



COMPREHENSIVE PLAN

CITY OF PARIS, ILLINOIS

PARSONS HARLAND BARTHOLOMEW & ASSOCIATES, INC.

May 2002

**THE COMPREHENSIVE PLAN
CITY OF PARIS, ILLINOIS**

**PREPARED FOR:
THE CITY COUNCIL AND CITY PLAN COMMISSION**

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Section 1

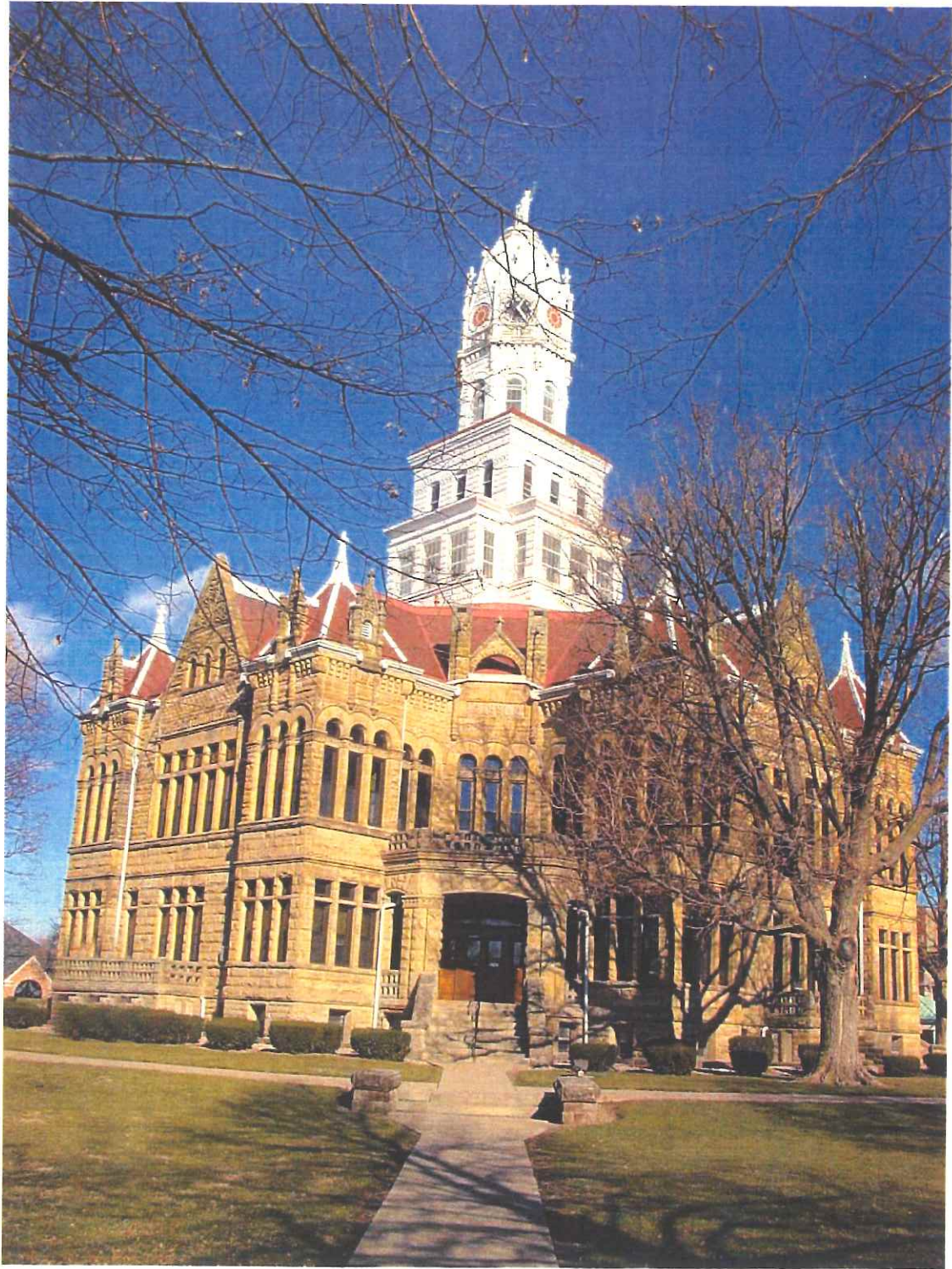
Introduction



The Comprehensive Plan is intended to serve as a guide for the future development of the City of Paris. The Plan forecasts long-term economic, demographic and physical activity anticipated over the next twenty to twenty-five years. It provides general plans for future land use, major streets, parks, schools, and public buildings as well as water and sewer services. The land use plan designates the location of residential, commercial, industrial, public and semi-public uses within the urban area.

The Comprehensive Plan also provides a basis for zoning regulations and the zoning district map. Recommendations for street upgrades and new streets will affect road financing and land subdivision. The location of new water storage facilities and sewage treatment plants will be affected by the land use proposals in the Plan. New park developments should be based on the residential growth areas identified in the Land Use Plan. The plan can also serve as a guide for capital improvement plans.

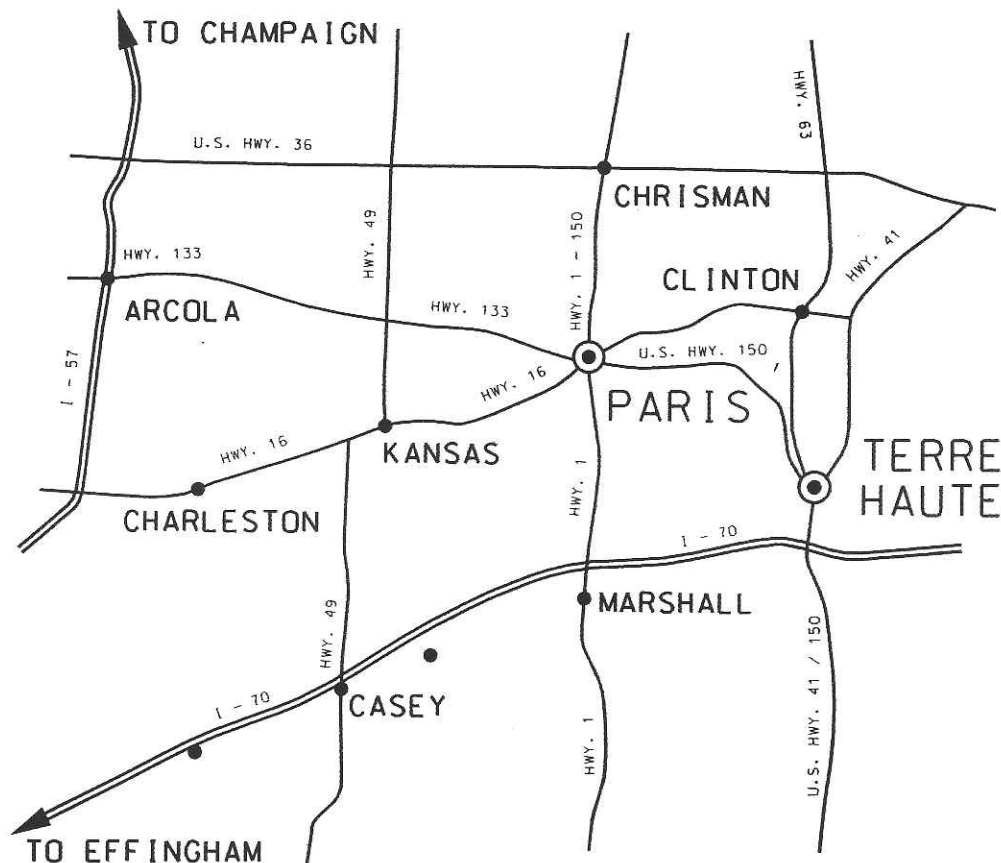
Intergovernmental cooperation will be essential for future development of the urban area. A significant amount of the Paris urban area's future growth will occur outside the current city limits. Coordination between the City, the County, and School Districts will create a better community for all the area's citizens. Such things as a new high school, recreational open spaces along Sugar Creek, new industrial/agricultural zoning and a future West Paris Parkway are clear examples of the need for cooperation.



Section 2

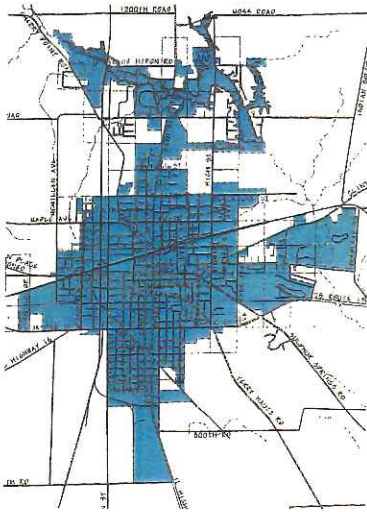
Background for Planning

The City of Paris is located in the east central area of Illinois, fourteen miles north of Interstate-70 on Illinois Highway 1, which follows the eastern edge of the State. Chicago is 165 miles due north on Highway 1 and St. Louis is 165 miles to the west on I-70. Terre Haute, 15 miles to the southeast in Indiana, is an important element of the Paris economy, with some residents and employees commuting between the two cities.



The population of Paris in 2000 was 9,077, which represents about half of the total population of Edgar County.

POPULATION TRENDS	City	County
1970	9961	21550
1980	9885	21725
1990	9016	19575
2000	9077	19704



The year 2000 population of the Paris urbanized area was about 10,700 persons.

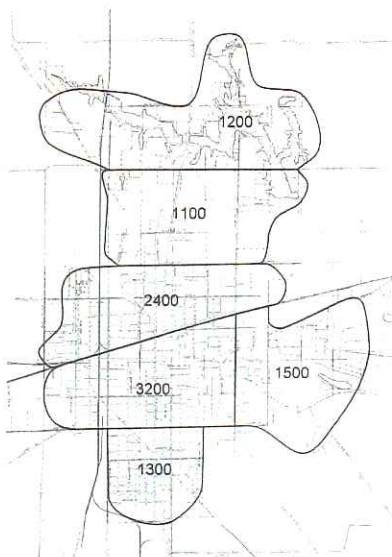
The year 2000 Federal Census provides information on population and housing that is important to the Comprehensive Plan program. The City of Paris had an owner occupancy rate higher than the State average (67%), at nearly 70 percent. Data on Paris housing for the year 2000 is as follows:

Total Number of Housing Units	4,211
Occupied Housing Units	3,874
Owner Occupied	2,695
Persons Per Occupied Housing Unit	2.34
Vacancy Rate – Owner Occupied	2.3
Vacancy Rate – Renter Occupied	8.5

The urbanized areas of Paris extend over four miles north-south and nearly four miles east-west. The city limits are very irregular within the urbanized area. They extend from IDOT on West Jasper Street to Hawkeye Street on the east for about three and one half miles. The city limits narrow down to a few blocks wide between Steidl Road and Blackburn Street.

The population in the urbanized area is as follows:

Census Tract 703 includes the area north of the Conrail Railroad Tracks to a line two miles north of Moss Road. Census tract 704, south of the railroad track, extends about a mile east of the golf course. There are very few households in the agricultural area of these two census tracts. Thus, the total population of about 10,700 in Census tracts 703 and 704 is in the “Paris urbanized area”.



	POPULATION	OCCUPIED HOUSEHOLDS
Within the City	9,077	3,874
Outside City Limits	1,580	370**
Total Urbanized Area Population*	10,657	4,244-

* Includes some households in agricultural areas

** Estimated (2.34 x 1580)

The distribution of population within the urbanized area is shown on the following map, with about 4,200 persons residing north of the Conrail Tracks and some 6,000 south of the tracks. The highest density of housing is south of the Conrail Tracks to Jasper Street, with a density of about 5.0 dwelling units per acre, with many of the residential lots having a width of 50 to 75 feet.

Paris is served by Illinois Highway 1, which follows Main Street through the downtown area, using Central Avenue as a one-way couple for about 20 blocks. U.S. Route 150 enters Paris from the East on Jasper Street, then joins Highway 1 north on Main and Central Streets. Illinois Highway 133 extends to the west on Jasper Street with Illinois Highway 16 heading southwesterly from Jasper Street.

Conrail provides daily service for Paris. The Edgar County Airport is located five miles to the north, with the nearest commercial air service in Terre Haute.

The Economy

Paris is the manufacturing and trade center for the region. The downtown business district is centered on the Edgar County Courthouse. In addition to a substantial amount of the city's commercial use, the City Hall and High School are also located in the downtown area. The Southeast Commercial Area includes K-Mart and Wal-Mart, as well as a range of additional commercial uses located along Main Street and Jasper Street.

Paris has a wide range of excellent community facilities including the Community Hospital and the Sycamore Hills Golf Course. The Twin Lakes area is a large city park with homes along the shores of the lake. In addition to the High School, there are four relatively new public schools.



The Illinois Department of Commerce reported a total labor force of 7,577 in Paris as of November 2000. Total employment was 6,793, with manufacturing accounting for 23.4 percent, non-manufacturing 72.6 percent, and agriculture 4.0 percent. Wage rates for experienced workers such as machinists, mechanics, production assemblers, sheet metal workers and welders ranged from \$8.43 to \$11.00 per hour.

As with many communities, Paris lost several industries in the last several decades. However, in the 1990's, three new industries were established in Paris, employing some 550 people. Major employers of more than 100 persons in the City include the following establishments:

Arkay Plastics (Plastic Injection)	135
Boge North America (Injection Molding)	142
Illinois Cereal Mill (Corn Products)	135
IDOT District Office (Main. & Admin.)	300
Meco, Inc. (Machine Metal Forming)	200
Northern Harvest (Furniture Mfg.)	118
PVC/Nova Pak (Plastic Injection)	115
Simonton Windows (Vinyl Window Molding)	300
North American Lighting (Automotive Lighting Mfg.) Under Construction	250

Other manufacturing and processing firms such as Cadillac Products, ACH Food Industries, Morgan Specialties, Paris Metal Products, Grain Systems Incorporated, Lawton Equipment and Northrup King are important to the City's economy. Major employers include the Community Hospital, the two School Districts, as well as City, County and State agencies. The retail sector accounts for the largest amount of supporting employees in the City.



The City Building Department's records on building permits for the seven-year period of 1994 through 2000 indicate a total of 165 permits for new homes, representing 23.6 new residences per year. This does not include residential renovations or demolitions. Commercial and industrial permits totaled 123, or 18 per year, including additions. The total value of construction for the years 1998, 1999 and 2000 averaged \$9.6 million per year.

Future Growth

For every basic employee (primarily manufacturing), there are 1.7 to 2.0 supporting employees (retail, finance and construction). A new industry of 100 basic employees could generate 170 new supporting service employees, for a total of 270 employees. With a household size of 2.4 persons, the increased population would be 648 persons.

Any projection of population growth for the City of Paris based on past trends would not provide an appropriate basis for future planning. The population within the city limits declined in the 1980's and remained essentially the same in the 1990's. Future population growth will be based on new industries locating in the urbanizing areas outside the city limit. As previously noted, the City's 2000 population was just over 9,000 while the urbanized area is now about 10,700.

The future population goal for the Comprehensive Plan is an increase of 2,000 to 3,000. If all this growth takes place in the City, Paris would have a future population of 12,000. With some of this growth in the surrounding area, the total urbanized area for Paris would have a future population of about 13,700 based on a growth of 3,000 persons.

The future population of the Paris urbanized area is forecast at 13,700 persons.

This would come about by increased basic employment, more commuters living and working in Paris and Terre Haute, increased public sector employment, plus other factors such as low cost housing and medical facilities attracting retirees from the surrounding area. An average of 20 new basic workers a year for 20 years would provide 400 new basic jobs and 680 supporting jobs for a total of 1080 new households. With an average household size of 2.4 persons, there would be a population increase of 2,592.

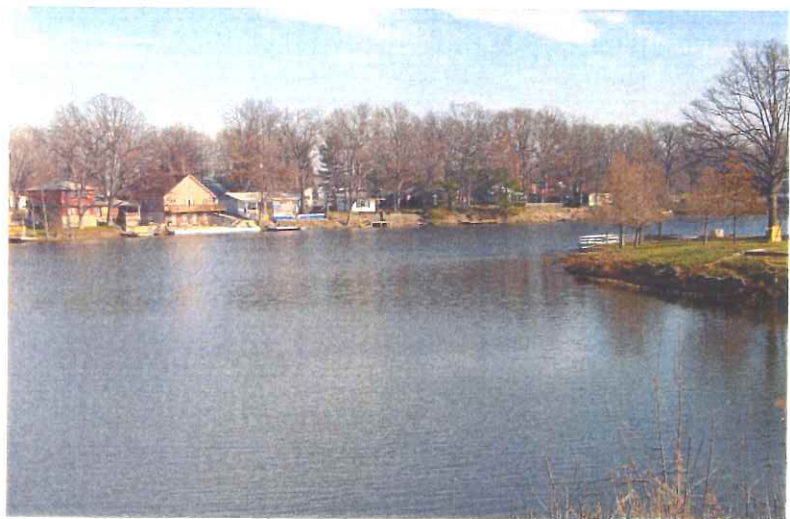
Current Urbanized Population	10,700
Planning Goal Increase	3,000
Future Urbanized Area Population	13,700

New Basic Employment Goal (20 per year for 20 years)	400
New Supporting Employment for Above Basic Workers	680
Total New Employment	1,080

New Households at 1,080 Employees times 2.4 Persons Per Household	2,592
New Population Growth from Public Sector Retirement and Terre Haute Communities Needed to Attain Goal	408
Total New Population Growth Goal	3,000

The major Planning goals for the future growth and development of Paris should include the following elements:

- preservation of large industrial sites with good highway access and visibility;
- continuing improvement of community facilities with expanded schools, a new High School, and improved park and recreation facilities;
- the expansion of city services into the surrounding urbanized areas, coordinated with zoning and subdivision controls;
- preservation and proper development of residential areas to the Southeast, East and the Twin Lakes areas for high quality large, lot residences; and
- creation of affordable owner occupied housing and retirement housing throughout the City.



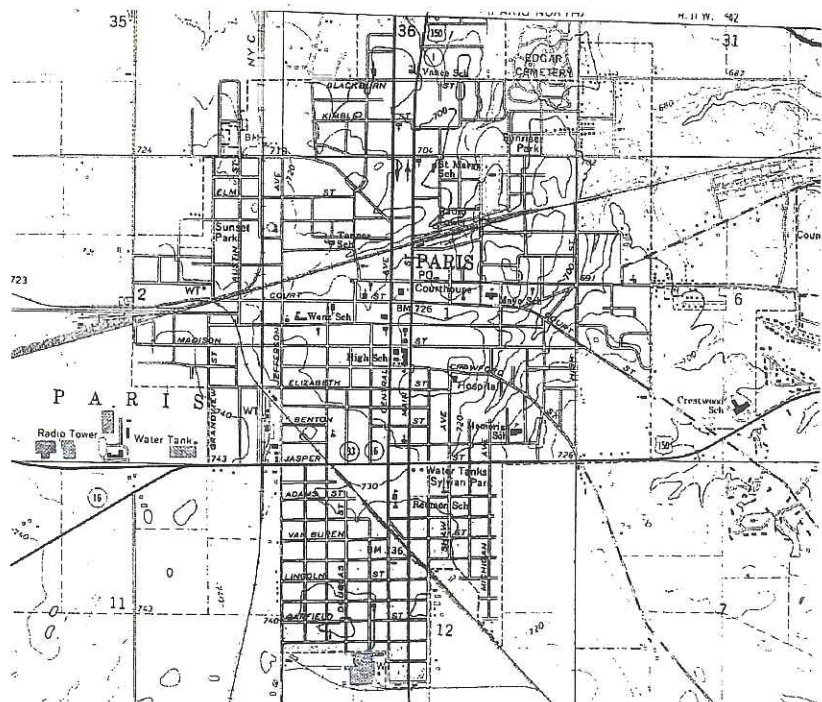
Section 3

Land Use Plan

The Land Use Plan serves as a basis for long-range planning. The extension of water and sewer lines and the location of future treatment plants and water storage facilities may be based on the Land Use Plan. The locations for new parks and schools may be coordinated with the land use plan and public facility extensions. The land use plan also provides guidance for the proposals of the major street plan.

Existing Land Use Pattern

Early developments in Paris included a central commercial area growing around the courthouse, with residential areas surrounding this central core. Most of the early industries were located along the railroad tracks, with some on the north edge of downtown along the railroad tracks.



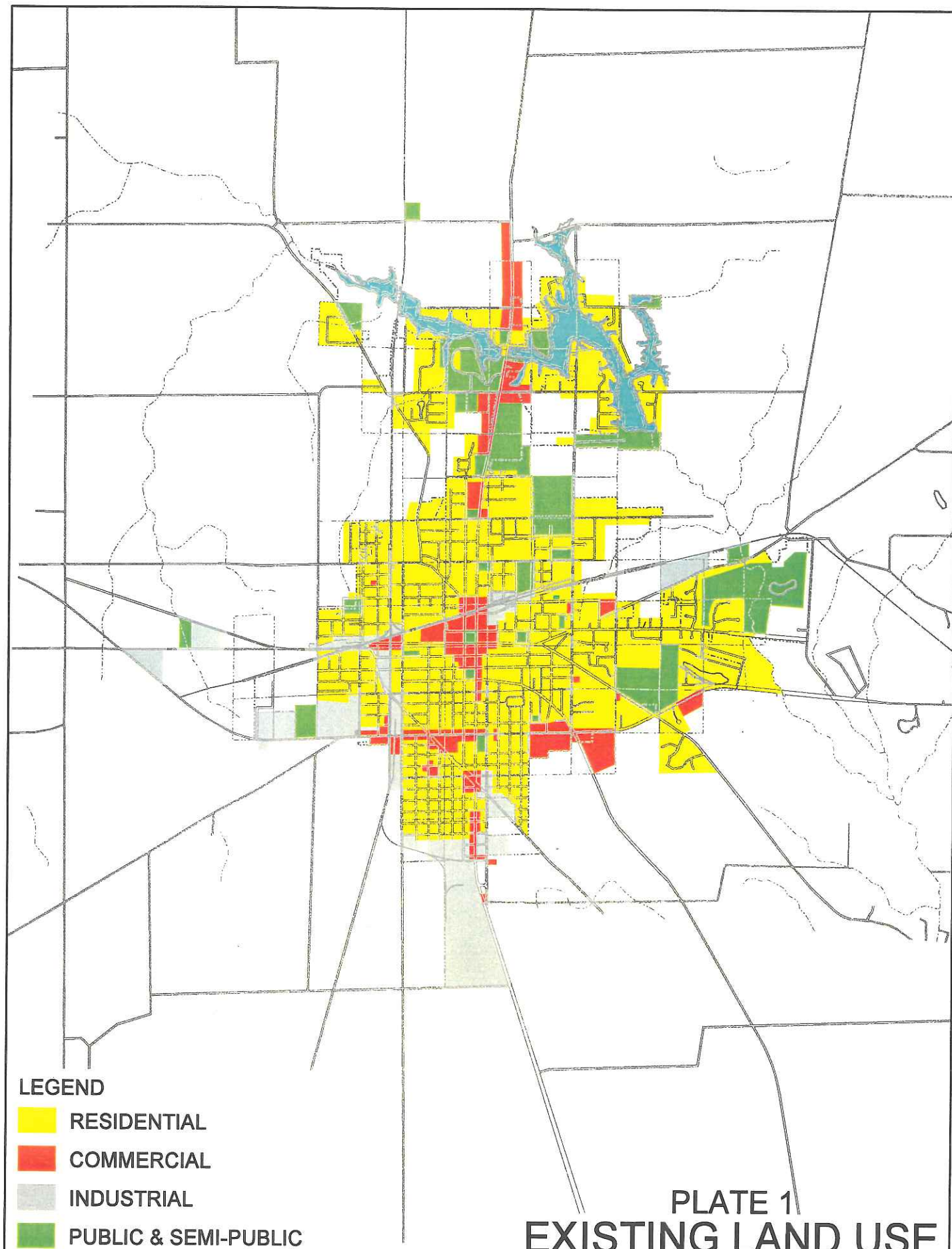
Original Town

The increased use of cars and trucks changed the original arrangement of land uses in the City. Commercial uses developed out along Main Street to the south and north, and along Jasper Street. New industrial uses were placed along South Main and West Jasper with the increased use of motor freight. Residential uses began to spread out, with the growth on the shores of the Twin Lakes. One of the quality features of the Paris area is that urban uses have not scattered outside the city along the highways. The agricultural areas around Paris have retained their rural character.

Residential land uses represent about two-thirds of the urban development within the City. Following are estimates of land in each category.

Estimated Existing Land Use in Acres	Residential	1,480
	Commercial	330
	Public & Semi-Public	490
	Industrial	390
Total Acres		2,690

The city limits of Paris create a very irregular corporate area. The city limit lines generally surrounds the central business district with a radius of about two miles in all directions, then extends to include the Twin Lakes. The City currently contains about 2,700 acres, or four net square miles.



LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC

**PLATE 1
EXISTING LAND USE**

City of Paris, Illinois



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LAND USE TRENDS

Residential growth in Paris in the last several decades has primarily occurred around the Twin Lakes and in the east and southeast areas. While the population of Paris or the County has not increased in the last thirty years, many new homes have been built. This is a result of smaller family sizes and more retired persons.



Many of the new commercial structures in the city have been developed to the southeast along East Jasper Street, including two large discount stores, banks and auto dealerships. Within the past 10-15 years, a number of new industrial plants have been constructed in the City, primarily on South Main and on West Jasper Street near the Illinois Department of Transportation District Office. Some older, smaller commercial buildings are scattered throughout the residential areas.

During the past eight years, a total of 170 new houses were constructed, which equals about 21 new residences per year.

Building Permits	1994	1995	1996	1997	1998	1999	2000	2001
New Homes	22	19	19	22	17	35	24	12
Residential, Commercial, Industrial (includes additions)	8	17	21	19	26	16	25	16
Demolitions	63	53	63	59	35	72	60	60

The 148 commercial and industrial permits represent an average of 18 new buildings or additions per year.

Land Use Strategies

The most appropriate areas for future development are close to and within the existing urbanized area. Vacant land adjacent to existing uses would be the most economical and prevent "urban sprawl." There are vacant "gaps" in the existing land use pattern between the center of the City and the Twin Lakes. Contiguous areas to the east and southeast are prime locations for new residential growth. Commercial and industrial growth should occur around existing uses of this type and not spread out along the surrounding highways.

Residential Strategy

A majority of new residential growth should be directed into three areas: (1) to the northwest in the vicinity of Maple Avenue, (2) to the east in the vicinity of Blackburn Street (3) to the southeast, along Sulphur Springs Road and Terre Haute Road, the latter requiring the extension of sewer service. Water lines can be extended to all three areas with the eventual construction of a water tower on the east side.

A greater part of the city's residential growth will occur in the Southeast area, along Sulphur Springs and Terre Haute Roads.

Commercial Strategy

New commercial uses should be located to the southeast area around East Jasper Street. This is probably viewed as the best market location for new businesses. Some commercial uses will also in-fill among existing business commercial uses on North Main Street, South Main Street and to some extent on West Jasper Street.

Industrial Strategy

Paris has two major industrial areas, which should serve as locations for all new industrial development. South Main Street has had several new industry uses in the 1990's and is a prime location for new development. There is ample vacant land for new growth with access by way of Highway 1 to Interstate I-70. The East Jasper Street area to the west is the other proposed industrial growth area. This area also has ample sites and excellent location. A possible future west by-pass highway would further enhance this area for industrial growth.

Urban/Rural Strategy

At the present time, there is a distinct separation of urban and rural areas in Paris and Edgar County. The agriculture areas around Paris are completely rural; attractive and prosperous appearing. There are no scattered commercial or industrial uses along the surrounding highways in the County. Highway 1 south to I-70 is a pastoral scene that should be preserved by the County as a part of the State's scenic highway program.

Land Use Plan

Future growth for the Paris area based on the foregoing strategy is shown on Plate 2. Some new residential development will occur within the existing residential areas. However, most new residential growth is expected in the northeast, northwest and southeast areas. There would also be some in-fill in smaller, undeveloped areas within this future urban area. Commercial growth is proposed in the southeast area with some in-fill along Main and Jasper Streets. New industrial uses are proposed on South Main and West Jasper.

Northwest Residential Area

The Northwest Residential Area is located along Maple Avenue and McMillen Street west of the railroad tracks and along Cherry Point Road north of Elliott Street.

NORTHWEST RESIDENTIAL AREA	
Available Vacant Land	280 Acres
Use of 70 Percent	196 Acres
Density of 2 Dwelling Units Per Acre	392 Dwellings
Average Lot Area Per Family	8,000 Sq. Ft.
Population Capacity (392 Dwellings x 2.0 Persons Per Dwelling	784 Persons

Water and sewer services can be extended efficiently from existing lines in adjacent areas of the City. This area has good access to downtown by way of Maple Avenue and Prairie Street and to the west industrial area by way of McMillen Street. The use of 196 acres would accommodate an estimated population of about 800 persons. Single family and multiple family housing would be appropriate in this area. A community goal would be to encourage moderate cost housing, including duplexes, townhouses and apartments within the single-family area. Large lot growth is expected in the Cherry Point Road/Steidl Road area to the north.

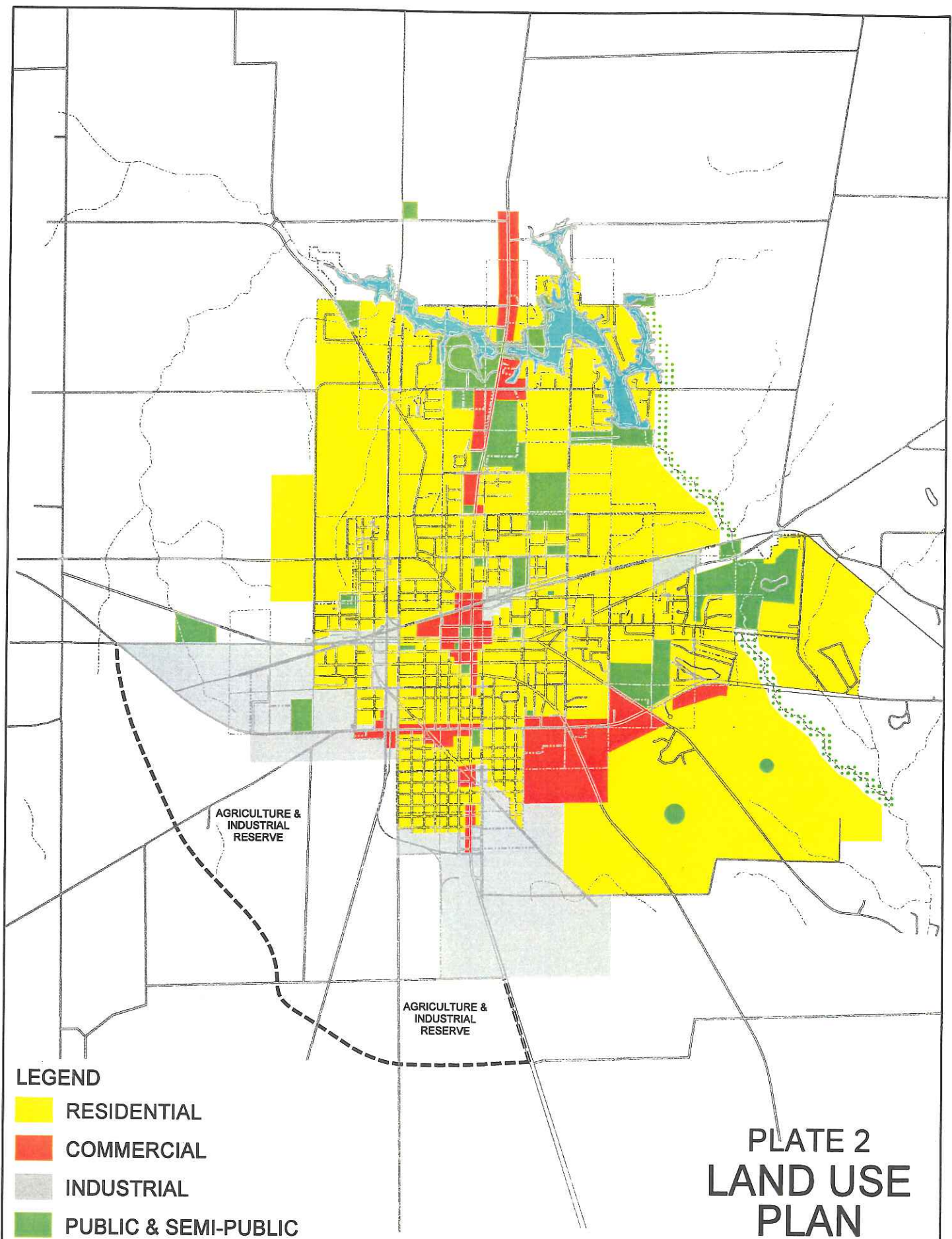


PLATE 2 LAND USE PLAN

City of Paris, Illinois

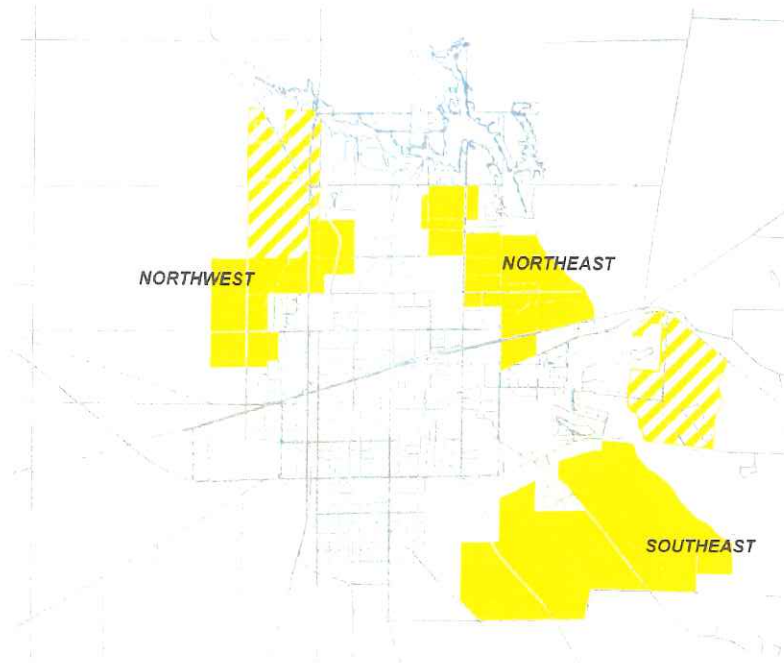


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Northeast Residential Area

The Northeast Residential Area covers approximately 340 acres east of High Street and north and south of Blackburn Street. It also extends south to Clinton Avenue. Development parameters are as follows:

NORTHEAST RESIDENTIAL AREA	
Available Vacant Land	340 Acres
Use of 70 Percent	252 Acres
Density of 2 Dwelling Units Per Acre	504 Dwellings
Average Lot Area Per Family	10,000 Sq. Ft.
Population Capacity	1,008 Persons

The three residential growth areas could accommodate over 1600 new dwelling units.

This area is adjacent to High Street, which provides excellent access to all areas of the city. It is also close to water and sewer services. The area near Sugar Creek has rough topography that would be best incorporated into open space. Large lot development is also proposed for the area on the east side of the golf course and Hawkeye Street.

Southeast Residential Area

The optimum area for larger lot residential growth is the Southeast Area. Its proximity to the Golf Course, existing high value homes and good access to Terre Haute suggest that it will be the area of choice for a significant part of the city's future residential development. The area contains about one and one half square miles of undeveloped land south of East Jasper Street/Highway 150 along Terre Haute Road and Sulphur Springs Road. Development factors are as follows:

SOUTHEAST RESIDENTIAL AREA	
Available Vacant Land	800 Acres
Use of 70 Percent	560 Acres
Density of 2 Dwelling Units Per Acre	728 Dwellings
Average Lot Area Per Family	30,000 Sq. Ft.
Population Capacity	1,456 Persons

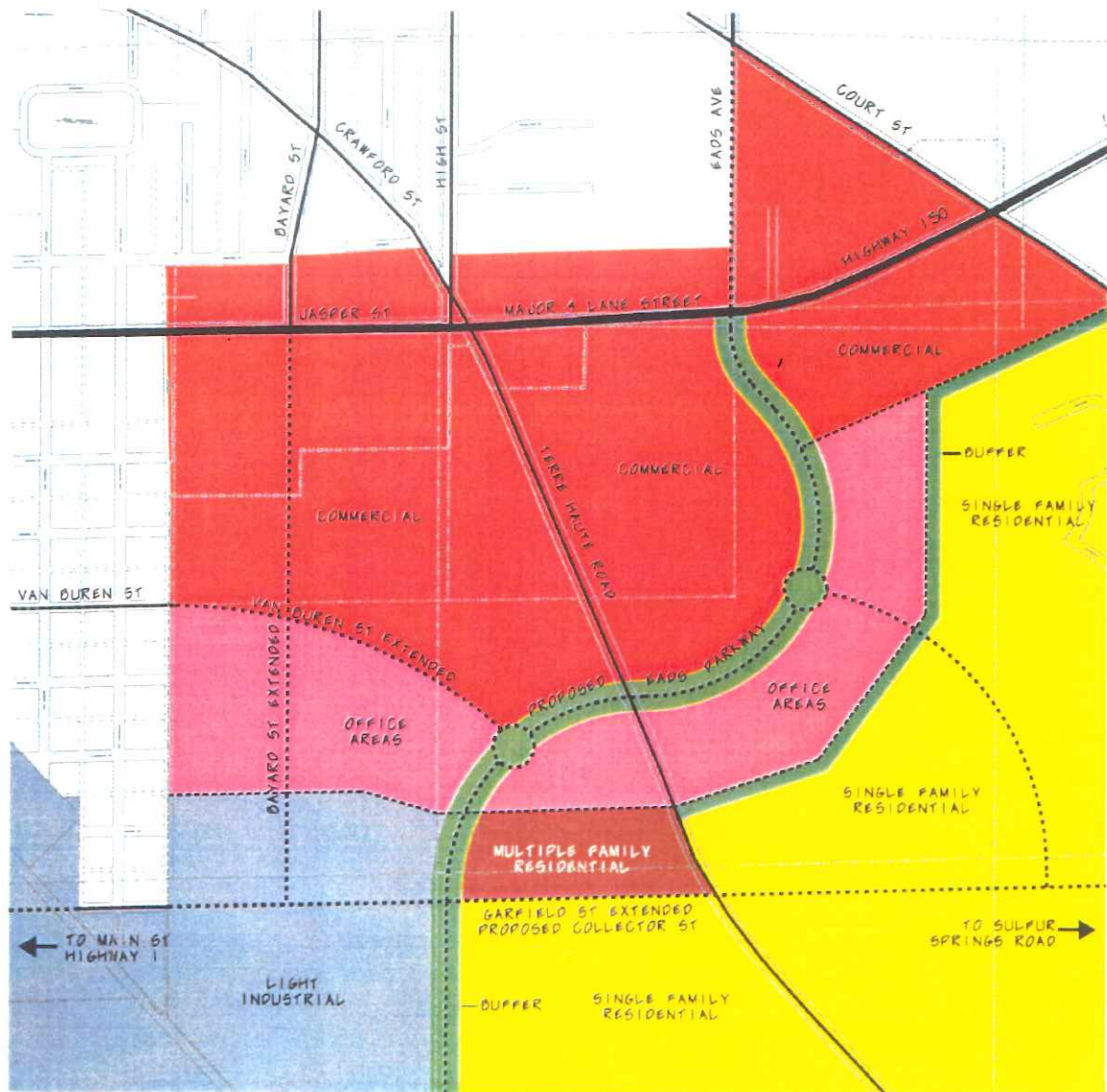
This area is not served with public water and sewer services. Sewer lines could be initially connected to the City lines with lift stations. Ultimately, a new southeast sewage treatment plant would be required to serve this area. Water lines can be extended and a new east side water tower would provide additional capacity for this area. Water service from the Clark-Edgar water system is also a possibility.

Commercial Areas

The Southeast Commercial Area contains most of the city's newer business establishments. Most of the uses in this area are on East Jasper Street. This area is expected to continue to grow, with expansion to the south for about one half mile. Over 100 acres of land is vacant and has potential for future commercial use. This area will require improved access and circulation in order to attract new retail offices and service establishments. The proposed extension of Garfield Street easterly, crossing Terre Haute Road and Sulphur Springs

The Southeast commercial area is expected to be the location for many new retail service and office facilities.

Road would provide east-west access. Several north/south collector streets would be extended south to Garfield such as Bayard Street. A plan for the area is shown, indicating land use types and internal circulation. It is proposed that Eads Avenue be extended south and westerly through the area as a Boulevard with traffic circles at two intersections.



The downtown area is the focal point of the city and its future/viability is important to the entire community.

An economically viable central business area is important for any city. The downtown area of Paris is the focal point of the City and the location of many entities. The public sector includes the County Court House and the City Hall, Police Station and Fire Station complex. The Paris High School and the School District Office are downtown along with a number of other public and semi-public agencies. Downtown is home to a number of private sector establishments including the office of the Chamber of Commerce, the Beacon Newspaper as well as most of the city's financial institutions. Retail and service businesses are predominant in the area.

The City should carry out its goal to upgrade all public facilities in the downtown area. This includes improving the sidewalk with trees, benches, and planters, the parking lots and traffic circulation. The City should encourage continued improvement of all buildings, including façades and all visible building elements. While function is essential, the overall appearance is critical to the continuing success of this important area of the City.

Industrial Areas

Almost all of the existing industrial uses in Paris are located in the South Main and West Jasper areas. This pattern is expected to continue into the future, with future industries developing on the south side of Jasper Street and further west. On South Main Street, the growth should be located on the east side of Main Street down to Potts Lane Road.

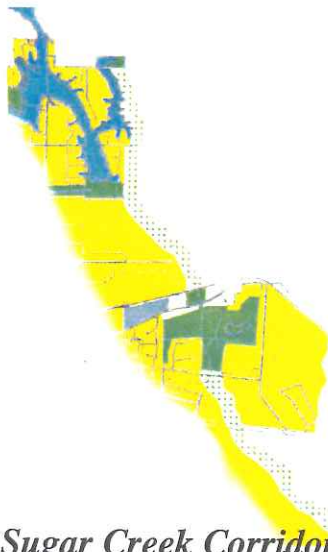


With a future parkway extending around the west side of the City, connecting South Main, West Jasper Street and North Main Streets, a large industrial area is provided. This crescent of land should be a long-term industrial reserve. This southwest area should be zoned by the City/County

for agriculture and industrial uses. Residential and retail uses should be prohibited. Upon completion of the bypass parkway, commercial uses should only be allowed by the City/County at the intersections of the bypass, with Highway 1 north, at Highway 133 west, and at Highway 1 south. Within the industrial area, future uses should include manufacturing, warehousing and other industrial uses, as well as research and office uses. This is more land within this industrial reserve than the City and County will ever need, and property not used for industrial/office uses should be retained as agriculture. This will make the area look orderly and well-designed.

Public And Semi-Public Uses

The various public and semi-public uses in the City provide important open space within the built-up urbanized areas. The parklands around Twin Lakes, the County Fairground, the Cemetery and Golf Course create large open spaces.



Sugar Creek Corridor

A large open space is proposed along Sugar Creek, extending from White Oak Park to the southeast edge of the urban area. This natural corridor could vary in width from a few hundred feet to a quarter of a mile. A trail along this open space corridor would provide opportunities for hiking and nature study. The corridor could be assembled with a combination of easement or public acquisitions.

The agricultural lands in the townships around Paris contribute to the quality of the City in several ways. Agriculture is an important part of the local economy and the farms of the County provide an attractive rural setting. The City and the County should continue to protect these areas from the encroachment of subdivisions and scattered commercial and industrial uses along the highways.

Section 4

Major Street Plan

The street plan for Paris is designed to provide access for present and future land uses. It was prepared in conjunction with the land use plan, and utilizes existing rights of way wherever possible. The plan proposes new collector streets in growth areas – which will require easements as those areas are subdivided. The Street Plan provides locations and capacity for future traffic and circulation.

STREET DESIGNS AND GUIDELINES

Streets are classified by function based upon their traffic volumes. Minor streets in residential areas generally carry less than 1,000 vehicles per day. They provide access to abutting property and to collector and major streets. Collector streets can vary considerably with 1,000 to 5,000 vehicles per 24-hour period. They collect traffic from minor streets and provide for cross-town movements.

Major streets, with volumes over 5,000 are wider, with two or four lane segments and turning lanes at busy intersections. When daily traffic volumes exceed 8,000 to 10,000 vehicles, four lanes are usually necessary. Major streets carry a major portion of trips entering and leaving the urban area and also carry a significant amount of intra-area traffic. Following are recommended standards for the City's streets:

STREET STANDARDS					
	Right of Way Width	Number of Lanes	Turn Lanes	Spacing	Traffic Volume
Major Streets	60 feet	2	1	One Mile	Up to 10,000
	80 feet	4	2	One Mile	Over 10,000
Collector Streets	60 feet	2	1	1/3 to 1/2 Mile	Up to 5,000
Minor Streets	60 feet	2	Usually None	N/A	Up to 1,000
Rural Highways	50 feet	2	Variation	N/A	Up to 3,000
	50 feet	4	None	N/A	Over 3,000

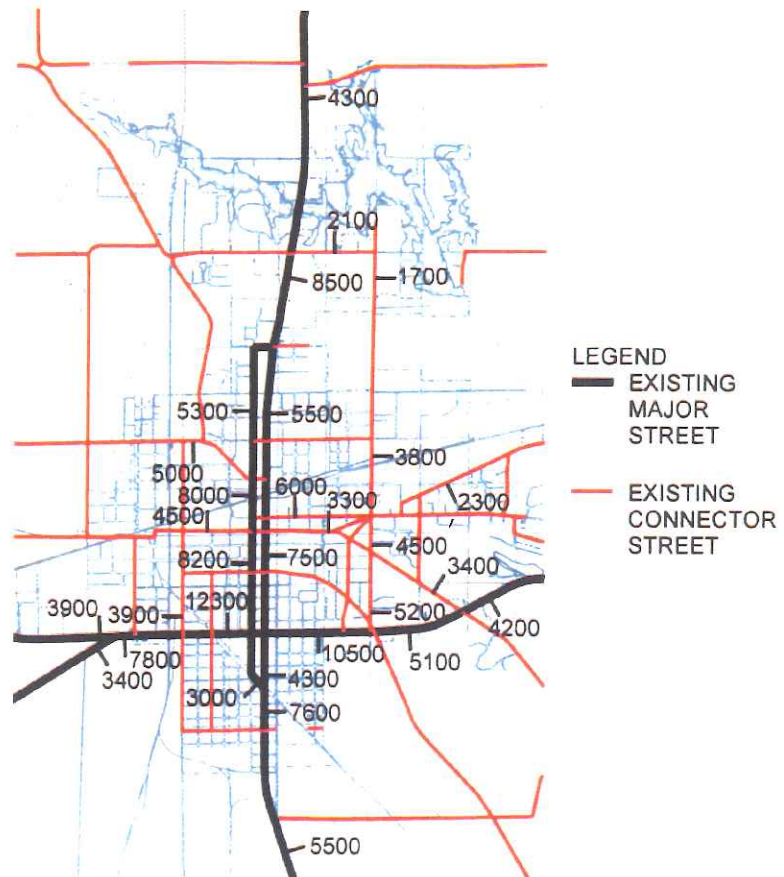
TRAFFIC VOLUMES

The following information on traffic volumes was provided by the Illinois Department of Transportation. The most recent counts for twenty-four hour traffic volumes are summarized to the nearest 100. The counts are shown for streets with volumes of over 2,000 vehicles in a day, usually collector or major streets.

The highest counts in Paris are at the intersections of Main Street, and Central Avenue with Jasper Street. Main/Central combined carry over 15,000 (8,000 and 7,500) north of Jasper and nearly 8,000 south of Jasper. The highest single count is on Jasper Street West of Central, at 12,300 per day. Highway 1 carries about 5,000 vehicles north and south of Paris and 4,000 east on Highway 150. To the west, Highway 133 has a count of 3,000 and Highway 16 at 3,400 vehicles per day. The traffic

The highest traffic volume in the City is on Jasper Street west of Main Street at 12,300 cars per day.

volumes on Jasper Street and the on the Main Street/Central Avenue one-way pair show that the four lanes provided are essential for traffic. As volumes increase in the future, the turning lanes will need to be extended.

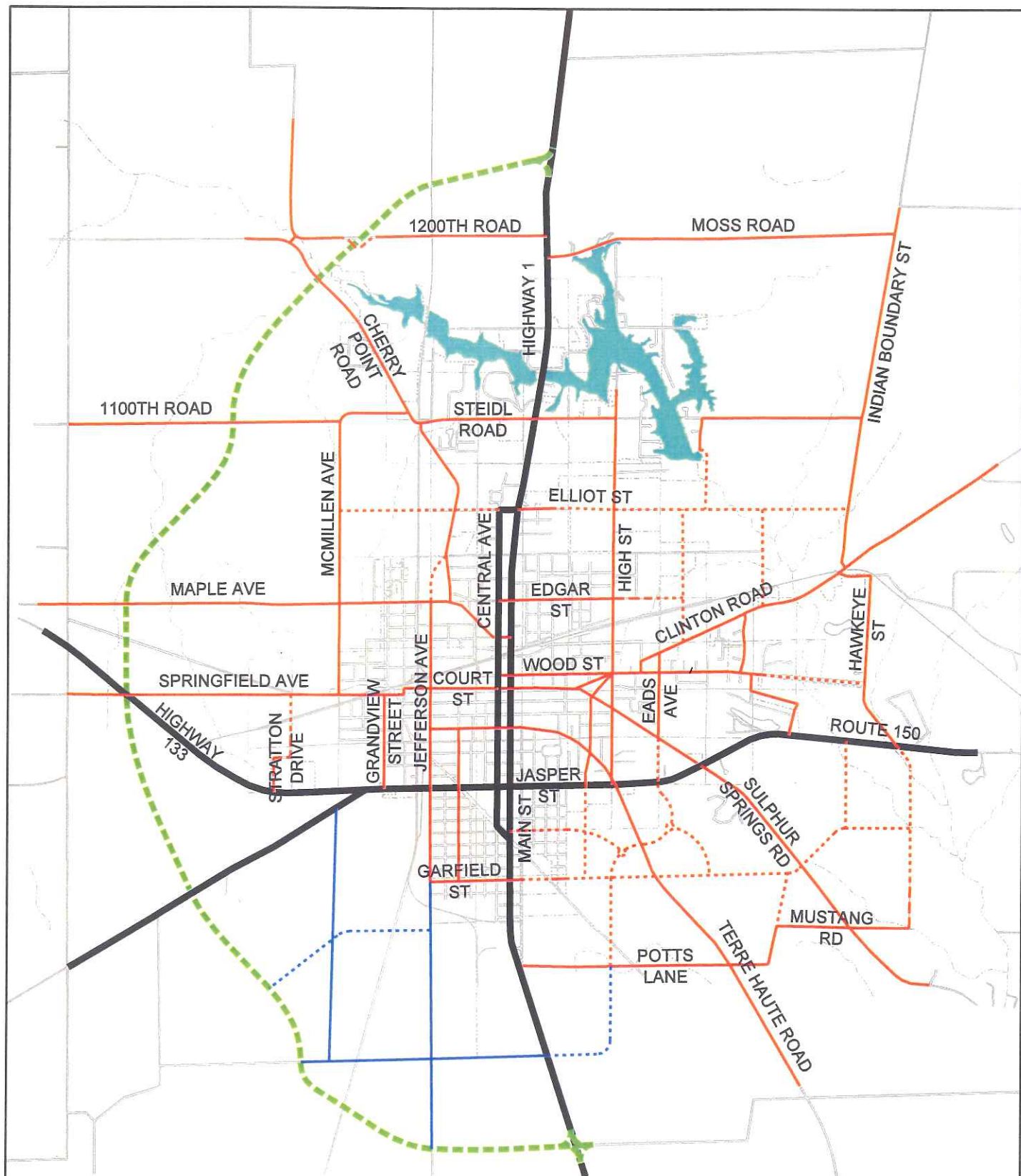


CONCEPTS OF THE STREET PLAN

The long-range street plan for Paris is based upon the Land Use Plan and general needs for future access and circulation. The Plan is shown on Plate 3.

Major Streets

Main Street and the Central Avenue one-way couple will remain as the city's north-south arterial. Similarly, Jasper Street will continue to serve as the city's east-west major thoroughfare.



LEGEND

- EXISTING MAJOR STREET
- - - PROPOSED WEST PARIS PARKWAY
- EXISTING CONNECTOR STREET
- - - PROPOSED CONNECTOR STREET WITH EXISTING R.O.W.
- · · PROPOSED CONNECTOR STREET NEW R.O.W. REQUIRED

- PROPOSED INDUSTRIAL RESERVE CONNECTOR STREET WITH EXISTING R.O.W.
- - - PROPOSED INDUSTRIAL RESERVE CONNECTOR STREET NEW R.O.W. REQUIRED

PLATE 3 MAJOR STREET PLAN

City of Paris, Illinois



0 2,000' 4,000'

**PARSONS
HARLAND BARTHOLOMEW
& ASSOCIATES**

ST. LOUIS, MISSOURI

MAY 2002

A long-term goal is a proposed by-pass route around the west side of the City, called the West Paris Parkway.

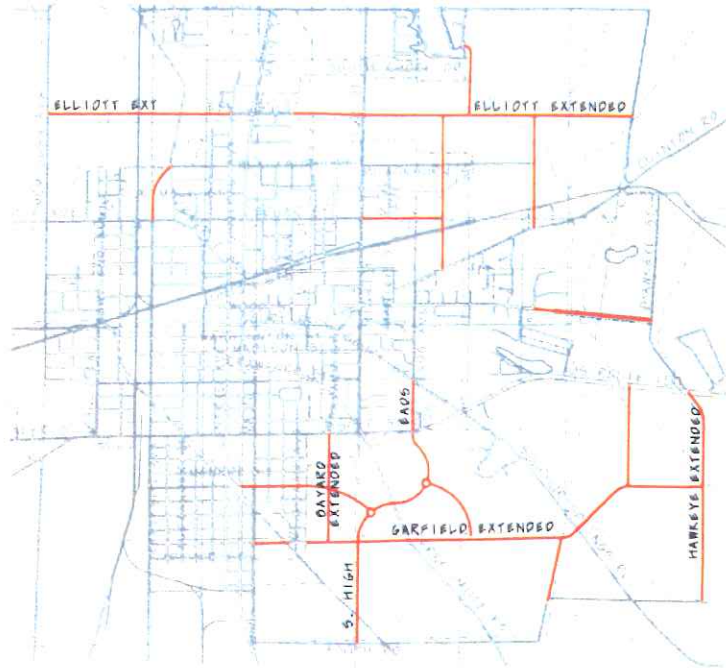
One of the main features of the Street Plan is a proposed parkway around the west side of the urban area. This route would ultimately provide a bypass for Highway 1 as a scenic route and for access and circulation for new commercial and industrial areas. Public institutions such as a possible countywide high school could be located on this route. This proposed "West Paris Parkway" would improve access for the industries on West Jasper Street to Highway 1 and Interstate 70. It would also provide excellent access for the southwest Industrial Reserve shown on the Land Use Plan.

North-South Collector Streets

High Street would continue as the longest collector on the east side of town, from Jasper Street to Steidl Road. **Jefferson Street** would be extended with a new right-of-way to **Cherry Point Road**. **McMillen Avenue** provides the other north-south collector on the west side of the City, with Grandview Street and Stratton Drive extending down to Jasper Street.

On the east side, **Eads Avenue** would be augmented by connecting with several existing minor streets as shown on Plate 3 with two new north-south collectors north of Clinton Road. Also, **Hawkeye Street** on the east side of the Golf Course would be extended north to Elliot Street (extended) and all the way south to **Potts Lane** – an existing county road to become a collector.

*New right of way easements
for proposed collector
streets.*



East-West Collector Streets

Wood Street and **Clinton Road** will continue as important collector streets from downtown to the east. Also **Court Street** provides a cross-town route, through the business district, connecting to **Sulphur Springs Road** which extends south easterly. **Crawford Street** connects with **Terre Haute Road** at Jasper Street, both forming an important existing collector route.

*The plan includes the
centerlines for future
collector streets in
undeveloped growth areas.*

Elliott Street is shown as a significant east-west collector street on the Major Street Plan. It now serves as a connector for the one-way Main Street/Central Avenue pair. A new right-of-way would extend from McMillen Avenue on the west side of town to Indian Boundary Street on the east side, a distance of about two and one-half miles. **Steidl Road** would follow existing roads to serve as a collector from High Street to the proposed West Paris Parkway.

The Southeast Area would be provided with access and circulation from two proposed collector streets. The first could be an extension of **Garfield Avenue** from Main Street to the south new section of Hawkeye Street. The second would be the designation of **Potts Lane Road** as a collector to **Mustang Road**. Several other shorter collectors connect Jasper Street, Garfield extended and Potts Lane Road.

The industrial reserve on the southwest could be served by designating Jefferson Street and McMillen Avenue as collector streets south of Jasper. 750th Road could also be extended on this alignment, crossing Highway 1 to Potts Lane Road.



Section 5

Community Facilities Plan

Public facilities such as parks, schools, public buildings, and utilities affect the quality of life in a community. The ability of a city to grow and prosper is directly related to level of service provided by these facilities. These services in Paris are provided not only by the city, but also by two school districts, the County, the State and private institutions and organizations. Thus, carrying out this element of the Comprehensive Plan will require cooperation among many entities. The Community Facilities Plan for Paris is shown on Plate 4.

PARK AND RECREATION FACILITIES

The recently completed Park Master Plan was incorporated into this section of the Comprehensive Plan. As the Plan is a long-range program, some long additional long-term proposals are included in this section. The existing park and recreational facilities in Paris include the following elements:

Twin Lakes Park is unique and major focal point in the city. It has 223 acres of water and over 50 acres of public area. Developed as a recreational area, it includes picnic areas, playgrounds, areas for swimming, camping, boating, fishing and baseball. The West Lake Park serves as the site for the annual July 4th fireworks display.

The Twin Lakes provides Paris with an outstanding open space, with water vistas rarely found in urban areas.



Blackhawk Park on the west side has approximately 10 acres used as a Scouting and fishing area. It has a primitive and naturalistic setting.

Sylvian Park is located at the intersection of Main Street and Jasper Street and contains 2.7 acres with limited recreation facilities and one city water supply tower.

Union Street Park has 3 acres developed as a neighborhood park with playground equipment and a small ball diamond. It is the most visible small park in the city.

Sunset Park has 6 acres with limited playground facilities, a soccer field, ball diamond, basketball court, and picnic area.

Sunrise Park also has 6 acres and is developed as a recreational area with playground facilities, ball diamond, basketball courts, and picnic facilities.

Kiwanis Memorial Park on North Main adjacent to West Lake has 4.5 acres that includes a memorial to Veterans who perished in World Wars I and II.

White Oak Park at the east end of Twin Lakes includes 10 acres, with primitive camping facilities and fishing.

Samuel Vance Park is a small park with a sunken garden and a fountain for contemplation.

Schwartz Park is also a small one-acre parcel recently acquired by the City. Anticipated uses include picnicking and similar passive activities.

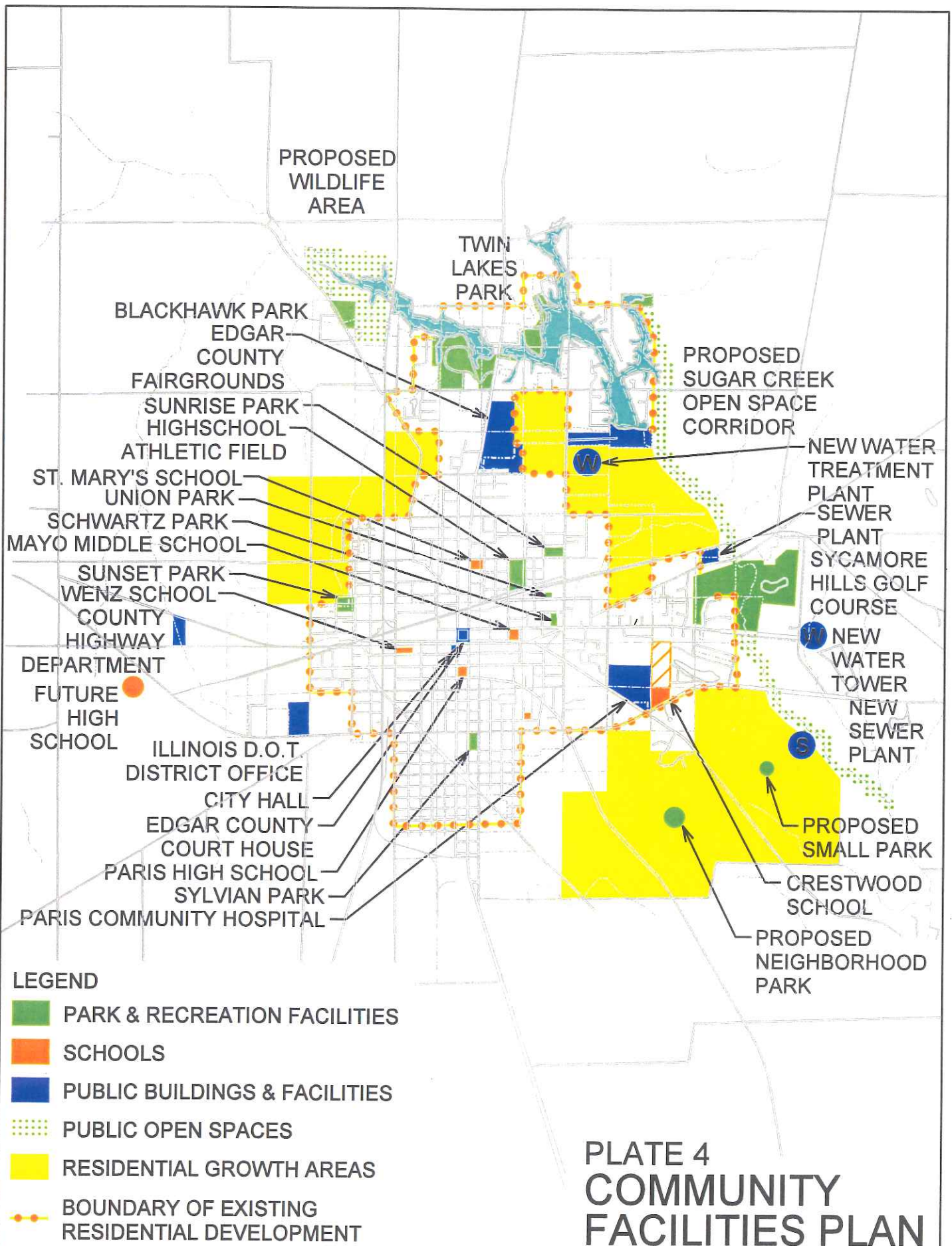
The proposed open space corridor along Sugar Creek will provide a variety of recreational opportunities.

Laker Stadium is where Paris High School boys' baseball team plays its home games. This site is maintained by the City and includes lighting for night use and bleachers for spectators. Located adjacent to Twin Lakes Park, Laker Stadium also provides opportunities for regional baseball leagues during the spring and summer seasons.

Paris Youth Baseball, Inc., has six baseball fields for elementary and middle age youths. The site, located behind the American Legion on Route 1, offers community recreational opportunities for spring and summer activities.

The High School Athletic Field is located on Edgar Street and includes a football field and track and five tennis courts. This facility provides inter- varsity sporting events for high school students year round. The tennis courts are used by both students and the general public. An approximate quarter-mile running tack is located at Crestwood School on East Jasper Street.

Proposals for the expansion of the park system are shown on Plate 4. The most significant element is an open space corridor along on the east side of the urban area. A large open space is proposed to follow Sugar Creek from White Oak Park to Mustang Road at the southeast edge of the future urbanized area. Some of this could be obtained through easements and land grants. Opportunities for a trail, camp sites and nature study areas would be appropriate.



City of Paris, Illinois



0 2,000' 4,000'

**PARSONS
HARLAND BARTHOLOMEW
& ASSOCIATES**
ST. LOUIS, MISSOURI
MAY 2002

In addition to the Sugar Creek Open Space Corridor, a second large open space is proposed for the west end of the Twin Lakes. A wildlife preserve is shown around Blackhawk Park and on the north side of this westerly edge of the lake. The area shown on the plan is general in nature and could be enlarged to 1200th Road or along the creek west of Cherry Point Road. A variety of natural area recreational activities would be possible, such as trails, nature study, remote campsites and wild botanical areas.

Two small parks are proposed for the future southeast residential area, as future residents of this area could not be well served by existing facilities. A ten-acre neighborhood park is proposed in the area between Terre Haute Road and Sulphur Springs Road. This facility should have a softball field, playground apparatus, picnic tables, restrooms, and a general all-purpose field. A 3 to 5-acre park is proposed between Sulphur Springs Road and Sugar Creek with a general all purpose field and a playground.

The Master Park Plan also recommended an aquatic center for the community. No location for this facility is shown on the Plan, as a detailed site study would be needed to provide the optimum location. The Master Plan also recommended an ice skating rink, for which a site study would be required. A skateboard facility is under study.

The Sycamore Hills Golf Course, an important recreational facility that contributes to the quality of the community, is also shown on the Plan.

PUBLIC SCHOOLS

Educational facilities in Paris are provided by the Paris-Union District 95 and the Crestwood School District. The Paris School District provides the City's High School for both Districts. Located in the downtown area, the impressive main school building was erected in 1914. The gymnasium was added in 1941 and the industrial arts building and annex were erected in 1957 and 1968 respectively. This building group fills the entire city block – thus the athletic facilities are located on a separate 10 acre site on Edgar Street.



The Paris-Union District operates three grade schools. The Crestwood District has one grade school and the City is also served by St. Mary's School. Grades and enrollments are shown in the following:



An additional 12 classrooms will be required to accommodate future students.

SCHOOL	GRADES	ENROLLMENT
PARIS UNION DISTRICT		
MEMORIAL SCHOOL	K – 2	318
WENZ SCHOOL	3 – 5	330
MAYO MIDDLE SCHOOL	6 – 8	336
PARIS HIGH SCHOOL	9 – 12	653
B.A.C. SCHOOL	6 – 12	29
WILLIS CENTER	AGE UNDER 5	102
D.E. CENTER	ANY AGE	5
TOTAL		1,744
CRESTWOOD DISTRICT		
CRESTWOOD SCHOOL	K – 8	614
ST. MARY'S SCHOOL	K – 8	59
TOTAL K – 12 (ALL SCHOOLS)		2,315

The year 2000 population of the Paris area is about 10,700 persons. With a K-8 enrollment in all schools (both Districts and parochial), the total is 1662 students or 155 students per 1000 population. An urban area increase of 2000 would mean an increase of 310 students in grades K-8. This is the equivalent of 12 classrooms. Some of this increase could be accommodated in existing schools and there may be a need for an addition at one or more of the existing K-8 schools in Paris.

The current high school enrollment of 653 students represents 61 students per 1000 population. An increase of 2000 would mean an additional 122 students, creating the need for a capacity for 775 students for the Paris urban area. If a larger area, part or all of Edgar County, were included, a significantly larger high school would be required.

A site of 40-50 acres would be needed for a high school that includes athletic facilities and adequate parking for sporting events. The most appropriate location would be on the west side of the City near the intersection of Highway 133 and the proposed West Paris Parkway. This location would have good access from areas of the County and the Paris area.

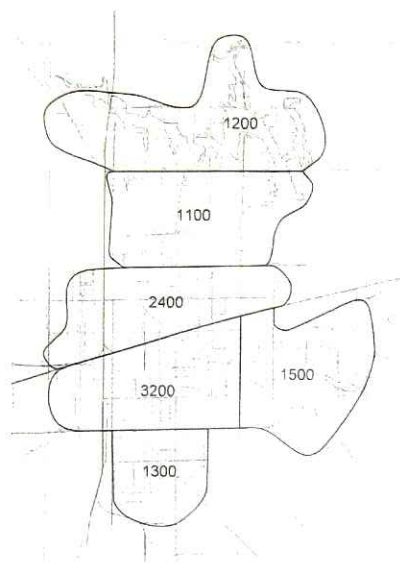


PUBLIC BUILDINGS

The City Hall, Police Station and Fire Station are on a crowded site on Central Avenue in the downtown business district. This central location provides good access to and from all areas of the city. The building and parking areas occupy almost the entire site, with the exception of a small garden on Central Street and Washington Street. The existing City Hall is a converted commercial building and it is not typical of public administration structures.



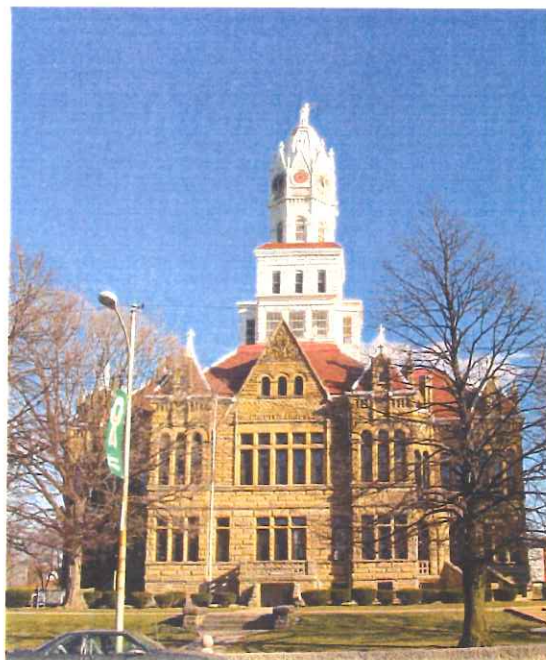
One option would be to expand the existing site, remove the existing City Hall structure and build a new City Hall with landscaped area on all three adjacent street sides - Central, Court and Washington Streets. Acquiring the entire block would also allow for expansion of Police and Fire Department facilities.



An alternate would be to relocate the City Hall, while leaving the current site for expansion of police and fire facilities. One consideration in selecting an alternate site is that 7300 residents of the urban areas 11,700 total population (70 percent) live south of the Conrail tracks. It is important for the fire department to be centrally located for response time. If all three units, the City Hall, Police Department and Fire Department were relocated, a fairly central location would be the most appropriate. If operational requirements would allow using the present fire station as a main or branch station, a new site in the south sector for a new City Hall, police station and fire station (branch or main) would be appropriate. A location on Jasper Street would still allow residents north of the Conrail tracks to have reasonable access.



The Paris Community Hospital is an excellent facility on a prominent site. The Illinois Department of Transportation District Office is a major employer in the City. The County Court House is the focal point of downtown Paris and the County Fairgrounds is another important public facility.





PUBLIC UTILITIES

The City of Paris operates a water and sewer system that serves all properties within the City limits. There are residential, commercial, and industrial land uses within the urbanized area outside the City limits that are not served by municipal services, relying on wells and septic tanks.

Water System

The present water system includes a treatment plant, two water towers, and a distribution system that extends for over three miles north-south and over two miles east west, a large area for a city of 9000. The treatment plant, with a storage capacity of 500,000 gallons, is located on North Main between the two lakes. Water is pumped to two storage towers. The first is located at the intersection of Jasper Street and Marshall Street in the park, named the Sylvian Park Tower. It has a holding capacity of 500,000 gallons of water. The second water tower, Simonton Tower, is located at the intersection of Madison Street and Franklin Street, has a capacity of 250,000 gallons of water.

Major improvements to the water service system will be required to provide service to existing developments and to meet future needs. The existing water plant is an old facility adjacent to the City's source of water, the Twin Lakes.

The City has proposed to build a new water treatment plant east of High Street. This location would easily connect to the existing distribution system.

A new water tower is proposed for the east side of the city. It would be near the intersection of Wood Street and Hawkeye Lane. This would benefit the large proposed residential area in the southeast

around Sulphur Springs Road and Terre Haute Road.

Additional improvements include a water main replacement program, a valve replacement program and a hydrant maintenance program.

Sanitary Sewer System

The City of Paris is served by one wastewater treatment facility built in 1966. The South treatment plant for the City of Paris has a design of 1.4 MGd. Flows in excess of 4 MGd go to the South treatment plant excess flow treatment "storm" up to 15.6 MGd.

The North treatment facility, built in 1938, was converted to a lift station that pumps to the South treatment plant which has a capacity of up to 1-2 MGd per day. Flows in excess of this amount are treated in the excess flow tanks at the North facility.

The treatment plants are operated at a higher hydraulic and organic loading than they were designed for. The treatment plants were put on Critical Review because of their loading by the EPA several years ago. In spite of this, the plant still produces a good quality effluent and has been nominated for awards, including Plant of the Year for 2001.

Development around the Twin Lake area presents a problem that affects the city's water supply and a major recreation resource. Presently septic tanks are used for sewage treatment for the majority of development around the lakes. The use of septic tanks is considered ultimately detrimental to the lakes, and a program for the elimination of such facilities should be developed.

The industrial area west of the city is also outside the north and south treatment plant watersheds. However, most of this development is served via force mains. Additional industrial development may occur in this vicinity and would require additional force mains.

A new sanitary sewage treatment plant is proposed to be located in the southeast area. A location is shown on Plate 4 on Sugar Creek south of Highway 150. The plant would have a 3 to 4 mgc design. This plant would have a positive impact on the proposed residential areas in the southeast along Sulphur Springs Road and Terre Haute Road, which have several subdivisions that are on septic tanks.

Storm Drainage

Storm drainage is normally the last engineering problem to be addressed comprehensively by a city. It is usually considered to be less critical than water or sewer. Nevertheless, storm drainage is extremely important to Paris now and will continue to be important in the future. Much of the existing storm drainage system is underground and in some instances combined with the sanitary sewers. Many areas that are flat, have standing water after heavy rainfalls. There are apparently no natural drainage drains to receive flow from these areas.

As part of the city's program to resolve the sanitary sewer problems, a comprehensive storm drainage plan should be prepared to eliminate existing drainage problems and to provide a long-range program that will result in the construction of a properly designed and integrated storm drainage system for the city.

***2005 AMENDMENT TO THE
COMPREHENSIVE CITY PLAN***

**Prepared for
City of Paris, Illinois**

October 3, 2005

**Prepared by
PGAVURBANCONSULTING**

ACKNOWLEDGMENTS

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SECTION I

INTRODUCTION

Pursuant to Illinois Municipal Code, (65 ILCS 5/11-12-4 *et. seq.*), municipalities are authorized to adopt a comprehensive plan for the present and future development or redevelopment of the municipality. The authority to "plan" is statutorily separate from the authority to adopt zoning regulations. A comprehensive plan may be adopted for the entire municipality or for separate geographical or functional parts of the community. It may also include all or any part of the contiguous unincorporated area within one and one-half miles from the corporate limits of the municipality.

The last comprehensive plan for Paris was completed in 2002. Since the last plan was prepared, some of the City's objectives for development in portions of the City have changed in response to economic and market conditions. It is now appropriate to re-evaluate the City's land use planning policy for portions of the City to ensure that they are consistent with current and future community needs.

In the 1999, the City of Paris embarked on an economic development program, which established the Downtown Paris Tax Increment Finance District as authorized by the Illinois Municipal Code (65 ILCS 5/11-74.4-1 *et. seq.*). Since the establishment of the Downtown TIF, the Paris Union School District No. 95 has considered the construction of a new high school campus outside of the downtown area. The relocation of the high school campus will leave behind property for rehabilitation, redevelopment, or adaptive reuse in Downtown Paris. Therefore, the City of Paris has initiated an amendment to the Downtown Paris Tax Increment Financing District in order to accommodate a comprehensive redevelopment program for all of the school properties should the campus relocation occur. The future land uses for the downtown area are anticipated to change from those identified in the 2002 Comprehensive Plan. As a result, this 2005 Amendment to the Comprehensive Plan has identified the North Downtown Study Area for land use updates.

In addition to the contemplated changes to land uses in the downtown area, the City has or will be annexing property in the southeastern portion of the City. The City is also evaluating the establishment of a second TIF district (Jasper Street Redevelopment Area) which will include portions of the Southeast Study Area. With the annexation program and proposed Jasper Street TIF it is now appropriate to revisit and update the proposed future land uses for the Southeast Study Area.

The North Downtown Study Area's current land uses include a mix of public/institutional, commercial, industrial, and residential. The Southeast Study Area's current land uses consist of commercial, residential, and vacant property.

In order to ensure that the TIF program is consistent with the City's planning policy, it is now appropriate to re-evaluate the City's land use planning policy to ensure that they are consistent with current and future community needs. ***This 2005 Amendment to the Comprehensive City Plan provides the comprehensive plan for two sub-areas of the City. The North Downtown Study Area is generally described as properties north of the Conrail Railroad, east of U.S. Route 150, west of Young Street, and south of Roberts, Moss, Edgar, and Bell Streets. The Southeast Study Area is generally described as north of Potts Lane, west of Terre Haute Road, south of Jasper Street/U.S. Route 150, and east of the Wabash railroad.*** At some time in the future, the City may update the Comprehensive Plan for other areas of the community as well.

Note that the comprehensive plan and "zoning", although related, are often confused as being one and the same. The following provides a summary of the differences and how they interrelate.

Purpose of Planning and Zoning

In very general terms, planning can be defined as a scheme for making, doing, or arranging something. A comprehensive plan, in essence, sets the framework for guiding future development (e.g., what type and where various land uses should occur). The plan is a "policy" document that recommends the future physical make-up of a community. It is normally "comprehensive" in scope, whereby land use, major streets, parks and open space, etc. are integrated into a unified scheme.

Zoning is the "legal" tool a municipality uses to regulate land use. The City is afforded this regulatory authority under 65 ILCS 5/11-13-1 et. seq. Specifically, a zoning ordinance regulates items relating to the use of land, height and size of buildings, size of lots, size of yards (building setbacks), parking, etc. It establishes definitions, standards, and procedures for a municipality to review and approve specific land developments.

Zoning regulations should be based on a sound and rational plan for the community, although this is not a statutory requirement in Illinois as it is in some other states. However, case law reveals that land development control regulations cannot be arbitrary and capricious. For these reasons, it is imperative that a community carefully considers its development policies and adopts a comprehensive plan that reflects these policies. If done properly, the plan will provide a strong foundation for the City's zoning authority.

Also, reasonable but relatively stringent control is important to encouraging private development. The reason is that an individual or business, investing money in a residential or commercial property, can proceed with confidence in

what the future holds for the City's land use pattern and, more particularly, their immediate surroundings. **Exhibit A** on the following page provides a summary of the key features of a comprehensive plan and a zoning ordinance.

Exhibit A

SUMMARY OF PLANNING AND ZONING

COMPREHENSIVE PLAN	ZONING ORDINANCE
<ol style="list-style-type: none"> 1. Serves as a guide for decisions concerning the community's physical development. 2. Takes a comprehensive approach to a wide range of community development issues (e.g., land use, major streets, parks & open space, etc.) 3. Designed to reflect community development goals and objectives. 4. Recommends location and intensity of land uses, major street improvements, parks and open space, etc. 5. Provides a rational basis for administering the zoning ordinance and other development regulations. <p><i>The plan is a "POLICY" document</i></p>	<ol style="list-style-type: none"> 1. Is the legal tool for achieving community development goals & objectives established through the planning process. 2. Regulates specific items relative to land development: <ol style="list-style-type: none"> a. use of land b. height and size of buildings c. size of lots d. yards and other open space e. buffers between incompatible land uses f. parking 3. Establishes definitions, standards and procedures for reviewing and approving land development. <p><i>The zoning ordinance is a "LEGAL" document</i></p>

SECTION II

LAND USE AND MAJOR STREET PLAN

The Southeast Study Area is a combination of commercial and residential uses. The North Downtown Study Area is made up of a combination of commercial, public, and residential uses. The North Downtown Paris Study Area provides the City with an opportunity to diversify its economic base through the attraction of commercial development and the enhancement of housing alternatives through new residential development. The Southeast Study Area presents the City with an opportunity to revitalize underutilized commercial properties, attract new retail, office, and service uses, and encourage new residential growth.

To encourage and support the necessary public and private investment in the North Downtown and Southeast Study Areas, the City is considering the amendment of the Downtown Paris TIF District and establishment of the Jasper Street TIF District to assist the City in financing much needed infrastructure and roadway improvements, significant site preparation, storm water detention facilities, building rehabilitation, and other costs that may be incurred to induce residential, commercial, and industrial development. Other available resources should also be employed when possible to aid in offsetting the costs of public infrastructure.

Land Use Recommendations

Exhibit B, entitled *Land Use & Major Street Plan – North Downtown Study Area*, illustrates the proposed general land use type for land located in the North Downtown Study Area. This Plan promotes the development of commercial, industrial, public/semi-public and residential uses.

Exhibit C, entitled *Land Use & Major Street Plan – Southeast Study Area*, illustrates the proposed general land use type for land located in the Southeastern portion of the City. This Plan promotes the rehabilitation of commercial property and the development of commercial, retail, and residential uses.

Commercial

To a large degree, proposed commercial land uses reflect current City zoning district designations. The commercial-general designation does not distinguish between the types of commercial development (e.g., office, neighborhood, general retail, etc.). The Plan is generalized in this respect, because it is long-range in scope. As future commercial development proposals arise within areas that are currently zoned for commercial use, the applicable commercial zoning district regulations will more specifically dictate the type and intensity of use. In

instances where rezoning to a commercial district is proposed, then the Plan should serve as a guide. However, such rezoning requests should be examined in terms of their appropriateness for location, including assessing impact on the surrounding areas and street network.

Residential

Within the current corporate limits of Paris, the residential land use proposal reflects the residential zoning districts as delineated on the City's Zoning Map. Note that this Plan does not attempt to designate specific single-family or multi-family residential densities. The Plan is generalized in this respect, because it is long-range in scope, and the City's zoning ordinance provisions will control the specific density of residential uses allowed in various locations in the City.

Public/Institutional

Institutional (public and semi-public) land uses include schools, wastewater plants, park/recreation, IDOT facilities, and other major public facilities. There may be future development of new institutional uses within the Study Areas.

Industrial

This category of proposed land use is relatively broad in scope. It is intended to promote the development of industrial, office, warehousing, and service centers. It is not the policy of this Plan to preclude the development of other non-residential land uses not specified above, but which may be complementary to industrial land uses. Other land uses that may be appropriate include retail, services and other uses that serve industrial development and a broader market.

Non-conforming Situations

It is not the intent of this Plan to eliminate existing non-conforming uses. The intent is to prohibit the expansion of certain uses and to promote changes in use where appropriate. Existing non-conforming uses may remain until such time that they are no longer viable for their current use and become redeveloped in a manner consistent with this Plan.

Implementation

The first official action toward plan implementation is the adoption, by the Paris Plan Commission and the City Council, of this Plan document as the general statement of land development policy within the North Downtown and Southeast Study Areas for Paris. This action formalizes this Plan document as being the current policy for the general development patterns in these planning areas of the community.

The City's zoning ordinance serves as one of the principal mechanisms for implementing the Plan. The City should review and update this ordinance (including the official zoning map) in the context of this land use policy. Such a re-evaluation is important in order to ensure that the zoning ordinance is not in conflict with policies of the Plan.

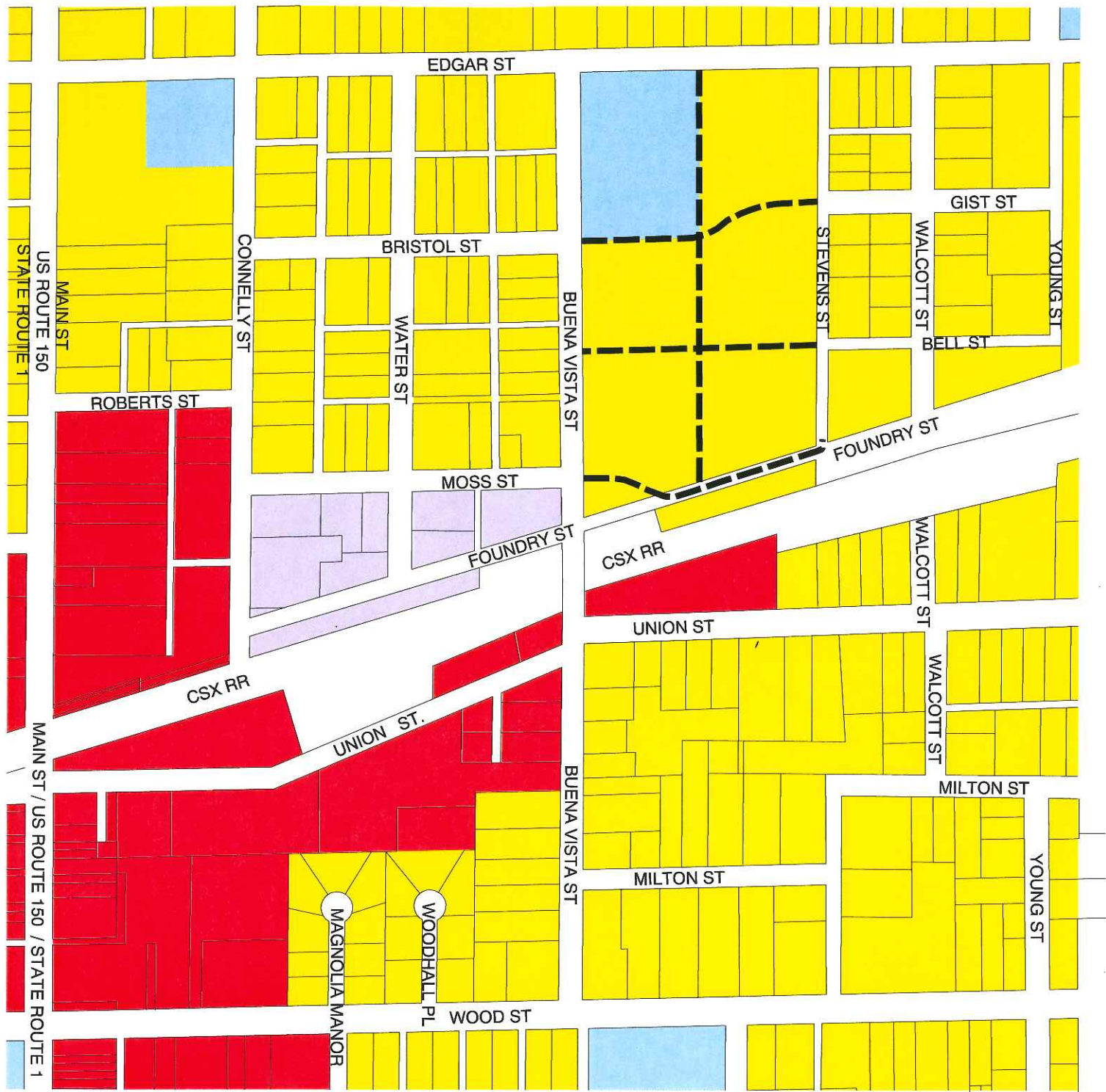


Exhibit B Land Use & Major Street Plan

North Downtown Study Area
2005 Amendment to the Comprehensive Plan
City of Paris, Illinois

LEGEND

- Residential
- Commercial
- Industrial
- Public & Semi-Public
- Proposed Roadways

OCTOBER 2005

0 100 200 300
SCALE IN FEET

FGV



PGAU^{URBAN}CONSULTING