Office
20	Perry County Administrative Building
21	Perryville City Hall
22	Perryville Fire Station No. 2
23	Perryville Police Department
24	Perry County Industrial Development Authority
25	Chamber of Commerce
26	U.S. Post Office
27	Perryville Community Center
28	Perry County Courthouse
29	SEMO Regional Planning Commission
30	Perryville Fire Station No. 1
31	Perry County Rural Fire Department
32	Immanuel Lutheran School
33	Perryville Junior High School
34	Perryville Senior High School
35	Perryville Elementary School
36	Perry Park Center/Riverside Regional Library
37	Perry County Sheriff's Office & Jail
38	Independence Care Center
39	Missouri National Guard Armory
40	Perryville Wastewater Treatment Plant

## PARK INDEX

ID	NAME
A	Perry County Community Lake
B	French Lane Park
C	Bank of Missouri Soccer Complex
D	Viola Blechle Park
E	Northdale Park
F	School Street Mini-Park
G	Chamber of Commerce Park (Feltz)
H	American Legion Park
I	City Park



800 400 0 800 1  
Scale In Feet



## ***Municipal Facilities and Services***

### **City Hall**

The Perryville City Hall is located at 215 North West Street. The modern one-story facility was purchased by the City in 2006 and has undergone extensive renovation. The building houses the Board of Aldermen Chambers, the City's administrative offices, the Municipal Court and the offices of various City utilities.

### **Municipal Court**

The Perryville Municipal Court operates as a division of the 32<sup>nd</sup> Judicial Circuit of the State of Missouri. The Municipal Court, which is located in the City Hall, functions with an elected Judge, and a Court Clerk. The Municipal Court Clerk's office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m. Municipal Court is held the first Wednesday of the month at 9:00 a.m.

### **Police Department**

The Perryville Police Department moved into its new facility in January, 2009. The new Police Department building is located at 120 North Jackson Street on the site of the old City Hall/Police Department. The new facility is approximately 7,500 square feet and contains a communications/911 office, training room, squad room, administrative offices and three holding cells.

The Police Department consists of 29 trained professional members who are dedicated to providing professional, caring, courteous police services to Perryville residents and visitors. The Perryville Police Department is comprised of several divisions staffed by a Chief of Police, an Assistant Chief of Police, a Lieutenant, two Detectives, three

Sergeants, two Traffic Officers, three Corporals, a K-9 Officer, a D.A.R.E. Officer, a Desk Sergeant, and seven Communication Officers.

In order to carry out its duties, the department has 16 patrol cars available, along with an animal control vehicle, a mobile command vehicle and an ATV. Each patrol car is equipped with two-way communications to keep in contact with the dispatching center and other patrol cars. Every officer also has a portable two-way radio in order to allow communication when he is away from his vehicle.

### **Fire Department**

Organized in 1874, the Perryville Fire Department has provided reliable fire protection for the residents of Perryville for over a century. The Fire Department operates two fire stations—one located at 301 West Ste. Maries and the other at 201 North West Street. The department is staffed by the Chief and 42 fire fighting personnel who are equipped with two-way radios. The Department also has five reserve firefighters. The Perryville Fire Department volunteers also serve the Perry County Rural Fire Department.

The Perryville Fire Department is overseen by the Mayor and Board of Aldermen. Training sessions are held on the third and fourth Tuesdays of each month and on every other Saturday. Business meetings are held on the second Tuesday of each month. At the present time, the City of Perryville has an ISO fire suppression rating of 4. The Fire Department is dispatched through a paging system activated by the Perryville Police Department dispatcher. Mutual aid agreements are in force with all nearby fire departments. Equipment owned and operated by the fire department includes the following:

2006 International 1,750 GPM Pumper (1,000 gallon capacity)

2000 Ferrar 1,750 Pumper (1,000 gallon capacity)

2000 Ford Crown Victoria  
1997 Ford 4X4 Rescue Unit  
1994 Pierce 75 ft. Aerial Truck (1,500 GPM/300 gallon capacity)  
1988 E-One 1,500 GPM Pumper  
1981 Ford 1,000 GPM Pumper (750 gallon capacity)  
1980 Chevrolet Air-Electrical-Foam-Cribbing Unit  
1978 GMC Utility-Rehab Van  
1968 Chevrolet 750 GPM Pumper (750 gallon capacity)

Due to the City's continued growth, there is a need to be able to provide a more rapid response by the Fire Department in the northern and southwestern sections of the City. The Fire Department's long-range plans include two additional fire stations to address this need.

#### **Perry County Rural Fire Department**

The Perry County Rural Fire Department is a volunteer force comprised of the same 42 firemen that make up the City of Perryville's Fire Department and seven additional firefighters who live in the Lake Perry area. The Rural Fire Department is overseen by the Perry County Rural Fire Protection Association. Membership in the Rural Fire Association is obtained through the purchase of a fire tag. The Rural Fire Department answers fire calls to those portions of the County that are not covered by other departments.

The Rural Fire Department operates two fire stations—one located adjacent to the City Fire Department on West Ste. Maries Street and the other located on PCR 856 in the Lake Perry area. The ISO fire insurance rating for the County is 10 in rural areas and 6 if the property lies within a five-mile radius of a fire station. The Rural Fire Department is dispatched by the Perry County Sheriff's Department through a pager

radio system. Equipment operated by the Rural Fire Department includes:

Perryville Fire Station:

2006 International Pumper (1,750 GPM/1,000 gallon capacity)

1994 Chevrolet 4X4 Brush Truck

1994 GMC 4X4 1-ton Brush Truck (250 GPM/300 gallon capacity)

1993 International 1,000 GPM Tanker/Pumper (1 drop tank/1,800 gallon capacity)

1993 Ford Utility/Water Rescue Van

1992 Chevrolet Kodiak Tanker (2,800 gallon capacity)

1985 Pumper (1,000 GPM/750 gallon capacity)

1981 Jeep Brush Unit (75 gallon capacity)

1974 Mack Tanker (2 drop-tanks/2,875 gallon capacity)

Lake Perry Fire Station:

1995 Chevrolet 4X4 Brush Truck (350 GPM/400 gallon capacity)

1980 Chevrolet Kodiak Tanker/Pumper (1,500 GPM/1,200 gallon capacity)

1979 Dodge 4X4 Brush Truck (350 GPM/400 gallon capacity)

1975 International Pumper (1,000 GPM/750 gallon capacity)

**Public Works Department**

The Perryville Public Works Department is headquartered in a complex of buildings located off of U. S. Highway 61 South. Because of the nature of public works, the Department has facilities located in various parts of the City, as well as outside the City limits. The water treatment plant and the wastewater treatment plant are both located outside the City limits.

**Street and Solid Waste Management Division**

The Street Division of the City of Perryville is responsible for the maintenance of the existing network of 55 miles of streets within the City. The Street Division currently has a staff of seven full-time

employees. The Division maintains and operates an equipment fleet which provides the capacity to perform street maintenance activities such as snow removal and anything that does not relate to water or sewer. Currently, the Street Division operates and maintains the following equipment:

- 2009 7400 International hook lift truck
- 2009 Elgin Pelican street sweeper
- 2008 Belshe 25,500 trailer
- 2007 M&M trailer
- 2006 18" Target concrete street saw
- 2005 Ford Ranger pickup truck
- 2003 6415 John Deere tractor-TRB50C tiger boom mower
- 2002 ¾ ton Dodge 4X4 pickup truck
- 2002 Grizzly Mosquito fog machine
- 2002 Kawaski 550 mule
- 2001 F-150 4X4 pickup truck
- 2001 Johnson 770 Cyclone street sweeper
- 2000 GMC 3500 1-ton dump truck
- 2000 Homemade trailer
- 2000 Marathon Kera 145H crack sealing machine
- 1999 Western salt spreader
- 1998 New Holland 555-E backhoe
- 1997 935 John Deere 72" mower
- 1996 Flink salt spreader
- 1996 Flink salt spreader
- 1995 GMC 4X4 2500 pickup with snowplow
- 1992 Ingersol-Rand air compressor
- 1992 10-ton Beuthing swivel roller
- 1990 International dump truck
- 1989 515 Dresser large loader
- 1987 570B John Deere grader

1985 18" Target concrete street saw  
1978 F-600 Ford truck with spreader for salt  
1969 Western 1-ton Econoroll roller  
1969 Ford 3000 tractor  
2 Poly Tanks – 2" pump for watering trees

The City of Perryville operates a full solid waste utility. Services include once a week pickup of trash and once a week collection of recyclable materials. Disposal of solid waste collected within the City is handled through a transfer station operated by Perry County Landfill. Trash collected is delivered to the transfer station then hauled to a landfill site.

The City also provides a weekly bulk trash pickup and curbside biodegradable bags pickup throughout the City. Additionally, the City provides a curbside limb pickup which includes brush piles to be chipped. Solid waste management equipment operated by the City includes:

2009 7400 International trash truck  
2009 7400 International trash truck  
2002 FL Freightliner packer truck  
2002 2-ton chipper truck  
2001 giant leaf vacuum  
2001 Freightliner Heil trash truck  
2001 Freightliner Heil trash truck  
2000 GMC 1-ton flatbed truck  
1999 Morbark chipper  
1996 GMC 1-ton flatbed truck  
1994 LN 8000 Ford trash truck  
1994 LN 8000 Ford leaf truck  
1994 leaf vacuum  
1993 leaf vacuum

1993 Eager Beaver chipper  
1991 16' Flat Bed wood floor trailer  
1982 GMC 2-ton chipper truck  
1979 Ford F-700 leaf truck  
1970 /small saw tilt trailer

The Street and Solid Waste Management Division recognizes a need to continue to replace older fleet vehicles and equipment as necessary. The Street and Solid Waste Management Division also serves the City-owned Perryville Municipal Airport. Routine maintenance includes light replacements and mowing of airport grounds and ditches. Equipment maintained at the airport includes:

2007 Ford Ranger Pickup  
2003 TL-90 Tractor/tri-pod mower  
1995 Ford Crown Victoria

In addition to its other duties, the Street and Solid Waste Management Division maintains over 350 sinkholes located within the City. New sinkholes continue to develop, and these sinkholes need to be protected. The City of Perryville currently has the greatest concentration of sinkholes in the State of Missouri, and the staff performs maintenance work on these whenever time and personnel are available. The Division foresees a need for two or more personnel to work as a sinkhole maintenance crew.

Future needs of the Street and Solid Waste Management Division include:

2010 – 2011	New bed & hoist for 2-ton truck	\$ 8,500.00
	New ¾ ton pickup truck	\$35,000.00
	New chipper	\$60,000.00
	New leaf vacuum	\$20,000.00
	New bushhog	\$15,000.00
2011 – 2012	New hydraulic salt spreader	\$16,000.00
	New mosquito sprayer	\$10,000.00
	New street saw	\$20,000.00
	New tractor	\$25,000.00
2012 – 2013	New dump truck 2-ton	\$80,000.00
	New hydraulic salt spreader	\$16,500.00
2013 – 2014	New payload loader 2-1/4 yard	\$120,000.00
2014 – 2015	Addition to present street building	\$150,000.00
2015 – 2016	New 1-ton truck	\$60,000.00

### **Mechanic/Fleet Division**

The Mechanic/Fleet Division currently has two full-time employees who are responsible for the maintenance and repair of the City's fleet, including equipment operated by City departments. The City's vehicle maintenance facility is located at the corner of North Jackson and North Streets, directly across the street from the City's new police department facility.

### **Water and Sewer Division**

The Water and Sewer Division is a combined operation in the City of Perryville. The City currently provides potable drinking water to 3,790 customers. The Division has nine employees who maintain the water treatment and distribution system and eight employees who operate and maintain the City's sewer system. The division is responsible for the normal maintenance of the water treatment plant, as well as installation and maintenance of water lines and repair of broken water mains.

The water treatment plant is located on State Route T, approximately one mile west of the City. The plant has a capacity of

2,410,000 gallons of treated water per day. Water sources include surface water from Saline Creek, as well as five underground wells. The underground wells have a pumping capacity of 600,000 gallons per day. The distribution system includes five elevated tanks with a water storage capacity of 1,950,000 gallons. The average water usage in 2009 was 1,076,863 gallons per day. The water distribution system has a maximum capacity of 3,000,000 gallons per day, more than double the current average daily water use. The City water system includes 510 hydrants, 1,118 valves, and 427,307 feet of pipe, the largest being 18 inches.

The City sewer system, which serves 3,700 customers, consists of 304,893 feet of gravity lines, 33,520 feet of force feed main and 21 lift stations. The system has 1,283 manholes and 71 lampholes. The City's wastewater treatment facility is located just east of the city limits on Hidden Valley Lane. The treatment facility is operated in compliance with the regulations of the Missouri Department of Natural Resources and the U. S. Environmental Protection Agency.

The wastewater treatment facility is a trickling filter plant that serves a population of 8,000. The treatment facility consists of a mechanical bar screen, grit washer, two primary clarifiers, one main pump station that pumps the flow to the trickling filter towers, two secondary clarifiers and two tertiary sand filters, sludge thickening and handling process, and sludge storage. The average daily flow is 1,000,000 gallons per day, with a designed flow capacity of 1,800,000 gallons per day. A stormwater overflow basin has been added with a capacity of 14,000,000 gallons. The Water and Sewer Division operates the following equipment:

Water:

2010 Ford ½ ton 4X4 truck with Tommy Lift

2009 250 Incline-Vac utility trailer pipe trailer

2003 New Holland LB75 4X4 backhoe  
1999 Chevrolet 4X4 pickup  
1999 Chevrolet 1-ton 4X4 pickup  
1999 Ford Crown Victoria  
1997 935 John Deere 72" mower  
1996 GMC 1-ton 4X4 pickup  
1995 Twin cylinder portable air compressor  
1990 Chevrolet Kodiak dump truck  
1988 International tandem dump truck  
1979 6,000 LB Hyster fork lift  
Stihl TS-510 cutoff saw  
Honda 3" pump  
Husqvarna 3120K Demo saw  
Homelite 3" trash pump  
Honda 2" trash pump  
Robin Subaru ¾" pump  
Dolmer PC-8140 cutoff saw back  
Hypro 2" trash pump  
Stihl TS-460 cutoff saw

Sewer:

2007 Kubota L3940D tractor  
2005 Ford ¾ ton 4X4 pickup  
2005 Ford F250 4X2 pickup  
2004 International rod vacuum truck  
2004 Doolittle enclosed trailer  
2002 Dodge ¾ ton 4X4 truck  
2000 John Deere 4200 tractor & mower  
1998 Cues TV camera & trailer  
1997 New Holland 1720-SSS tractor  
1990 Ford L8000 sludge truck  
1984 6" diesel discharge pump

1983 6" gas discharge pump  
1981 F-700 Ford boom truck  
1979 Ford 3600 tractor  
1978 Ford F700 rod truck  
Superior air/smoke blower  
Honda Generator Model EU650015 S camera trailer  
3-inch Homelite trash pump  
3-inch Honda trash pump

Future needs of the Water and Sewer Division include:

Water:

2010 – 2011	Industrial Site water extension	\$ 76,000.00
	Airport water line upgrade	\$ 46,000.00
	Industrial Site, second booster pump electric & piping	\$ 10,000.00
	Epoxy repair inside tank 5 and clean tank 2	\$ 5,700.00
2011 – 2012	Replace 1996 1-ton utility truck 600	\$ 50,000.00
	Replace 1988 tandem dump truck	\$100,000.00
	Future water projects	*
2012 – 2013	Replace 1999 1-ton utility truck 601	\$ 50,000.00
	Replace 1999 ½ ton pickup truck 650	\$ 25,000.00
	Future water projects	*
2013 – 2014	Replace 2000 New Holland backhoe 606	\$ 85,000.00
	Future water projects	*
2014 – 2015	Inspect and clean all towers	\$16,000.00
	Future water projects	*
2015 – 2016	Future water projects	*

\*Note: Future water projects depend on street projects projected for that year.

Sewer:

2010 – 2011	Grand Avenue sewer line replacement:	\$ 75,000.00
	Industrial Site sewer extension	\$113,000.00
	Purchase used ¾ ton or 1-ton pickup to pull Camera trailer:	\$ 15,000.00
2011 – 2012	Upgrade lift station alarm system from phone to cell	\$125,000.00
	Upgrade Cues sewer camera system	\$100,000.00
2012 – 2013	Replace 10" sewer main on South Shelby Street 600 and 700 blocks	\$ 70,000.00
	Generator – Rock Quarry	\$100,000.00
	Future sewer projects	*
2013 – 2014	Generators - Shell, Rand & Welty lift stations	\$ 90,000.00
	Future sewer projects	*
2014 – 2015	Generators – Holly, Parkview & Northdale lift Stations	\$ 90,000.00
	Future sewer projects	*
2015 – 2016	Generators – Oak Lane, Forest & Big Springs lift Stations	\$80,000.00
	Future sewer projects	*

\*Note: Future sewer projects depend on street projects projected for that year.

## Natural Gas Division

The natural gas system in Perryville is owned and operated by the City of Perryville. The Natural Gas Division has a staff of six full-time employees and is responsible for the installation, maintenance, and repair of the City's natural gas system. The staff provides 24 hour on-call service to check any reported gas emergencies.

The City contracts with Interstate Municipal Gas Agency (IMGA) for its gas supply. IMGA purchases its gas from Natural Gas Pipeline Company of America. All mains, extensions and new services are installed by the City in accordance with the City's rules and regulations which are governed by the Public Service Commission. There are approximately 3,586 residential and commercial users connected to the natural gas system. In addition to customers served in the City of Perryville, the City also serves customers along Highway 61 south approximately 15 miles. The City has also extended natural gas service to the industrial area in McBride and through the industrial park to the Perryville Municipal Airport, approximately 10 miles from the City limits.

The City's gas mains range in size and pressure. The system is supplied by an 8" steel line operating at 300 PSI. The City has several 300 PSI feeder mains supplying the pressure reducing station positioned throughout the community. These stations reduce the 300 PSI to 24 PSI to serve the City. The City's south loop line operates at 57 PSI. All residential services are installed by the City of Perryville. The City has replaced the gas system with polyethylene pipe and uses all polyethylene pipe for low pressure mains and services. The mains range from ¾" polyethylene and steel to 2" polyethylene and steel. The Natural Gas Division currently operates the following equipment:

2008 M&M trailer

2007 Cub Cadet utility vehicle  
 2005 Ford Ranger pickup  
 2004 New Holland LB-75 backhoe  
 2004 New Holland skid loader  
 2002 Dodge 1-ton 4X4 pickup  
 1999 16' enclosed construction trailer  
 1998 GMC 1-ton 4X4 pickup  
 1996 GMC ½ ton 4X2 pickup  
 1996 3610 Ditch Witch trencher  
 1996 WB-2 Belsch 10,000 pound trailer  
 1995 30' pipe trailer  
 1995 McAlroy 28 butt fusion machine  
 1987 Mig welder & trailer  
 1987 4010 Ditch Witch trencher  
 1986 Rigid 4"X2" butt fusion machine  
 1979 Ditch Witch tilt trailer  
 1973 GMC 2-ton dump truck

Future needs of the Natural Gas Division include:

2010 – 2011	New 2010 RT450 Vermeer Trencher	\$50,000.00
	Install chain link securing fencing around six pressure reducing regulator station	\$15,000.00
2011 – 2012	New 2011 4X4 1-ton utility truck with 110" long by 96" wide utility bed	\$45,000.00
2013 – 2014	Upgrade district regulator station south located at 112 Wichern Road	\$18,000.00
2015 – 2016	Upgrade Industrial Park regulator station located at 627 Industrial Drive	\$20,000.00
2017 – 2018	Upgrade district regulator station north	\$20,000.00

### **Perryville Municipal Airport**

Located approximately nine miles north of the Perryville central business district, the Municipal Airport is a general aviation facility situated on a 351-acre site in the Bois Brule Bottoms on Route H. The

airport was originally built by the U. S. Government as a training facility in the early 1940's and has been operational since 1947. The airport was later acquired by the City of Perryville.

The airport has a 7,000' x 100' concrete runway equipped with medium intensity runway lights and runway end identifier lights which allow various types of aircraft, including jets, to use the facility. The airport also has a passenger and pilot lounge area with vending machines and offers overnight hangar storage and aircraft tiedowns.

Fixed base operators include Sabreliner Corporation, which is engaged in modifications and overhauls to both civilian and military aircraft, and Cape Air Charter.

### **Parks and Recreation Department**

The City of Perryville has a comprehensive and well developed park system. The park system is administered by the Parks and Recreation Department which has offices in the Perry Park Center. Perryville's park system is administered by a seven-member Park Board appointed by the Mayor and confirmed by the Board of Aldermen. Day-to-day operation of the park system is handled by the Parks and Recreation Director. The Parks and Recreation Department has a full-time staff of 11 people. Part-time employment by the Department is seasonal. During the high activity summer months, the Parks and Recreation Department employs an average of 85 to 90 part-time staff.

The parks in the City of Perryville serve not only the population of the City itself, but also that of the surrounding county. It is important that the City's park system is of sufficient size and diversity to meet the demands placed on it. Park land also serves to preserve open space in an urban environment and is valuable for this purpose even as an undeveloped area.

Park and recreational facilities are dispersed throughout the City of Perryville, convenient to the areas served, and provide a variety of recreational opportunities to all age groups. Residents of Perryville have access to over 583 acres of recreational acreage including nearly 146 acres of City-owned parks. This puts the City well above the minimum standards recommended for park land of 10 acres per 1,000 residents. In addition to these parks, other recreational facilities are available to the residents of the City, including the Perryville Country Club Golf Course and American Legion Park which includes a fishing lake. Also located within the City limits is the Perry County Community Lake which provides additional recreational opportunities for residents of the City.

Existing park facilities in the Perryville area are also represented in Exhibit No. 1-H. All of these sites are owned and maintained by the City of Perryville and are open to the residents of the City as well as anyone else.

### **Perryville City Park**

The Perryville City Park is the oldest and largest of the City's parks, consisting of 87.11 acres of land. City Park is the most developed of the City's parks. Amenities include Veteran's Memorial Field which has recently undergone a major renovation, four pavilions equipped with electricity, two soccer fields, ten baseball and softball diamonds, four restrooms, eight playground areas, two lighted tennis courts, one sand volleyball pit, and BBQ pits and picnic tables. A paved walking/biking trail was recently completed in the park. The park is also home to the Perry Park Center, a comprehensive recreational facility which serves all of Perry County.

A good portion of City Park has remained green space due to the large number of sinkholes, low-lying areas in the park that flood during heavy rains, and proper planning and development by the City.

### **Perry Park Center**

Perry Park Center, which is located in City Park, is a multi-function recreational and entertainment center which serves residents of Perry County. Construction of the Park Center was made possible by a county-wide ½¢ sales tax that was passed in 1996. The Park Center opened in 1999. Operation of the Center is funded through membership fees, program fees, special events, and the City of Perryville general fund. The Park Center occupies 6.27-acres of City Park.

Facilities in the Park Center include an enclosed year-round aquatics center, gymnasium, racquetball courts, a meeting room, fitness training room, a fitness equipment room, an elevated walking track, and a performing arts center which offers first-run motion pictures and periodic live theatrical productions. The facility has two large concession areas and ample lobby space. The Park Center also houses the Perryville branch of the Riverside Regional Library.

### **Northdale Park**

Northdale Park is classified as a neighborhood park. The 3.94-acre park has very limited playground equipment, trails, and a park bench. The park is located at the corner of Northdale Street and Old St. Mary's Road and lies in an extremely low area that functions as a collection basin for the surrounding area during heavy rain storms. The property was initially purchased for park and open space purposes in order to ensure that urban development did not occur on this particular tract of ground.

Any additional development in the park should be carried out only on the upper slopes and out of the area that normally floods.

### **Viola M. Blechle Park**

The Viola M. Blechle Park is an 8.2-acre neighborhood park located off Star Street. There is some limited development in the park including playground equipment, a backstop for informal pick-up ballgames and a basketball court. The park was developed from land that was acquired for part of the City's stormwater drainage system.

While Blechle Park certainly cannot be intensively developed, there is adequate available acreage for considerable additional recreation and playground equipment, as well as picnic tables and barbecue pits.

### **School Street Mini-Park**

School Street Mini-Park is a small facility of less than an acre. Located at the corner of School and Star Streets, it contains some play equipment for neighborhood children. It is the site of a lift station for the City's sewer system and is also periodically flooded during heavy rainfall.

While the School Street Mini-Park is small in size, it is an ideal residential "common ground" for playing catch, kickball, or other recreational games that do not require much space.

### **Chamber of Commerce Park**

Chamber of Commerce Park is a 3.85-acre facility located on Feltz Street. The park has paved parking, a basketball court, a playground area and playground equipment, as well as a short walking trail and park benches. In recent years, volunteers, assisted by the City and area businesses, have developed the former tennis courts into an attractive and heavily used skateboarding facility. The south part of the park is

subject to some occasional flooding, but the skateboard park and playground area is not. That portion of the park that does not flood is already extensively developed.

### **French Lane Park**

French Lane Park is a long narrow park of 1.33-acres located between Highway 51 and French Lane. The City, however, maintains additional property owned by MoDOT. French Lane Park is landscaped with trees, shrubs and flowers, and Perryville's welcome sign. The park serves as a green space and a pleasant introduction to the City for those entering from Interstate 55. The park has one picnic table. Consideration might be given to placing at least one small pavilion with picnic benches in the park for people who are traveling through the area.

### **Bank of Missouri Soccer Complex**

Completed in 2005, the Bank of Missouri Soccer Complex is the newest addition to the City's park system. The complex occupies a 34.28-acre site adjacent to Missouri Highway 51 in the western section of the City. The complex offers 10 fields consisting of four 1<sup>st</sup> and 2<sup>nd</sup> grade/kindergarten fields, three 3<sup>rd</sup> and 4<sup>th</sup> grade fields, two 5<sup>th</sup> and 6<sup>th</sup> grade fields, and one 7<sup>th</sup> and 8<sup>th</sup> grade/high school field.

The Perryville Optimist Soccer League (POSL) is a youth recreational soccer league offering divisions from kindergarten through 8<sup>th</sup> grade. The League's goal is to create teams with various levels of skilled players to give the community's youth an opportunity to have fun, compete, and learn the importance of teamwork and sportsmanship.

### **Perryville Community Center**

The Perryville Community Center, located at the corner of West St. Joseph Street and Spring Street, was built in the early 1980's with

funding from a Community Development Block Grant, administered at that time by the U. S. Department of Housing and Urban Development. The center is used for numerous activities, including a number of youth and community activities held throughout the year. The Community Center is maintained by the Perryville Parks and Recreation Department.

The Community Center also houses the Perry County Senior Center which provides hot meals for seniors and a place to socialize and take advantage of other needed services. The Senior Center is operated by a board of directors. In 2009, the Senior Center served over 23,000 hot meals. Another 31,766 meals were distributed by Meals on Wheels. The Center also operates the East Perry County Senior Center in Altenburg. That facility served 2,740 hot meals and delivered 2,754 Meals on Wheels in 2009.

The Center in Perryville is open Monday-Friday from 8:30 a.m. to 2:30 p.m. with meals served from 11:30 a.m. till noon. The Altenburg center is open 9:00 a.m. to 1:00 p.m. with lunch served from 11:30 a.m. till noon. The Community Center also houses the local dispatch office of SMTS.

## ***Other Government Facilities***

### **Perry County Courthouse**

The County Courthouse sits at the heart of the City on the square. The land was donated as a site for the courthouse in 1820. The present structure, designed by J. W. Gaddis of Vincennes, Indiana, was erected in 1904. Offices in the County Courthouse include the various divisions of the Circuit Court and the Circuit Clerk and Recorder of Deeds.

### **Perry County Administration Building**

The County Administration Building is located at 321 North Main Street. The building was purchased when office space in the County Courthouse became limited. Those elected County officials not located in the Courthouse have their offices in this building, with the exception of the Sheriff. Offices in the Administration Building include the County Commission, County Assessor and Equalization Office, County Collector, County Clerk, and County Treasurer. The University of Missouri Extension Office is also housed in this building.

### **Perry County Office Building**

The County Office Building, located at 406 North Spring Street directly behind the Perry County Administrative Building, provides office space for the Perry County Health Department, the Community Counseling Center, and the Perry County 911/Emergency Management Agency.

### **Perry County Sheriff's Office and Jail**

The Perry County Sheriff's Office and Jail are located at 710 South Kingshighway. The current 9,036 square foot facility was erected in 1989 and replaced a residence converted into a Sheriff's Office and Jail located at 310 North Spring Street that had served the county since the early 1900's. The current facility was originally built to house 16 inmates, but was refitted in 1993 to house up to 40 inmates. The daily average inmate count for 2009 was 29.4.

Dispatch services administered by the Perry County E-911/Emergency Management Agency include the Perry County Sheriff's Office, Frohna/Altenburg Fire Department, Perry County Rural Fire Department, East Perry County Rural Fire Department, Biehle Fire Department and the Perry County Ambulance Service. The Enhanced 911

system sends all 911 calls made from a land line, except those located in the Perryville City limits, to the Sheriff's office. Calls made from land lines inside the city limits are directed to the Perryville Police Department. All 911 calls made from a cellular phone are directed to the Perry County Sheriff's Office. The Sheriff's Office and Police Department can transfer 911 calls to each other or to other surrounding jurisdictions, depending upon location and what service needs to be dispatched.

The Sheriff's Office staff consists of 26 paid employees, 17 of whom are commissioned officers, spread over dispatch, jail, patrol and administrative divisions, and a small reserve force for extra manpower. The Sheriff's Office patrols almost 500 square miles of Perry County, which includes approximately 869 miles of roadways excluding those located in the City of Perryville, 24 hours per day, 365 days a year. The Sheriff's Office maintains a fleet of 16 patrol vehicles, which include patrol cars, SUV's and a 4x4 pickup. In addition, the Sheriff's Office has ATV's and a 17-foot retired Coast Guard boat for use on the 36-mile stretch of the Mississippi River that borders Perry County on the east side.

#### **Perry County 911/Emergency Management Agency**

The office of the Perry County 911/Emergency Management Agency is located at 406 North Spring Street in the County office building. The staff consists of a full-time director and one part-time employee. The office is responsible for coordinating emergency management activities, maintaining the County 911 map, and for assigning new 911 addresses as requested.

Perry County has a single coordinated 911 response system which utilizes dual dispatchers. Calls originating from land lines within the City of Perryville are routed to the Perryville Police Department dispatcher.

Calls originating from land lines outside the City limits and from cellular phones are routed to the Perry County Sheriff's Office.

### **Perry County Road and Bridge Department**

The County Road and Bridge Department is located at 4803 North Highway 51. The department is tasked with maintenance and improvement of the approximate 630 miles of roads maintained by Perry County. Formerly located on State Highway E, the Road and Bridge Department recently moved into a former farm implement sales and maintenance facility. This facility will serve Perry County well for years to come. The facility is used for storage of emergency management equipment as well, including a Hazmat Response trailer, Emergency Response/Communications trailer, CERT (Citizens Emergency Response Training) trailer, portable trailered generator, and other equipment.

### **Perry County Memorial Hospital**

Perry County Memorial Hospital is a state licensed 25-bed facility located on North West Street in Perryville. The hospital was constructed in 1951 and is administered by a five-member board elected by County voters. Additionally, the hospital has a five-member 501(c)(3) not-for-profit board of directors. A 30,000 square foot addition to the hospital was constructed in 1979, and a major renovation was completed in 1992.

In recent years, PCMH has constructed three new medical office buildings, located on the hospital campus, to meet growing demand for medical services, office space and to accommodate an on-campus pharmacy. The most recent, Medical Building C, was completed in 2008. This state-of-the-art medical building and outpatient rehabilitation facility provides space for expanded speech, occupational and physical therapy services, including a private therapy pool, as well as space to

accommodate physician offices such as orthopedics, obstetrics/gynecology, and general surgery.

The hospital is currently undergoing renovations to replace the main patient care facility, operating room suites, and care center. When completed, the hospital's largest facility replacement project (55,600 square feet) will provide for all patient care rooms to be 100% private. The replacement project also includes the construction of a power plant which will improve the infrastructure of the campus by providing more reliable emergency power, heating and cooling, and modern ventilation and medical gas systems for the future.

PCMH operates a motor home which is equipped to provide routine screenings at various locations throughout the County. This vehicle could also provide medical assistance in the event of a disaster. The hospital also offers many free and low-cost services to the community such as child safety seat inspections, blood pressure and cholesterol checks, CPR and childbirth classes, safe sitters classes, and sports physicals.

PCMH also plays an important role in the City's economy. The hospital currently employs a staff of approximately 375 people and serves as the nucleus of a growing economic cluster of medical specialists and services.

### **Perry County Ambulance Service**

Perry County Memorial Hospital (dba Perry County Health Systems) owns and operates Perry County Ambulance service which is located on hospital property at the corner of Hospital Lane and Highway 61 North. The ambulance building provides quarters for the emergency services crew, as well as indoor bays for the ambulances. The Perry County Ambulance Service is dispatched through the Perry County

Sheriff's Department 911 system via in-house paging and provides emergency services for the entire county. The Ambulance Service can also call on Air Evac Lifeteam which operates a base on Missouri Highway 51 north of the City.

### **American Legion Park and Lake**

American Legion Park and Lake is located in the southern part of the City. The park is owned by Perry County and is open to the general public. It consists of 56.17 acres of land, including a nine-acre lake. Other developments include picnic areas, pavilions, and a hiking and nature trail. The terrain of the park is fairly rugged, and most future development will have to occur in the area north of the lake. Additional pavilions, some play equipment, and horseshoe pits could be accommodated in the park. The remaining area of the park serves as a natural area.

The park would lend itself well to the development of an interpretive trail through the wooded area on the south side of the lake. Simple markers identifying various types of flora, with information concerning the particular species, would provide for an educational experience and could be used by classes from all of the schools in the County.

### **Perry County Dialysis Center**

The Perry County Dialysis Center, located at 12 North Kingshighway in Perryville, is an outpatient clinic which provides dialysis services to patients with kidney failure. The clinic provides in-center treatments and offers a home program designed around the schedules of patients who need to work and who can easily do their treatments at home. The home program offers Peritoneal Dialysis training and also

Home HemoDialysis training. Currently, the center has 27 in-center patients and five Peritoneal Dialysis patients.

Patients who receive their treatments in-center receive treatments three days a week, usually Monday, Wednesday and Friday. The center currently has 13 stations and operates with three shifts. The Perry County Dialysis Center is staffed with two RN's and three CCHT's. Peritoneal patients do their exchanges every day at home and meet once a month at the center with their PD Nurse and their Nephrologists.

### **Independence Care Center & Independence Health Systems**

The Independence Care Center campus (formerly Perry County Nursing Home) is located at 800 South Kingshighway in Perryville. The new Independence Care Center was opened in 1997 and was designed to serve the community's elderly. The mission of Independence Care Center is to provide retirement and health care services which are dedicated to excellence in an environment which promotes living with dignity, security and independence in a home-like environment.

Independence Health Systems operates four facilities. Independence Care Center, Independence Court Residential Care Center and Independence Village are located on the main campus on South Kingshighway. Independence Square Residential Care is located on Route B less than two miles from the main campus.

Independence Care Center is a 123-bed skilled nursing home, which has a "Creative Care Unit for the Cognitively Impaired" (Alzheimer Unit). The Center accepts Medicare, Medicaid and private pay patients. The Center's health care team includes physicians; physical, speech, occupational and recreational therapists; nurses; social workers; dieticians; and patient care coordinators.

Independence Court Residential Care Center is a residential care facility which offers licensed health care services. Independence Court has 44 apartments which offer residents the privacy of having their own homes with the assurance that assistance is just a call away. Certified staff is available 24 hours a day, and there is a full-time nurse available.

Independence Village is a retirement community consisting of duplexes and cottages. The Village features a 24-hour alarm monitoring system, furnished appliances, building maintenance, yard maintenance and snow removal. Bus or courtesy car service to medical and other appointments is provided. There is also an on-campus beauty shop.

Independence Square Residential Care Center is licensed for 20 residents. It is an off-site facility located less than two miles from the main campus. Independence Square is located on 21 acres of wooded countryside. Certified staff is available 24-hours a day, and the Center has a full-time nurse manager. Independence Square accepts Medicaid and private pay residents.

Independence Health Systems operates under the leadership of a nine-member Board of Directors.

### **Perry County Health Department**

The Perry County Health Department is located in the Perry County Office building located at 406 North Spring Street. The Department is administered by a five-member board of trustees elected by the voters of the County. The Health Department's 17-person staff provides a comprehensive variety of services at little or no charge.

Services include trauma head injury coordination, immunizations, school health services, speech/language therapy, lead screening, pregnancy tests, day care consulting, public health home visits, free infant/child car seats (based on eligibility), public health education,

environmental sanitation, CPR/first aid classes, sexually transmitted diseases and AIDS counseling/screening, vital records, a tuberculosis (TB) program, temporary Medicaid cards for pregnant women, communicable disease prevention and WIC (Women, Infants, & Children) program. The Health Department is open weekdays from 8:00 a.m. to 12:00 p.m. and from 12:30 p.m. to 4:30 p.m.

### **Perry County Sheltered Workshop**

Perry County Sheltered Workshop is a not-for-profit organization that provides meaningful employment to individuals with disabilities. The Workshop, located on a 3.7-acre tract in the Perryville Industrial Park, was purchased by the City of Perryville and later deeded to the County as a site for the Workshop. The original building was constructed in 1980 and later enlarged to meet additional demands. The 13-member Perry County Board for the Developmentally Disabled oversees the Sheltered Workshop's activities.

The Workshop, which has a 17,500 square foot production floor and over 50,000 square foot of warehouse space, currently provides employment for 71 persons performing light factory work. The Workshop has recently developed a secure shredding facility which provides shredding services for businesses throughout Perry County.

## ***State of Missouri Facilities***

### **Missouri Department of Conservation**

The Missouri Department of Conservation has operated the Perryville Forestry Office since 1962 when the current office building was completed. Located on West St. Joseph Street (Route T) on a four-acre tract of land, the primary mission of the District Office is to fight forest,

grass and brush fires. However, the staff also maintains the Perry County Community Lake.

### **Perry County Community Lake**

Perry County Community Lake, which has been annexed into the corporate area of the City, provides for additional recreational opportunities for residents of Perryville and the surrounding area. The 103-acre lake was constructed by, and is maintained by, the Missouri Department of Conservation, along with 206.75 acres surrounding it. The residents of Perry County donated the land for construction of this facility. The lake is open to the public for fishing and boating. Restrooms are provided, along with picnic benches; barbecue pits; fishing piers, including a pier accessible by the disabled; and boat ramps.

### **Missouri Department of Corrections**

The Division of Probation and Parole of the Missouri Department of Corrections occupies a modern building located at 12 Wichern Road in Perryville. The Division of Probation and Parole Services is responsible for the supervision of probationers in the community assigned by the courts. The Division is also responsible for assessing incarcerated offenders, tracking their progress for the Parole Board, and developing supervision plans with offenders in preparation for their release.

### **Missouri Department of Revenue, License Bureau**

The Missouri Department of Revenue, License Bureau, is located at 624 Old St. Mary Road. Services include licensing for motor vehicles, boats, and trailers, as well as issuance and renewal of driver's licenses.

### **Missouri Department of Social Services**

The Missouri Department of Social Services, Family Support Division, is located at 300 Perry Plaza in Perryville. The office houses the Children's Division, the Family Support Division, and Senior Services.

Services provided include food stamps, Temporary Assistance for Needy Families, Eligibility Determination for MO HealthNet, MO HealthNet for Kids, and children's hotline.

### **Missouri Department of Transportation**

The Missouri Department of Transportation operates a maintenance facility located on the frontage road west of Highway 51 along Interstate 55. The primary function of this facility is to store highway maintenance equipment and materials for use in maintaining the state highway system in Perry County. MoDOT maintains approximately 10 miles of roadway within the City limits of Perryville, excluding the section of Interstate 55 that lies within the City.

### **Missouri National Guard Armory**

The Missouri National Guard Armory is located adjacent to the Perryville City Park at 905 South Kingshighway. The 19,000 square foot Armory building was completed in 1957 and houses Company B, 1140th Engineer Battalion (Combat). During war, the Engineering Battalion's mission would be to provide engineering support to an infantry company, including such functions as building roads and bridges and clearing obstacles.

The Armory also houses the 1/138<sup>th</sup> Infantry Detachment whose mission is to provide state emergency assistance and deploy to foreign missions. The unit has 28 members. In peace time, the National Guard trains for these missions, assists during disaster situations, and provides some public services.

The National Guard Armory is also used by the Missouri State Highway Patrol to conduct driver's license testing which is conducted on the 1<sup>st</sup>, 3<sup>rd</sup>, and 5<sup>th</sup> Mondays of the month.

## ***Federal Facilities***

### **U. S. Post Office**

The Post Office is located at 20 East Ste. Maries Street at the intersection of East Ste. Maries and North Spring Streets in a building constructed in 1935. The building should be adequate to provide services for a number of years. Parking for postal vehicles and workers is adequate; however, on-street parking for patrons of the Post Office is limited. The parking provided for patrons is limited to three to four spaces on East Ste. Maries Street and parking spaces provided alongside the building on Spring Street. At the present time, many patrons use the commercial business parking lot opposite the Post Office on the south side of East St. Maries when visiting the facility. The construction of a drive-through mail drop off facility on the corner of the Post Office lot at East Ste. Maries and Spring Streets has helped ease congestion in the area.

### **U. S. Department of Agriculture**

USDA offices are located in a building constructed in 2001 at 1003 North Main Street in Perryville. The building also houses the offices of the Perry County Soil and Water Conservation District.

## ***Educational Facilities***

The City of Perryville and the surrounding area are served by three school systems: Perry County District No. 32, St. Vincent's Catholic parochial school, and Immanuel Lutheran parochial school. There were 2,301 pupils in the public schools, 273 in the Catholic schools, and 190 in the Lutheran school.

### **Perry County School District No. 32**

Perry County School District No. 32 operates a campus in the southeastern part of the City. All of the District's educational facilities are located on the 116-acre campus, including the elementary school, middle school, senior high school, area career center, and early childhood center. Both the area career center and the high school are fully accredited by the Missouri Department of Elementary and Secondary Education. It has been the policy of the Board of Education to consider the requirements of this accreditation association as minimum standards and to aim for a higher degree of excellence than required.

The District has a total enrollment of 2,301 students (2008-09 school year). The District staff consists of 13 administrators/supervisors and 198 certified teachers. In 2009, the District had a student-teacher ratio of 13/1, and a student-classroom teacher ratio of 20/1.

The District contracts for transportation services with Meyer Bus Lines, Inc., and provides free transportation for eligible students attending the district schools. The transportation system covers nearly all of Perry County, which consists of approximately 400 square miles. Thirty buses travel 1,658 miles per day, transporting students who live one mile or more from the campus.

### **St. Vincent's Catholic Schools**

St. Vincent's Catholic School system offers a pre-K through grade 12 traditional Catholic curriculum combined with extensive leadership, service, extracurricular and academic opportunities. St. Vincent DePaul Parish has provided Catholic education in the Perryville community for over 100 years.

The elementary school offers an 18/1 student/teacher ratio with an average class size of 20. The high school has a 12/1 student/teacher

ratio with the average class size of 15. Throughout the system, many teachers hold advanced degrees in their subject areas. Technology is also fully integrated in classrooms from kindergarten through 12<sup>th</sup> grade. In addition to the rigorous academic standards, the school also offers retreats, Christian service, and weekly participation in the sacraments. Approximately 99% of students participate in extracurricular activities.

St. Vincent High School has been accredited by the North Central Association since 1933. St. Vincent High School students have the opportunity to take over 30 hours of college credit courses through St. Louis University and Southeast Missouri State University. Ninety-eight percent of SVHS graduates go on to college, technical school or the military. St. Vincent Schools has a strong tradition of alumni support which sponsors many activities each year.

All of the St. Vincent Parish buildings are clustered together. The Catholic school campus, which is situated nearly in the center of the City, is designed around St. Vincent de Paul Church and Parish Center. The campus includes the elementary school located at 1007 West St. Joseph Street, and the junior/senior high school at 210 South Waters Street. St. Vincent Schools is a regional school system which currently has students from Chester, Illinois; and Ste. Genevieve and Jackson, Missouri. All denominations are welcome at St. Vincent Schools.

### **Immanuel Lutheran School**

Immanuel Lutheran Elementary School is located at 225 West South Street. The former school building was demolished in 2003. A new building complex was constructed on the same location. The school provides education for pre-kindergarten through eighth grade. There is a pre-school (three year old) program as well, with a total enrollment of

208 students. The school's student/staff ratio is just under 15/1 with a full-time staff of 15 teachers.

Immanuel holds accreditation through National Lutheran School Accreditation. This nationally recognized system affords a quality assessment of the school, programs and church/community involvement. Immanuel is accredited by the Missouri Chapter of the National Federation of Nonpublic School Accrediting Association and recognized by the Missouri Department of Elementary and Secondary Education. Graduates attend the local public school, the local parochial school or Saxony Lutheran High School near Jackson. Half of Saxony's valedictorians have been Immanuel graduates.

Immanuel competes in girls' volleyball and basketball and boys' basketball. All of these sports involve fifth through eighth graders. There is a drama group (Acts of Praise) and a Junior National Honor Society. Immanuel Lutheran's students compete in spelling bees, math-a-thons, geography bees and math competitions.

### **Perryville Higher Education Center**

The Perryville Higher Education Center, located at 108 Progress Drive just minutes from I-55, provides the opportunity for area students to pursue their college education at a nearby location. The Higher Education Center, which opened to students in 2002, is located in the former library building on the St. Mary's of the Barrens campus.

The first floor of the building houses offices, four classrooms, one computer lab, and two interactive television (ITV) classrooms. Three classrooms, two offices, two museum rooms and a computer lab are located on the second floor. A science lab and one classroom are located in the basement. There are additional rooms in the basement that can be remodeled for additional classroom space if necessary.

The Center is an outreach facility for Southeast Missouri State University and Mineral Area College, and both institutions offer classes at the Center. General education and University Studies courses are currently offered at the Center. Fall enrollment at the Center for the past three years has ranged from 360 to 387 students. Summer classes are also offered.

### **Riverside Regional Library**

The Riverside Regional Library serves the Counties of Cape Girardeau, Perry, and Scott. The Perry County branch of the library is located at 800 City Park Drive in the Perry Park Center. Financing for the library is achieved through a one-mill tax levied in the covered counties, as well as state per capita based assistance. The library offers a collection of books, films, tapes, records, and audio-visual equipment. The library has access to over 100,000 volumes in the main library, located in Jackson, Missouri. A five-member board of directors, appointed by the County Commission, governs the Perry County branch of the library.

The library's location in the heavily-used Park Center allows the staff to better serve the public, and the library is designed to take advantage of the continuing advances in electronic information technology. The library is open to patrons Monday through Friday from 9:00 a.m. to 6:00 p.m. and on Saturday from 9:00 a.m. to 1:00 p.m.

## ***Other Facilities and Services***

### **East Missouri Action Agency**

The offices of East Missouri Action Agency are located at 1321 West Ste. Maries Street in Perryville. East Missouri Action Agency's service area includes Bollinger, Cape Girardeau, Iron, Madison, Perry, St. Francois, Ste. Genevieve and Washington Counties. EMAA currently

provides various community services, employment and training assistance, the Head Start program, housing assistance, and women's wellness services through a variety of programs.

### **Perry Oaks Nursing and Rehabilitation Center**

Perry Oaks Nursing and Rehabilitation Center is located at 430 North West Street adjacent to Perry County Memorial Hospital. Perry Oaks is a skilled nursing facility licensed for 156 beds and is Medicare and Medicaid certified. The Center offers a variety of services including physical, occupational and speech therapy; individualized activity plans; personal laundry; medically related social services; pain management; restorative program; wound care program; individual treatment plans; resident care conferences; educational support for residents/families; and behavior management program.

Amenities at Perry Oaks include a beauty shop, gardening, arts and crafts, spiritual support services, holiday events, monthly birthday parties, gospel songs, pre-meal activities, exercise programs and sensory stimulation. Perry Oaks Nursing and Rehabilitation Center employs a staff of approximately 100 people.

### **Perry County Economic Development Authority**

The Perry County Economic Development Authority is located at 112 West Ste. Maries Street. The Authority is an arm of County government, consisting of six directors appointed by the County Commission. The EDA was established by the County Commission in 1980. The Economic Development Authority has the legal authority to issue tax-free revenue bonds for industrial and commercial projects.

The EDA is equally and jointly funded by Perry County and the City of Perryville and serves as the primary point of contact for all new business site locations in Perry County including industrial, commercial

and retail. The IDA participates in marketing and trade events on behalf of Perry County with the State of Missouri Department of Economic Development and the Missouri Partnership.

### **Perryville Area Chamber of Commerce**

The Perryville Area Chamber of Commerce office is located at 2 West Ste. Maries Street. The Chamber is a voluntary, member-supported organization of business, industrial and professional people who are dedicated to developing, promoting, and maintaining a sound and healthy economic climate for Perryville. The Chamber is a not-for-profit organization with a professional staff and over 420 members. In addition to providing networking opportunities for members, the Chamber promotes member businesses through publications, the organization's website and many special marketing events.

The Chamber also hosts the Women's Network, a group organized to foster the personal and professional growth of its members, and to support and develop leadership roles of members at the local, state and national levels through networking and programming.

Throughout the year, the Chamber hosts a variety of community events including the annual Perryville Mayfest and Craft Fair, Heritage Day, and the River Hills Antique Tractor Ride, Moonlight Madness in the Downtown Square (Halloween event), the annual Chamber Chili Cook-Off and Jam Session, a series of Gazebo Concerts on the Courthouse lawn and the annual Holiday Lighting program in City Park and at the Perry Park Center.

### **Southeast Missouri Regional Planning and Economic Development Commission**

The Southeast Missouri Regional Planning and Economic Development Commission is a non-profit agency formed by the seven

Counties of Bollinger, Cape Girardeau, Iron, Madison, Perry, St. Francois and Ste. Genevieve under Chapter 251 of the *Revised Statutes of the State of Missouri*. The Commission's goal is to assist cities and counties in various aspects of planning and community and economic development.

The Regional Planning Commission provides services such as assistance in writing grant applications; grant administration; research and preparation of various technical reports and plans; and preparation of comprehensive plans, zoning ordinances and subdivision regulations. The Commission's GIS Department provides various GIS-related and mapping services, including base maps of the communities and counties in the Region, as well as any map preparation that is required on projects undertaken by the Commission. The Regional Planning Commission's office is located on the Courthouse Square at 1 West St. Joseph Street.

#### **River Hills Eagles Club**

The River Hills Eagles Club is located on Highway T at the edge of the City limits. The club sponsors various events open to the public and has a hall available for rent.

#### **Perryville Elks Lodge**

The Perryville Elks Lodge is located at 921 North Perryville Road. It is a fraternal organization open to those who are interested in joining. The lodge sponsors various events and has a hall available to be rented for various functions.

#### **Perry County Sportsman Club**

The Perry County Sportsman Club is situated at 17 North Shelby Street. The club participates in and sponsors various events in the community.

### **Knights of Columbus**

The Knights of Columbus is a fraternal religious organization located at the corner of Church and West South Streets. The Knights of Columbus has a hall and several small meeting rooms available for public functions. The Knights of Columbus Bowling Center is open to the public and offers men's, women's, kids' and mixed leagues. The bowling center has a full bar, grill and concession stand and a full-time pro shop that sells bowling balls, shoes and supplies.

### **American Legion**

The American Legion facilities are located at 98 Grand Avenue. Membership in the organization is open to those who have served in the military and to auxiliary members. The organization participates in and sponsors various events in the community. The American Legion Hall has a restaurant and a large hall that is available for community functions and can be rented by private parties. It also has several small meeting rooms and an annex building which can be rented.

### **Veterans of Foreign Wars**

The Veterans of Foreign Wars facility is located on Thomas Street. Those who have served overseas in the military during a time of war are eligible for membership. There is also an auxiliary that is open to the public. The VFW participates in and sponsors events in the community. It also has a hall that is available for rent to the public.

### **Amvets Post 94**

The Amvets Post is located at 1203 West St. Joseph Street. The post is involved in various community events throughout the year.

### **Perryville Country Club**

The Perryville Country Club, which is located adjacent to and north of the American Legion Park, was established in 1927 and is

currently the only golf course in Perry County. The Country Club includes a beautiful nine-hole golf course that is open to the public on a greens-fee and membership basis and a restaurant that is open to both members and the public. The golf course incorporates a number of natural hazards, such as sinkholes, in its layout.

# ***CAPITAL IMPROVEMENTS PROGRAM***

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A major non-recurring expenditure with a long-term benefit is generally considered a capital improvement. Expenditures for physical facilities, such as land acquisition costs, construction of buildings or other structures, construction of streets or utilities, purchase of fixed equipment, or landscaping and similar items are considered capital improvements.

In developing a capital improvements program, a review of past financial conditions and possible sources of funding is necessary to evaluate the ability of the City to implement its program. Past trends in revenues, expenditures, assessed valuation and bonded indebtedness provide insight into the future fiscal condition in the City and may assist in determining the scope of the capital improvements program that may be implemented.

A Capital Improvements Program for the next six years has been prepared, along with a discussion of municipal revenues, by the City Administrator and adopted by the Board of Alderman. This is the official Capital Improvements Plan for the City and is shown at the end of this section in Exhibit 1-I.

## ***Tax Rate, Assessed Valuation and Bonded Indebtedness***

Missouri statutes place limits on the tax rates and debts of all cities. Perryville, as a fourth-class city, may levy a general tax of \$1.00 per \$100.00 of assessed valuation. However, by a 2/3 majority, voters may

increase the rate by a maximum of \$0.30 per \$100.00 assessed valuation for a period not to exceed four years.

In fiscal year 2010, the City's tax rate was \$0.7665 per \$100.00 assessed valuation. Of this total, \$0.3576 was for general revenue. The park fund tax was \$0.1689 per \$100.00 assessed value, and debt service taxes amounted to \$0.24 per \$100.00 assessed value.

The limit for bonded indebtedness is 20% of the taxable tangible property within the City. The total assessed valuation of Perryville as of May 2010 is \$127,230,227, up from a May 2008 value of \$122,971,463, a growth of \$4,258,764 or 3.3%. This places the general obligation bonding capacity for the City of Perryville at \$25,446,045. Currently the City has \$1,906,250 in an outstanding general obligation bond for the waterworks and sewerage system which will be paid off on January 1, 2020.

The City has an outstanding revenue bond passed in 1995 for the construction of additional wastewater treatment capabilities with a balance of \$1,977,500 with a pay off date of July 1, 2016. The City also has an outstanding natural gas revenue bond of \$3,080,000 which will be paid off on July 1, 2019. Finally, the City has a Combined Waterworks and Sewerage System Capital Improvement Sales Tax Bond issued in 2000 with a balance of \$2,721,250 with a payoff date of January 1, 2020.

Perryville has a total of \$5,057,500 in outstanding revenue bonds and \$2,721,250 in outstanding sales tax bonds.

### ***City Sales Tax***

Sales tax receipts are a major source of funds for the City's capital improvements program. This tax provided the City a total of \$2,883,177 in FY 2010. The current City sales tax rate is 1.875%. The sales tax consists of 1% for general revenue, 0.5% for the transportation trust for street

and road improvements and 0.375% for capital improvements. In FY 2010, the \$0.01 sales tax yielded \$1,537,695, the \$0.005 transportation tax yielded \$768,847, and the \$0.00375 capital improvement tax yielded \$576,635. In the two years between FY 2008 and FY 2010 the City experienced an increase of \$31,389 in sales tax receipts, a growth of 1.1%.

### ***Sources of Financing***

A city has several alternatives open to it in financing capital improvements. Since these improvements involve substantial funding over a period of years, an awareness of the various methods available to cities to finance these improvements may assist future decisions. Various methods available for financing long-term capital improvements are discussed in this section.

#### **Pay-As-You-Go**

The pay-as-you-go method involves financing projects from current municipal revenues such as general property taxation, sales taxes, transportation sales taxes, fees, charges, special funds, or special assessments. Using this method allows for greater budgetary flexibility and the elimination of interest payments; however, the major disadvantage is the need to have large amounts of uncommitted cash available which may preclude financing capital improvements in favor of more immediate needs. Reserve-fund financing is a variation of the pay-as-you-go method. In other words, funds accumulated in advance are used for capital projects. Reserve-fund revenue may result from surplus operational revenue, depreciation accounts, or from the sale of capital assets.

### **General Obligation Bonds**

General obligation bonds require the approval of two-thirds of the electorate, and a tax is levied to pay interest upon and retire the debt. Bonds may be sold to finance more permanent improvements such as streets, water systems projects, wastewater projects, airport projects, schools, parks, public buildings, and recreational facilities.

### **Revenue Bonds**

Revenue bonds are sometimes used for such projects as swimming pools, airports, sewer and water systems, and other revenue-producing projects. They are not included in the 20% debt limit, as are the general obligation bonds, because they are not backed by the full faith and credit of the city. However, companies that underwrite bonds are very reluctant to support new issues of debt if the current amount of debt exceeds 20% of the assessed valuation of the municipality. As a result, the interest rates are generally higher than general obligation bonds. Since these bonds are paid entirely from the net earnings of the new facility, the estimates for net earnings should be conservative. Revenue bonds require a simple majority approval by the voters.

### **Authorities and Special Districts**

Authorities and special districts are created to manage facilities such as toll roads and water and sewer systems. The authority offers a convenient method of financing inter-jurisdictional facilities, but it can also create many problems such as decentralization of governmental responsibility. The debt incurred by the authority is still a part of the area's total financial obligation even when it is not counted into the debt limit. Special districts are created with the power to tax, issue bonds, and construct facilities that may not be self-supporting. They are sometimes necessary to avoid restrictive debt limits.

### **Special assessments**

Some public works programs benefit certain properties more than others, and as a result, special assessments are levied against those receiving the improvement. Improvements financed by this method include street paving, curb and gutters, sidewalks, sanitary sewers, storm water collection systems, and water mains. The City of Perryville's street improvement program is an example of a special assessment.

### **Capital Improvement Sales Tax**

The Missouri legislature has approved the use of a sales tax for specific capital improvements. The capital improvements sales tax must be approved by the voters of the City and can only be used to construct and maintain a specific project or projects approved by the voters.

### **Joint Financing**

As the term suggests, some projects are of benefit to more than one governmental agency, authority, or special district and joint financing may be used to bring about projects that would otherwise be postponed. For example, the New Bourbon Regional Port Authority was the result of the joint financing efforts of both Perry and Ste. Genevieve Counties and the cities of Perryville and Ste. Genevieve.

### **Outside Sources**

Prior to undertaking a project, an effort should be made to determine if the private sector can provide a service or parts of an essential program. Civic organizations may finance park and recreational areas, or merchants may be persuaded to construct off-street parking areas or donate space, if local government does not have sufficient funds. In addition, there are a number of state and federal grant-in-aid programs available to finance capital improvements, providing the City can meet the threshold requirements to utilize specific programs.

The proposed capital improvements program is designed as a guide to ensure that the development of necessary public improvements progress in an organized and efficient manner over a period of time, usually five to ten years. The program basically consists of a listing of public projects scheduled to be completed during the planning period, based on the various data presented in the study. The program should be revised annually, or as often as needed, to reflect projects that are completed and new projects that are developed.

### ***Capital Improvements Plan***

The following chart, Exhibit No. 1-I, is the six year Capital Improvements Plan as developed by the City Administrator and approved by the Board of Alderman. The plan breaks improvements down into the following categories: Miscellaneous, Street, Parks and Recreation, Water, Sanitary Sewers, and Natural Gas. The plan also includes projections for resources/revenues and expenditures for each category.

**EXHIBIT NO. 1-I**  
**6-YEAR CAPITAL IMPROVEMENT PLAN**  
**SUMMARY OF ALL PROJECTS**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
<b>RESOURCES</b>							
General Fund	873,873	763,105	1,044,222	889,217	717,500	564,000	4,851,917
Airport Improvement Grant	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Special Assessments	-	-	-	-	50,000	50,000	100,000
Motor Vehicle Taxes	661,200	300,000	300,000	300,000	300,000	300,000	2,161,200
ARRA Sidewalk Grant	207,040	-	-	-	-	-	207,040
Transportation Sales Tax	134,460	251,000	171,500	165,000	175,000	55,000	951,960
P.A.T.H. Grant	229,604	7,925	8,477	13,529	-	-	259,535
Interest Income	-	5,000	5,000	5,000	5,000	5,000	25,000
Sewer Rate	618,400	910,000	584,000	390,000	280,000	420,000	3,202,400
CDBG Grant/Ind Park Improvements	113,200	-	-	-	-	-	113,200
CDBG Grant/Sewer Lift & Force Main	230,000	-	-	-	-	-	230,000
Supplemental Water Charge	225,000	230,000	225,000	225,000	225,000	225,000	1,355,000
Water System Fund	75,150	173,000	92,000	92,000	39,000	7,000	478,150
Gas System Fund	113,800	95,000	68,000	70,000	95,000	75,000	516,800
<b>TOTAL</b>	<b>3,631,727</b>	<b>2,885,030</b>	<b>2,648,199</b>	<b>2,299,746</b>	<b>2,036,500</b>	<b>1,851,000</b>	<b>15,352,202</b>
<b>EXPENDITURES</b>							
Storm Water Improvements	21,000	15,000	15,000	15,000	15,000	15,000	96,000
Industrial Park Site Preparation	500,000	-	-	-	-	-	500,000
City Hall Payment	50,160	-	-	-	-	-	50,160
General Public Facilities	-	65,000	-	-	-	-	65,000
Police Department	52,153	83,653	-	-	-	-	135,806
Fire Department	41,488	-	24,650	-	-	-	66,138
Refuse Department	110,072	70,072	50,072	50,072	-	-	280,288
Airport Improvements	219,500	225,000	200,000	150,000	150,000	150,000	1,094,500
Street Improvements	933,200	481,000	426,500	470,000	530,000	410,000	3,250,700
Park & Recreation	328,604	537,305	962,977	837,674	702,500	549,000	3,918,060
Sanitary Sewers	1,086,600	1,035,000	709,000	515,000	405,000	545,000	4,295,600
Water Improvements	175,150	278,000	192,000	192,000	139,000	107,000	1,083,150
Natural Gas System	113,800	95,000	68,000	70,000	95,000	75,000	516,800
<b>TOTAL</b>	<b>3,631,727</b>	<b>2,885,030</b>	<b>2,648,199</b>	<b>2,299,746</b>	<b>2,036,500</b>	<b>1,851,000</b>	<b>15,352,202</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
MISCELLANEOUS IMPROVEMENTS**

<b><u>RESOURCES</u></b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
General Fund	774,873	233,725	89,722	65,072	15,000	15,000	1,193,392
<b>TOTAL</b>	<b>774,873</b>	<b>233,725</b>	<b>89,722</b>	<b>65,072</b>	<b>15,000</b>	<b>15,000</b>	<b>1,193,392</b>
<b><u>EXPENDITURES</u></b>							
<b><u>Storm Water Improvements</u></b>							
Sinkhole Repairs	21,000	15,000	15,000	15,000	15,000	15,000	96,000
<b><u>Industrial Park</u></b>							
Industrial Park Site Prep	500,000	-	-	-	-	-	500,000
<b><u>City Hall</u></b>							
City Hall Payment	50,160	-	-	-	-	-	50,160
<b><u>General Public Facilities</u></b>							
Telephone System Upgrade	-	15,000	-	-	-	-	15,000
Generator	-	50,000	-	-	-	-	50,000
<b><u>Police Department</u></b>							
Vehicle Payment	47,153	47,153	-	-	-	-	94,306
UTV Purchase	5,000	-	-	-	-	-	5,000
Base Radio Transmitter/Receiver	-	36,500	-	-	-	-	36,500
<b><u>Refuse Department</u></b>							
Trash Truck Payment	50,072	50,072	50,072	50,072	-	-	200,288
Light Operating Equipment	60,000	20,000	-	-	-	-	80,000
<b><u>Fire Department</u></b>							
Fire Truck	36,488	-	-	-	-	-	36,488
UTV Purchase	5,000	-	-	-	-	-	5,000
Breathing Air Compressor	-	-	24,650	-	-	-	24,650
<b>TOTAL MISC. IMPROVEMENTS</b>	<b>774,873</b>	<b>233,725</b>	<b>89,722</b>	<b>65,072</b>	<b>15,000</b>	<b>15,000</b>	<b>1,193,392</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
STREET IMPROVEMENTS**

<b>RESOURCES</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
Special Assessments	-	-	-	-	50,000	50,000	100,000
Motor Vehicle Taxes	661,200	300,000	300,000	300,000	300,000	300,000	2,161,200
ARRA Sidewalk Grant	207,040	-	-	-	-	-	207,040
Airport Improvement Grant	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Interest Income	-	5,000	5,000	5,000	5,000	5,000	25,000
Transportation Sales Tax	134,460	251,000	171,500	165,000	175,000	55,000	951,960
<b>TOTAL</b>	<b>1,152,700</b>	<b>706,000</b>	<b>626,500</b>	<b>620,000</b>	<b>680,000</b>	<b>560,000</b>	<b>4,345,200</b>
<b>EXPENDITURES</b>							
<b><u>Airport Improvements</u></b>							
Airport Improvements	157,500	150,000	150,000	150,000	150,000	150,000	907,500
Security Gates/Fence	50,000	50,000	50,000	-	-	-	150,000
Light Operating Equipment	12,000	-	-	-	-	-	12,000
Tractors	-	25,000	-	-	-	-	25,000
<b><u>Sidewalks</u></b>							
Annual Sidewalk Program	7,500	50,000	50,000	50,000	50,000	50,000	257,500
ARRA Sidewalk Grant	222,000	-	-	-	-	-	222,000
<b><u>Stormwater/Streets</u></b>							
Stormwater/Streets	30,000	-	30,000	-	30,000	-	90,000
<b><u>Street Maintenance</u></b>							
Light Operating Equipment	12,500	46,000	16,500	120,000	-	-	195,000
Motor Vehicles/Trucks	-	35,000	80,000	-	-	60,000	175,000
Building Remodeling	-	-	-	-	150,000	-	150,000
<b>SUBTOTAL</b>	<b>491,500</b>	<b>356,000</b>	<b>376,500</b>	<b>320,000</b>	<b>380,000</b>	<b>260,000</b>	<b>2,184,000</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
STREET IMPROVEMENTS CONTINUED**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
<b><u>Street Construction - Concrete</u></b>							
Industrial Park	580,000	350,000	250,000	-	-	-	1,180,000
Sycamore Road	-	-	-	-	300,000	300,000	600,000
<b>SUBTOTAL</b>	<b>580,000</b>	<b>350,000</b>	<b>250,000</b>	<b>-</b>	<b>300,000</b>	<b>300,000</b>	<b>1,780,000</b>
<b><u>Street Re-Construction - Concrete</u></b>							
Grand Avenue	81,200	-	-	-	-	-	81,200
Cedar Street (North to St. Francois)	-	-	-	87,500	-	-	87,500
North Street (Cedar to Magnolia)	-	-	-	52,500	-	-	52,500
Moulton,W.Ste. Maries (Blake to Waters) and Grand (Blake to Waters)	-	-	-	-	-	-	-
Bredall,State,N.Parkview(Jenny to State)	-	-	-	-	-	-	-
S. Jackson, Cross	-	-	-	160,000	-	-	160,000
N. Waters & Moulton	-	-	-	-	-	-	-
College, Rolla, Hart, Linnie	-	-	-	-	-	-	-
French to School	-	-	-	-	-	-	-
Harvest Acres	-	-	-	-	-	-	-
Exist. Asphalt street with C&G	-	-	-	-	-	-	-
<b>SUBTOTAL</b>	<b>81,200</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>381,200</b>
<b>TOTAL STREET IMPROVEMENTS</b>	<b>1,152,700</b>	<b>706,000</b>	<b>626,500</b>	<b>620,000</b>	<b>680,000</b>	<b>560,000</b>	<b>4,345,200</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
PARK AND RECREATION**

<b><u>RESOURCES</u></b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
General Fund	99,000	529,380	954,500	824,145	702,500	549,000	3,658,525
P.A.T.H. Grant	229,604	7,925	8,477	13,529	-	-	259,535
<b>TOTAL</b>	<b>328,604</b>	<b>537,305</b>	<b>962,977</b>	<b>837,674</b>	<b>702,500</b>	<b>549,000</b>	<b>3,918,060</b>

**EXPENDITURES**

**Parks & Recreation**

Park Center Software	12,000	-	-	-	-	-	12,000
Tractors/Mowers	15,000	-	-	-	-	-	15,000
PPC Renovations	-	24,100	-	-	-	-	24,100
Pool Boiler Replacement	-	26,280	-	-	-	-	26,280
Ball Field Light Replacement	-	110,000	100,000	-	-	-	210,000
Fitness Equipment	-	10,000	25,000	25,000	25,000	25,000	110,000
Soccer Field Maint. Shed	-	40,000	-	-	-	-	40,000
Tennis Court Resurfacing	-	20,000	-	-	-	-	20,000
Motor Vehicles	-	20,000	-	-	-	-	20,000
Backwash to Sewer	-	10,000	-	-	-	-	10,000
Gates to Parking Lot	-	3,000	-	-	-	-	3,000
Dectron Replacement	-	100,000	100,000	100,000	100,000	100,000	500,000
Replace Diving Blocks	-	-	12,000	-	-	-	12,000
Replace Diving Boards	-	-	5,500	-	-	-	5,500
Replace Lockers	-	-	62,000	-	-	-	62,000
HVAC Replacement	-	-	500,000	500,000	-	-	1,000,000
Replace Diving Standards	-	-	-	25,000	-	-	25,000
Portable Lifeguard Standards	-	-	-	5,500	-	-	5,500
Batting Cage Replacement	-	-	-	8,645	-	-	8,645
Replace Park Entrance Sign	-	-	-	10,000	-	-	10,000
Pool Deck Resurfacing	-	-	-	-	100,000	-	100,000
Paint & Resurface Slide	-	-	-	-	2,500	25,000	27,500
Softball/Baseball Infield Repairs	-	-	-	-	190,000	-	190,000
Parking Lot Resurfacing	-	-	-	-	135,000	-	135,000

**6-YEAR CAPITAL IMPROVEMENT PLAN  
PARK AND RECREATION CONTINUED**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
Replace Timer Pads & Clock	-	-	-	-	-	10,000	10,000
Safety Capping of Ballfields	-	-	-	-	-	3,500	3,500
Eliminate Triangle	-	-	-	-	-	10,000	10,000
Replace Marquis with Electric	-	-	-	-	-	20,000	20,000
Digital Projector	-	-	-	-	-	250,000	250,000
Silver Screen for Digital	-	-	-	-	-	5,500	5,500
<b>TOTAL</b>	<b>27,000</b>	<b>363,380</b>	<b>804,500</b>	<b>674,145</b>	<b>552,500</b>	<b>449,000</b>	<b>2,870,525</b>
<b><u>PPC Escrow</u></b>							
Annual Escrow Fund (Roof)	50,000	100,000	100,000	100,000	100,000	100,000	550,000
<b><u>Park Improvements</u></b>							
Perry's Landing Pavilion	22,000	16,000	-	-	-	-	38,000
Park Restrooms	-	50,000	50,000	50,000	50,000	-	200,000
P.A.T.H. Grant	229,604	7,925	8,477	13,529	-	-	259,535
<b>TOTAL</b>	<b>251,604</b>	<b>73,925</b>	<b>58,477</b>	<b>63,529</b>	<b>50,000</b>	<b>-</b>	<b>497,535</b>
<b>TOTAL PARKS &amp; RECREATION</b>	<b>328,604</b>	<b>537,305</b>	<b>962,977</b>	<b>837,674</b>	<b>702,500</b>	<b>549,000</b>	<b>3,918,060</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
WATER IMPROVEMENTS**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
<b><u>RESOURCES</u></b>							
Water System Fund	75,150	173,000	92,000	92,000	39,000	7,000	478,150
Water Supplemental Charge	100,000	105,000	100,000	100,000	100,000	100,000	605,000
<b>TOTAL</b>	<b>175,150</b>	<b>278,000</b>	<b>192,000</b>	<b>192,000</b>	<b>139,000</b>	<b>107,000</b>	<b>1,083,150</b>
<b><u>EXPENDITURES</u></b>							
<b><u>WATER</u></b>							
GPS Mapping (Regional Planning)	25,000	-	-	-	-	-	25,000
Well Improvements	4,500	-	-	-	-	-	4,500
Water Tank Maintenance	1,500	-	-	-	16,000	-	17,500
Water Tower Paint/Repair	5,650	-	-	-	-	-	5,650
Booster Station Maintenance	10,000	-	-	-	-	-	10,000
Light Operating Equipment	3,000	-	-	-	-	-	3,000
Heavy Equipment	-	-	-	85,000	-	-	85,000
Motor Vehicles	-	150,000	75,000	-	-	-	225,000
Future Water Projects	-	100,000	100,000	100,000	100,000	100,000	500,000
Industrial Park Water Improvements	76,000	-	-	-	-	-	76,000
<b>TOTAL WATER</b>	<b>125,650</b>	<b>250,000</b>	<b>175,000</b>	<b>185,000</b>	<b>116,000</b>	<b>100,000</b>	<b>951,650</b>
<b><u>WATER TREATMENT PLANT</u></b>							
Water Plant Improvements	31,000	28,000	17,000	7,000	7,000	7,000	97,000
Well Improvements/Repairs	3,000	-	-	-	-	-	3,000
Fence at WTP	3,000	-	-	-	-	-	3,000
Water Tank Maintenance	5,000	-	-	-	16,000	-	21,000
Scada Communications Equipment	7,500	-	-	-	-	-	7,500
<b>TOTAL WATER TREATMENT PLANT</b>	<b>49,500</b>	<b>28,000</b>	<b>17,000</b>	<b>7,000</b>	<b>23,000</b>	<b>7,000</b>	<b>131,500</b>
<b>TOTAL WATER IMPROVEMENTS</b>	<b>175,150</b>	<b>278,000</b>	<b>192,000</b>	<b>192,000</b>	<b>139,000</b>	<b>107,000</b>	<b>1,083,150</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
SANITARY SEWERS**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>TOTAL</b>
<b><u>RESOURCES</u></b>							
Sewer Rate	618,400	910,000	584,000	390,000	280,000	420,000	3,202,400
CDBG Grant/Ind Park Improvements	113,200	-	-	-	-	-	113,200
CDBG Grant/Swr Lift & Force Main	230,000	-	-	-	-	-	230,000
Supplemental Water Charge	125,000	125,000	125,000	125,000	125,000	125,000	750,000
<b>TOTAL</b>	<b>1,086,600</b>	<b>1,035,000</b>	<b>709,000</b>	<b>515,000</b>	<b>405,000</b>	<b>545,000</b>	<b>4,295,600</b>
<b><u>EXPENDITURES</u></b>							
<b><u>SEWER</u></b>							
Grand Street Sewer Replacement	75,000	-	-	-	-	-	75,000
Industrial Park Sewers	113,200	-	-	-	-	-	113,200
Airport Sewer Plant & Lines	618,400	-	-	-	-	-	618,400
Upgrade Cues Camera System	-	100,000	-	-	-	-	100,000
Upgrade Lift Station Alarms to Cell	-	125,000	-	-	-	-	125,000
Motor Vehicles	-	15,000	-	-	25,000	25,000	65,000
Sanitary Sewer Replacement	-	-	70,000	100,000	100,000	100,000	370,000
Sewer Reconstruction	-	-	175,000	200,000	85,000	190,000	650,000
Light Operating Equipment	10,000	-	-	-	-	-	10,000
Machinery & Equip Repair/Lift Station	25,000	-	-	-	-	-	25,000
GPS Mapping (Regional Planning)	-	20,000	-	-	-	-	20,000
Generators	-	-	100,000	90,000	90,000	80,000	360,000
<b>TOTAL SEWER</b>	<b>841,600</b>	<b>260,000</b>	<b>345,000</b>	<b>390,000</b>	<b>300,000</b>	<b>395,000</b>	<b>2,531,600</b>
<b><u>SEWER TREATMENT PLANT</u></b>							
Rehab Aerobic Digester	150,000	-	-	-	-	-	150,000
WWTP UV Disinfection	45,000	675,000	-	-	-	-	720,000
Cinque Hommes Creek Stabilization	-	50,000	-	-	-	-	50,000
Machinery & Equip Repairs/WWTP	30,000	30,000	40,000	95,000	40,000	60,000	295,000
Pump Repairs	20,000	20,000	34,000	30,000	40,000	65,000	209,000
Motor Vehicles	-	-	190,000	-	25,000	25,000	240,000
Generators	-	-	100,000	-	-	-	100,000
<b>TOTAL SEWER TREATMENT PLANT</b>	<b>245,000</b>	<b>775,000</b>	<b>364,000</b>	<b>125,000</b>	<b>105,000</b>	<b>150,000</b>	<b>1,764,000</b>
<b>TOTAL SEWER IMPROVEMENTS</b>	<b>1,086,600</b>	<b>1,035,000</b>	<b>709,000</b>	<b>515,000</b>	<b>405,000</b>	<b>545,000</b>	<b>4,295,600</b>

**6-YEAR CAPITAL IMPROVEMENT PLAN  
NATURAL GAS SYSTEM**

	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015 - 16</b>	<b>TOTAL</b>
<b><u>RESOURCES</u></b>							
Gas System Fund	113,800	95,000	68,000	70,000	95,000	75,000	516,800
<b>TOTAL</b>	<b>113,800</b>	<b>95,000</b>	<b>68,000</b>	<b>70,000</b>	<b>95,000</b>	<b>75,000</b>	<b>516,800</b>
<b><u>EXPENDITURES</u></b>							
Industrial Park Gas	44,000	-	-	-	-	-	44,000
Fence	15,000	-	-	-	-	-	15,000
Scada Equipment	3,500	-	-	-	-	-	3,500
Light Operating Equipment	1,300	10,000	10,000	10,000	10,000	10,000	51,300
Heavy Equipment	50,000	-	-	-	-	-	50,000
Motor Vehicles	-	45,000	-	-	-	-	45,000
Upgrade Regulator Stations	-	-	18,000	20,000	20,000	-	58,000
Future Gas Line Projects	-	40,000	40,000	40,000	65,000	65,000	250,000
<b>TOTAL GAS</b>	<b>113,800</b>	<b>95,000</b>	<b>68,000</b>	<b>70,000</b>	<b>95,000</b>	<b>75,000</b>	<b>516,800</b>

# ***IMPLEMENTATION AND ADMINISTRATION***

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

The adoption of the plan requires a majority vote of the full membership of the Commission, and the adopting resolution must refer expressly to the maps, descriptive matter and other materials intended by the Commission to form the whole or part of the plan being adopted. The action taken by the Commission must also be recorded on the adopted plan, or part thereof, by the identifying signature of the secretary of the Commission and filed in the Commission's office, identified properly by file number. A certified copy of the plan must also be forwarded to the Board of Aldermen and the City Clerk, and a copy shall be available at the City Clerk's office for public inspection during normal office hours. A copy shall also be available in the office of the County Recorder of Deeds for public inspection during normal office hours.

Once the plan is adopted, the process of implementing the plan is undertaken as a more or less joint function of the Planning and Zoning Commission and the Board of Aldermen. The Commission is charged with the responsibility of preparing implementing measures such as zoning

ordinances, building codes, and subdivision regulations, with final approval and adoption authority for such measures, in the form of ordinances resting with the Board of Aldermen. As with the plan itself, a public hearing must be held prior to adoption of any implementing measure, but in this case, the hearing is held by the Board of Aldermen rather than the Commission.

Citizen involvement is an important element in the preparation of the plan, and such involvement is also necessary if the plan is to be effectively implemented. The Commission and the Board of Aldermen should encourage continued citizen participation in the planning process whenever possible and utilize civic resources in furthering the objectives of the Comprehensive Plan.

### ***Regulatory Measures***

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

#### **Zoning Ordinance**

As expressed in state enabling legislation, the basic purpose of zoning is to promote the health, safety and general welfare of a community through regulation of the location, construction and use of buildings and land. Through a zoning ordinance, the community can enhance traffic and fire safety, prevent overcrowding and facilitate the provision of transportation, water, sewer, school, and other public

facilities. The ordinance itself usually specifies minimum requirements for lot sizes, building heights, building setbacks, parking and the like.

The zoning ordinance is also accompanied by a zoning district map which is actually a part of the ordinance. The zoning map divides the City into districts within which the zoning regulations are uniformly applied.

As a normal part of implementing the comprehensive plan, the City's zoning district map is revised from time to time to permit the development of uses generally conforming with the plan. Typically, these revisions take the form of rezoning of certain tracts of land to allow a more intensive use or issuance of a special use permit with appropriate restrictions. This procedure allows the community to gradually and successively implement the provisions of the plan in a coordinated manner as need arises. The procedure also helps to preserve property values and prevent haphazard development and land use conflicts.

### **Subdivision Regulations**

The regulation of subdivisions and development of unimproved land is also an important element in the community's planning program. Such regulations usually provide detailed procedures for the division and development of land in order to direct future growth and assure that residential and other developments meet certain minimum standards. They are especially important in securing adequate street alignments, widths and grades, and ensuring that the necessary supporting utilities such as water and sewer lines are installed to proper standards. Under state enabling legislation, the regulation of land subdivision and development is accomplished in several ways.

After a city has adopted a major street plan, or a city plan which includes a plan for major streets, no plat of any subdivision within the city may be filed or recorded until it has first been submitted to the City

Planning and Zoning Commission. The Commission must then make a report and recommendation on the plat to the Board of Aldermen and the Board of Aldermen must approve the plat before it can be filed for record.

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

Additional regulatory measures are also keyed to the city's major street plan and land subdivision ordinance. These include provisions of Section 89.460 of the state statutes, under which streets may only be opened, improved or accepted if they were legally established as a public street prior to the adoption of the comprehensive plan, or if they conform with an approved subdivision plat or the major street plan. Other streets may be located and constructed if they are first approved by the Planning and Zoning Commission and Board of Aldermen. This section also stipulates that no public utility may be authorized or constructed in any street that does not meet the above requirements. Section 89.470 of the statutes further stipulates that once a major street plan has been adopted, no permit can be issued for and no building can be constructed on any lot unless the street providing access to the lot has been established as a public street as provided for in Section 89.460.

### **Housing, Building and Related Codes**

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

Housing codes are generally concerned with health and safety aspects. Such a code typically provides for the inspection of structures prior to occupancy to ensure that they meet minimum standards. Provisions for periodic reinspection may also be provided for upon resale, re-rental, or other change in occupancy. The latter provisions serve to ensure maintenance of adequate living conditions.

Building codes, in a strict sense, refer to codes and ordinances regulating the construction, alteration or repair of a building by establishing minimum standards for the use of the building, the type of construction, and certain requirements for design and safety features.

Typically, a "building code" is actually comprised of several separate codes or sections for mechanical features, electrical wiring, gas piping and plumbing. However, a basic uniform building code may contain provisions for all of these features, as well as occupancy requirements and fire safety provisions.

Although closely allied to building codes, fire safety codes are usually concerned with regulations of the use of buildings to minimize hazards to life and property. Most communities also have a basic "nuisance" ordinance providing for the repair and demolition of unsafe buildings.

There are several standardized building codes available to cities. Perryville has adopted the International Building Codes produced by the International Code Council (ICC). There are several advantages to utilizing the international codes, including uniformity in the application of the code for builders and the fact that the code is updated on a regular basis and, therefore, will address a broad array of problems. Also, these building codes will include new technology and materials as they are developed, tested and approved for use in buildings.

### **Floodplain Management Regulations**

During the 1983 flood mapping of the county by FEMA it was determined that no area of the city was in flood prone areas. Therefore, while the city does participate in the FEMA flood program, there are no flood hazard maps for the city. However, FEMA is currently in the process of adopting new maps for the city which indicate some properties will be in flood hazard areas.

### **Coordination with Other Governmental Agencies and Organizations**

A successful planning program requires coordination and cooperation with other governmental organizations and agencies. The City of Perryville has previously cooperated with the County Commission on a number of programs and projects. Efforts of this type should continue in the future since some projects of benefit to the citizens of the City will necessitate close cooperation with the County. Certain elements of the comprehensive plan are based upon programs administered at the local level by various state and federal agencies. It may be necessary to adjust proposed improvements and controls to comply with standards or regulations of state and federal agencies when they are initiated during the planning period.

### **Annual Review and Update**

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

### **General Administrative Procedures**

There are a number of general administrative procedures which need to be addressed in order to adequately document Planning and Zoning Commission actions and the actions of the Zoning Administrator in carrying out the intent and purposes of the Planning and Zoning Commission and the adopted comprehensive plan. The following recommendations, if implemented, could assist the City considerably in ensuring that permanent records are available and easily accessible for rechecking of various issues that are considered by the Planning and Zoning Commission and carried out by the Zoning Administrator. These are primarily operational in nature and deal with the "nuts and bolts" of handling the administration of planning and zoning. There are eight such specific recommendations as detailed below.

1. The first recommendation is that a detailed set of minutes be taken by a secretary assigned and paid for by the City of Perryville in order to ensure that all discussion is appropriately included in the minutes and that these are then reviewed within 10 days by the Chairman of the Planning and Zoning Commission and the Zoning Administrator to ensure that the minutes clearly identify discussion that has taken place at hearings concerning either the plan or issues of rezoning or subdivision of land or any other

issues appropriate to the planning and zoning program. This will ensure that there is a permanent record of the conversations taken, agreements entered into, and decisions made by the Planning and Zoning Commission. Obviously, the votes taken by the Planning and Zoning Commission on any matters should be appropriately recorded, including those voting in favor of an issue and those voting in opposition to an issue by name of participant.

2. The next recommendation is that the City have framed all of the appropriate large size maps from this comprehensive plan, or future comprehensive plans, and have them readily available with plexiglas coverings in the meeting room utilized by the Planning and Zoning Commission and Board of Aldermen. This will allow for sketching of items on plexiglas which can later be erased showing proposed extensions of streets, locations of subdivisions and other issues that need to be discussed by the Planning and Zoning Commission membership.
3. The next recommendation is that the individuals involved in the review of proposed subdivisions, rezonings, street extensions and the like be broadened to include other officials of the City of Perryville to ensure that, if they have concerns with regards to what is being proposed, they are made available to the Planning and Zoning Commission. Individuals, at a minimum, that ought to be involved in addition to the full Planning and Zoning Commission, and as appropriate, the Board of Adjustment and the Zoning Administrator, include: the Fire Chief to ensure that fire safety issues are addressed and that access to developing areas will be reasonable for the fire equipment necessary to respond in

emergency situations; the Chief of Police to ensure that, if there are any concerns with regards to traffic flow, parking and the like, they are addressed or questioned during the review process, and; the Director of Public Works to address any issues concerning extensions of water, sewer, stormwater issues, waste collection and the like, or the necessity of upgrading such facilities to accommodate developments that are proposed. Major developments should also have input from the Public Works Director to ensure that capacities of the systems are not taxed by the development, or if they are going to be taxed, that the City's Planning and Zoning Commission and, in turn, the Board of Aldermen and Mayor, as well as the City's administrative staff, are fully aware of the implications of the development and their impact upon public utilities, streets and the like.

4. It is also recommended that the Planning and Zoning Commission and the officials of the City of Perryville, require sufficient copies of proposed subdivisions, zoning changes and the like so they can be distributed to all of the Planning and Zoning Commission and the appropriate City officials that are now being recommended to be included in the review process. This will mean that either the applicant must provide a sufficient number of copies or the City must ensure that what is presented for consideration is in a form that is easily reproducible and a size that can be handled on equipment owned by the City so it can be distributed ahead of meetings with agendas so the individual members of the City Planning and Zoning Commission can consider the issue at hand and also so that the City officials that are being recommended be added to the review process have ample opportunity and time to

do site visits to inspect the areas that are under consideration. It may be possible for the various municipal officials to collectively visit sites so that they can jointly discuss issues that each observes in order to make the process a more meaningful one and one that protects the overall interests of the community.

5. The next recommendation is that all approvals of rezoning, subdivisions and the like be appropriately noted in a computer-based system and that hard copies of the approvals be filed in an alphanumeric system which can readily identify the property affected, the ownership of the property at the time, the location of the property, and that actions taken be appropriately recorded and included in the file. Copies of all maps, plats and the like should also be included in the hard copy file and referred to in the computer system. Appropriate survey numbers utilized for assessment and re-assessment would be one way of identifying them, along with the name of the subdivision and the lot numbers within the context of the City's identification system. These should be coterminous with that information utilized by the County for assessment and taxing purposes.
6. Also recommended to be included in the computer file and the hard copy file are any agreements entered into by the proposer for the development of the subdivision or rezoning issues or splits of existing properties. These might include such issues as waivers of street width, where necessary; the alignment of streets with existing streets; responsibilities for improving sinkholes; the issue of how the property owner is to handle stormwater detention; and negotiated agreements on screening with vegetation to

protect surrounding property owners from infringement by new uses or different land usage issues.

Also to be included in the computer system and the file are any restrictions that are placed upon this development or rezoning. This may include such issues as setback from the streets; setback from streams or tributaries that might flood; the responsibilities for extension of utilities, whether they are going to be done by the property owner or the City and billed; the requirements on the streets and whether the property owner is required to construct the streets or whether they will be constructed by the City and billed; agreements on the posting of bonds to ensure completion of infrastructural improvements; the requirements on the streets and whether the property owner is required to construct the streets or whether they will be constructed by the City and billed; and any other issues that are appropriate to the actions being considered and taken.

7. Another recommendation is that the City Planning and Zoning Commission and the Zoning Administrator, along with the Mayor and Board of Aldermen, carefully review all proposed developments to ensure that they are in compliance with the Major Street Plan and that alignment of new streets, access to streets, etc., provide for reasonable traffic flow and are aligned appropriately. Sight distance should be a consideration in the construction of new streets in order to avoid traffic safety problems.
  
8. It is also recommended that both the Planning and Zoning Commission and the Board of Aldermen review the actual

comprehensive plan at public hearings and review the appropriate segments of the plan prior to any public hearings or meetings so they are aware of the content of the plan that may be applicable to the particular development at hand and so that the decisions that are made are made in the context of the plan. While the plan certainly must maintain a certain level of flexibility, issues that impact neighbors of the proposed properties should be addressed both by the Planning and Zoning Commission and the Board of Aldermen. The Future Land Use Plan is a broad recommendation for areas to be developed for various land usage. This does not mean that the Future Land Use Plan may not result in conflicts that need to be resolved or addressed. While there is a natural desire to support new economic activities which create jobs and generate cash-flow for the community, it should also always be remembered that those who have invested in their residential properties deserve protection from infringement and disruption of their neighborhood lifestyle. The utilization of the plan in addressing specific issues will help alleviate major problems and conflicts, if appropriately handled.

Obviously, there are a number of other issues that could be addressed as administrative issues, and it is suggested that the Planning and Zoning Commission, the Zoning Administrator, administrative officials of the City, and the Mayor and Board of Aldermen collectively meet to go over and establish a process that will ensure appropriate documentation of actions taken, reasons why a particular project is approved or not approved, and that the recording and long-term handling of the necessary records be done so in a manner which will provide for continuity on the total long-term basis.

*APPENDIX I: SUMMARY OF  
ECONOMIC  
DEVELOPMENT TOOLS*

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