

Comprehensive Plan

Volume I

City of Purvis, Mississippi

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ARTICLE 1 - PURPOSE AND AUTHORITY

SECTION 1: PURPOSE

The purpose of the City of Purvis' Comprehensive Plan is to establish long-range policies and goals that guide overall physical growth and future development in a coordinated and unified manner. As a statement of long-range general policies, it expresses Purvis' desire to affect the physical form of its destiny. By approaching that future in a coordinated and unified manner, Purvis seeks to preserve, promote, protect and improve the public health, safety, comfort, good order and appearance within its jurisdiction.

SECTION 2: AUTHORITY

The City of Purvis exercises authority granted under Title 17, Chapter 1, of the Mississippi Code for the total incorporated area under its jurisdiction, in the interpretation, administration and evaluation of the Comprehensive Plan. Consistent with Title 17, Chapter 1, of the Mississippi Code, all land development within the incorporated area of Purvis' jurisdiction will be consistent with the adopted City of Purvis Comprehensive Plan. In addition, all land development regulations enacted or amended will be consistent with the Plan. Land development regulations existing at the time of adoption of the Plan which are not consistent with the Plan will be amended so as to be consistent.

ARTICLE 2 - LONG RANGE GOALS AND OBJECTIVES

INTRODUCTION

Goals and objectives provide for long-range development for the community and set forth desired guidelines directed toward the solution of community problems. Through the guidelines, the public is made aware of the future needs of the City. These goals and objectives will be helpful to City officials in the day-to-day decision-making process, and should provide both general and specific direction toward solutions of problems, as well as serving as an instrument against which to measure accomplishment of previously determined goals.

SECTION 1: RESIDENTIAL DEVELOPMENT

1.1. Goal: Ensure the adequate supply of healthy, sound and affordable housing for residents of all income levels.

1.2. Objectives:

1.2.1. Ensure that the owner-occupied housing stock is brought up to standard condition by applying for all available funding sources, including HOME Investment Partnerships Program and Community Development Block Grant funds.

1.2.2. Encourage new single-family residential development in the City to provide adequate living space for residents.

1.2.3. Seek local, state, and federal funding sources to construct housing for low income families and utilize any available public-private partnerships.

1.2.4. Protect residential neighborhoods from encroachment by adjacent commercial and industrial land uses where appropriate.

1.2.5. Ensure that unsafe deteriorated structures that are uninhabited are immediately torn down to reduce the threat to health and safety.

1.2.6. Encourage the use of a house numbering system to residents as a means of location for emergency and other vehicles.

- 1.2.7. Develop new ordinances requiring minimum property maintenance and prohibiting the accumulation of junk on residential properties.

SECTION 2: COMMERCIAL DEVELOPMENT

- 2.1. Goal: Increase and sustain commercial development along appropriate transportation corridors.
- 2.2. Objectives:
 - 2.2.1. Encourage the establishment of a low interest loan pool through local banks and businesses to aid in the development or expansion of commercial development.
 - 2.2.2. Recognize the central business district as the most desirable location for major commercial activity in Purvis and upgrade this location to provide the facilities customarily associated with a major shopping area.
 - 2.2.3. Strive to achieve a more visually attractive appearance and provide suitable parking accommodations in all commercial uses, especially those of the central business district.
 - 2.2.4. Discourage encroachment of residential uses within the central business district or other areas which are generally more suitable for commercial uses.
 - 2.2.5. Improve and upgrade infrastructure in all commercial areas to encourage frequent public use. Improvements of sidewalks and lighting, for example, would make the downtown area a more pleasant place to shop, thereby increasing public utilization.
 - 2.2.6. Encourage the development and establishment of additional retail business.
 - 2.2.7. Encourage retail and commercial trade in the City.
 - 2.2.8. Increase public parking in the commercial district.

- 2.2.9. Demolish all unsafe, deteriorated commercial structures immediately to reduce the threat to health and safety.
- 2.2.10. Develop new ordinances requiring minimum property maintenance and prohibiting the accumulation of junk on commercial properties.

SECTION 3: INDUSTRIAL DEVELOPMENT

- 3.1. Goal: Foster industrial development in the Lamar County Industrial Park, the Deep South Trucking Industrial/Commercial Complex, and in Lamar County.
- 3.2. Objectives:
 - 3.2.1. Provide adequate infrastructure to the Deep South Trucking Industrial/Commercial Complex.
 - 3.2.2. Cooperate with the County in providing infrastructure in the Lamar County Industrial Park.
 - 3.2.3. Develop new ordinances requiring minimum property maintenance and prohibiting the accumulation of junk on industrial properties.

SECTION 4: COMMUNITY FACILITIES

- 4.1. Public Buildings, Facilities, and Lands
 - 4.1.1. Goal: Improve the physical condition and useful life of all community buildings, facilities, and lands within the City of Purvis.
 - 4.1.2. Objectives:
 - 4.1.2.1. Sustain current condition of structures by providing general maintenance and upkeep of community buildings and facilities on a routine basis.

- 4.1.2.2. Remove hazardous trees in right-of-ways and promote tree planting.
- 4.1.2.3. Cooperate with Lamar County in establishing a multi-purpose agricultural complex for the benefit of the community.
- 4.1.2.4. Establish a community center type complex for public meetings and public functions.
- 4.1.2.5. Require immediate removal of all unsafe, deteriorated community facility and infrastructure components to reduce the threat to health and safety.

4.2. Parks, Open Space, and Recreation

- 4.2.1. Goal: Provide a variety of recreational opportunities, both passive and active, for all segments of the population, serving neighborhoods throughout the community.
- 4.2.2. Objectives:
 - 4.2.2.1. Assure the provision of adequate open space and recreational areas in new residential developments through enforcement of regulator codes such as the zoning ordinance and subdivision regulations.
 - 4.2.2.2. Locate a neighborhood park in the southeastern area of the City.
 - 4.2.2.3. Preserve existing open space within the City as development continues to occur. Such space should be preserved to enhance parks and recreational resources to conserve land and natural resources, and to act as a buffer between land uses.
 - 4.2.2.4. Establish additional public recreational facilities such as softball fields, tennis courts, etc.

- 4.2.2.5. Seek local, state, and federal funding sources to construct much-needed recreational facilities.

4.3. Public Schools

- 4.3.1. Goal: Cooperate with the Lamar County School District for the improvement of school facilities to accommodate the future school age population of the city and area.

- 4.3.2. Objectives:

- 4.3.2.1. Offer assistance in planning for additional school facilities.

4.4. Police and Fire Protection

- 4.4.1. Goal: Ensure a healthy and stable living environment for all residents by continuing to upgrade and improve facilities and equipment necessary for adequate police and fire protection.

- 4.4.2. Objectives:

- 4.4.2.1. Replace Police Department patrol cars as their age and mileage necessitates.
 - 4.4.2.2. Purchase hand held radios and other equipment necessary for efficient police protection.
 - 4.4.2.3. Purchase needed equipment for the Volunteer Fire Department including turn-out gear, oxygen tanks and breathing apparatuses, hoses, nozzles, ladders, extinguishers, and axes.
 - 4.4.2.4. Provide continued professional training for police and fire personnel.

SECTION 5: TRANSPORTATION IMPROVEMENTS

- 5.1. Goal: Develop a street system which ensures safe, reliable circulation of the movement of people and goods from one part of the community to another.

- 5.2. Objectives:
 - 5.2.1. Improve any existing streets which are classified as poor.
 - 5.2.2. Provide curbs and gutters to alleviate drainage problems within the City.
 - 5.2.3. Promote consistent and attractive sign development which provides appropriate communication for vehicular and pedestrian traffic.
 - 5.2.4. Eliminate on-street parking which obstructs the view of vehicular traffic.
 - 5.2.5. Provide sidewalks along minor arterials and collector streets where needed to ensure the safety of pedestrians.

ARTICLE 3 - LAND USE PLAN

INTRODUCTION

The Land Use Plan includes the City of Purvis and the surrounding area which is expected to have urban characteristics by the year 2015. This area was selected as the planning area because urban growth and problems do not end at corporate boundaries. The planning area consists of the City of Purvis and unincorporated land in Lamar County.

The 2015 urban area, shown on the map, encompasses over 15 square miles of land which is expected to accommodate growth for the City of Purvis. This land will provide space for homes, businesses, and public services which will be necessary to meet the needs of the future urban area population.

Although the purpose of the future Land Use Plan is to set forth the "ultimate highest and best use" for each piece of land, it necessarily reflects an awareness of the influence of existing patterns of land use.

The Board of Aldermen in its consideration of zoning matters, should base its decision on the "ultimate highest and best use" of the land - that use which is in the broad community interest. Zoning districts should be created to include appropriate area for development and not established on a piecemeal or property-to-property basis. The "ultimate highest and best use" of land, however, does not necessarily mean utilization which brings about the greatest economic return to an individual or individuals, nor the use which at the outset would create the highest market value at the expense of neighborhood property. It is, rather, that use which in the long run will sustain the property values, character, and amenities of the area, including the most practical and economical expenditures for public facilities.

SECTION 1: NEIGHBORHOODS

The neighborhood unit is employed in the formulation of Purvis' Comprehensive Plan. Residential, business, and industrial uses may appear in neighborhood land uses. Purvis is made up of a series of neighborhoods. The boundaries of these neighborhoods are generally determined by the location of industrial areas, roads and highways, and streams or other topographic features. Each neighborhood generally has a name identification which is a recognizable location to persons familiar with the city.

Neighborhoods are generally a square mile in area although there is no absolute measure. The neighborhood is usually bonded together by the area populations, similar interests, lifestyles, age of housing, and common problems or goals. The neighborhood concept as a basis for urban development will ensure better places for living and for doing business. Property values will be protected and stabilized because the neighborhoods will be free of the principal hazards that tend to cause early deterioration and blight; namely detrimental uses and through traffic.

Major trafficways probably have the strongest influence in determining the neighborhood pattern and conversely can destroy neighborhood unity if they cut through rather than bound the neighborhood. The correlation between thoroughfares and land use is most important in conjunction with major traffic generator locations. The length of major types of trafficways and the types of land uses and traffic generators it connects with will determine future traffic volumes and must be carefully considered if the integrity and quality of life of neighborhoods are to be preserved and/or enhanced.

Appropriate measures should be taken to make the routes which cut through the neighborhood uninviting to through traffic. This can be accomplished by closing portions of streets and the use of loops or cul-de-sacs to maintain proper circulation and access within the area. Application of traffic control measures, although not a substitute for good street layout, can assist in discouraging the use of minor residential streets or collectors for through traffic. The importance of eliminating through traffic from the interior of neighborhoods cannot be emphasized too strongly. The effect on the neighborhood always should be taken into account when proposals to widen or improve existing streets are considered. In many instances, public interest might better be served by making a residential street less favorable for traffic.

As areas develop, it is more nearly possible to achieve ideal neighborhood development. However, it cannot be created automatically through the normal process of land subdivision. Through the initiative and cooperative action of the property owners, land developers and utilities, the proposed development could closely achieve the ideal neighborhood. The administering of good subdivision regulations and adequate zoning could assist in reaching this goal.

The City of Purvis has developed over the years through a series of neighborhoods based on a period and style of residential development, along with other natural geographic or man made factors which helped the people living there feel a closeness. Generally these neighborhoods were joined in clusters to form somewhat homogeneous areas of families with similar incomes, education and social preferences. In the future, as the neighborhoods and communities are

studied more fully, it should be borne in mind that bare statistics and analysis of facts are not enough; the feelings and ideas of the people must be known. Neighborhood and community meetings should be held to allow the people living in each area an opportunity to understand the plan and to voice their criticisms and suggestions. Certain factors cannot be determined in any other way, and further, planning cannot succeed without the knowledge and support of the people.

SECTION 2: RESIDENTIAL LAND USE

Residential land use is the majority use of land within the City of Purvis. Residential land use in the City of Purvis should be classified as the following districts: A-R; Agriculture-Residential, R-1A; Single Family, Large Lot, R-1B; Single Family, Medium Lot, and R-2; Multi Family.

AGRICULTURAL - RESIDENTIAL

Agricultural-Residential land uses are intended to accommodate large, "estate" size lots located in the more sparsely developed areas of the city where existing services and utilities, in particular sewer, will not accommodate a higher density.

The majority of Agricultural-Residential Lands in the City of Purvis are located at the fringes of the city limits.

SINGLE FAMILY

Single family land uses, large and medium size lots, are intended to discourage any use which, because of its character, would substantially interfere with the development of single family dwellings in those districts and would be detrimental to the quiet residential nature of the areas included therein. Single family lands are the dominate use in the city.

MULTI-FAMILY

Multi-family land uses are intended to discourage any other use which, because of its character, would interfere with the basic multi-family nature of these areas. The multi-family developments should be located so as to not interfere with or damage environmentally sensitive land and to ensure that adequate open space and recreational facilities area located nearby, or within the area itself, to serve the needs of the persons who are or will be living in them.

Concentration of large amounts of multi-family property in one area where services and utilities are not adequate should not be allowed.

Multi-family uses in Purvis are sparsely located, with two larger developments located in the northwestern corner of the city.

MOBILE HOME

Mobile homes are currently located on single family lots scattered throughout the city and in two park developments on Highway 11 North and on Martin Luther King Drive.

Mobile home parks should be conditionally permitted in the Multi-Family Residential Districts of the City. Manufactured and mobile homes should only be placed in existing manufactured and mobile home parks or in new manufactured or mobile home parks.

SECTION 3: COMMERCIAL LAND USE

Commercial land use in the City of Purvis is primarily located along minor arterials: State Highway 589, U.S. Highway 11, Shelby Speights Drive and Main Street. These commercial land uses fall into two business categories - community and highway - according to the size of the service area and the nature of the tenant.

Community Business land use is intended to be located on major thoroughfares and provide goods and services to residents of the community. Because these commercial uses are subject to the public view, which is a matter of important concern to the whole community, they should provide an appropriate appearance, ample parking, controlled traffic movement, and suitable landscaping, and protect abutting residential areas from the traffic and visual impacts associated with commercial activity.

Highway Business land use is intended to provide areas for intensive, high impact commercial and small scale light industrial establishments which generate large volumes of heavy truck traffic. Consequently, these districts are located on arterial highways. Retail office and personal service establishments are incompatible, and therefore, are not to be mixed in these heavy commercial and light industrial areas. It is necessary to insulate adjacent residential values against any adverse effect of commercial use. Where a business is to be located on a site close to a built-up residential area, certain buffers should be introduced. For example, a planting strip of some width, 10 to 20 feet, should be used for high dense foliage, masonry walls, or solid

fences to insulate adjacent residential use. Landscaping and buffering serve to promote, protect, and preserve the appearance, character, value, and safety of the total urban area and nearby properties.

SECTION 4: INDUSTRIAL LAND USE

One industrial district exists in the City of Purvis. The principal use of land in this district is for industries which can be operated in a relatively clean and quiet manner and which will not be obnoxious to adjacent residential or business districts and for warehousing and wholesaling activities with limited contact with the general public. The regulations are designed to prohibit another use which would substantially interfere with the development of industrial establishments in the district.

The industrial area locations should utilize, as much as possible, natural buffers such as streams or major topographic breaks to protect other areas of land use in the vicinity. They should be located within reasonable proximity to residential areas, and in such relation to major traffic routes, so as to minimize home-to-work and work-to-home travel time. Industrial areas must be of sufficient size to accommodate proper development and logical expansion, and locations in close proximity to existing or potential slum areas are not desirable unless there is reasonable likelihood of redevelopment and upgrading.

Business land uses should be allowed in industrial districts, since industry often needs such things as machine shops, supply stores, and restaurants. Purvis should be careful to consider the special needs of industry and their impacts when creating or expanding heavy and light industrial districts. Industrial districts usually have to be serviced by major transmission lines for electric power. Industry also needs access to railways and major transportation routes. Service streets must be able to handle the weight of heavy trucks, and community standards for industry should also ensure sufficient parking and space for loading and unloading. Precautions must be taken to prevent fires and other hazards.

SECTION 5: RECREATIONAL AND OPEN SPACE

Recreational land uses in the city are located in three areas; the City of Purvis Walking Track on Weems Street, the City baseball fields on College Drive, and Veterans Memorial Park on Shelby Speights Drive.

Purvis does not have sufficient recreational facilities nor do the existing parks service the entire city. Because of the popularity and demand for recreation, the City of Purvis should consider the planning for more recreational sites, both active and passive. It is important that the recreational facilities be easily accessible to the residents of Purvis, equally distributed throughout the City, and provide adequate access.

SECTION 6: PUBLIC/SEMI-PUBLIC FACILITIES AND LANDS

Public land consists of areas occupied by educational and governmental facilities or land which is owned by federal, state, or local units of government. Semi-public areas include land which is occupied by privately-owned uses that are generally open to the public, such as churches, cemeteries, lodge halls and similar uses. Recreational facilities are also included in this category.

The majority of public/semi-public facilities and lands are located in the community business district along Shelby Speights Drive and Main Street and throughout the City within the residential districts. It is important to recognize that adequate parking and access to these facilities is essential for all residents of the community.

SECTION 7: STANDARD OPERATING PROCEDURES

INTRODUCTION

The Land Use Plan must be considered an impermanent constitution for the future growth of the city. It is impermanent because this process requires continual effort to stay relevant.

PLANNING PROCESS - HOW TO MAKE A DECISION OR SOLVE A PROBLEM

1. Define the problem or objective in order to understand it.
2. Determine what facts are pertinent.
3. Get information from resource lists and field data and compare with Comprehensive Plan.
4. Determine alternatives.

5. Make appropriate choice.

LAND USE PLANNING PROCEDURE - CHECKLIST

1. Check against the Land Use Plan and existing zoning maps. This is most important because it will immediately put the project in perspective.
2. Check against the Transportation Plan for existing rights of way and need for projected right of way width needed to serve proposed roadways.
3. Check against the Community Facilities Plan in order to understand the public commitment to provide adequate services to the new development. This would include levels of service for water, sanitary sewer, and storm drainage.
4. The project should coincide with the adopted Land Development Code's zoning and subdivision regulations. A zoning change or a new subdivision plat may be needed.
5. The proposed development may be significant enough to require a public hearing in order to solicit public comment.
6. Complete staff review with comments and recommendations of the Planning Commission. The review should include Police Department, Fire Department, and Building Official. If the proposed development is of significant size or uniqueness to warrant a review, an outside expert may be consulted. See Plan Review in Land Development Code.
7. Ensure that the developer of the project understands all government requirements related to the development concerning permits for buildings, pavement, curb cuts, drainage, and certificate of zoning compliance.
8. After a complete review, an overview of the project should demonstrate that development will further the long range plans and goals for the development of the Purvis area.
9. All reviews should be kept within the shortest time frame possible provided the planning process, adequate review, and scheduling have been properly implemented.
10. Ensure that the developer is kept completely informed of project progress, particularly when a problem arises which needs some answers.

CONCLUSION

Contrary to popular belief, business and industry are not the only feasible uses for the property along highways and major thoroughfares. Public and semi-public uses, including junior and senior high schools; institutional uses, including churches; offices; manufactured (mobile) home parks; and high-density residential development are among the traffic-generating uses which are related properly to major traffic routes. However, there is not enough need, even when these uses are added to requirements for business and industry, to utilize properly all of the land along major thoroughfares and highways. Single-family residential development of such land is necessary, and can be done quite successfully by fronting the residences on streets paralleling residential streets and backing them on the traffic artery. In the first instance, the few houses siding on the traffic artery can be protected by adequate side yards and landscaping. In the second case, fences and planting along the rear can buffer the homes and enhance the beauty of the rights-of-way of even the most heavily traveled routes.

ARTICLE 4 - TRANSPORTATION PLAN

INTRODUCTION

The transportation system for the safe and efficient movement of people and goods within and through the City of Purvis is an essential part of the Comprehensive Plan. As the pattern of the transportation system greatly influences the ease, convenience and safety of the traffic circulation in and out of the community, it is probably one of the most important planning elements which affect the form, physical growth, and development of the community. Inadequate transportation systems contribute substantially to unwarranted traffic accidents, vehicular congestion, and excessive maintenance. The Transportation Plan will coordinate with all modes of transportation including rail, auto, pedestrian, and bicycle to alleviate existing deficiencies and provide for future growth in accordance with the community's established goals and standards.

SECTION 1: EXISTING STREET SYSTEM

The existing street system in the City of Purvis compares favorably with the systems in other cities of its size. Many of the street improvements needed in Purvis involve widening, repaving, and realigning; providing additional links to integrate the traffic circulation system; improving poor intersections; providing gutters and proper storm water drainage; and improving lighting. In addition to this, several other obstacles hinder the smooth flow of traffic on major thoroughfares. These include: railroad crossings at grade, off-set street intersections, inadequate sight distances, a large number of dead-end streets, and inefficient and obsolete street layouts in older areas. Solutions to these existing problems require detailed planning and design. If traffic circulation in the future is to be improved, not only must these mistakes of the past be corrected, but equally important, they must not be permitted in new areas.

SECTION 2: ELEMENTS OF TRANSPORTATION PLANNING

One of the basic elements in Transportation Planning is coordination with land use planning. Planning for streets is guided primarily by the Land Use Plan, which provides the basis for the specifications of location and design. Where to place streets and thoroughfares is determined, in part, by the location of existing and proposed areas of each category of land use: residential, commercial, and industrial. These areas, in turn, depending on their size and density of development, determine the volumes of traffic a given major street should carry. The design of the street, including such factors as width of right-of-way and paving, and where and how

access is permitted, is based on anticipated volumes of traffic.

If the basic Land Use Plan is not followed and other types of land use are permitted, (as for example, commercial instead of the proposed residential), the effect is disruptive to the Transportation Plan. Traffic entering and leaving abutting businesses reduces the efficiency of the thoroughfare, increasing traffic congestion. The result is the need either to widen the thoroughfare or to construct a nearby supplementary thoroughfare. Either alternative is costly and either can cause blight in the affected area. Success in the implementation of the Transportation Plan will be gauged, in part, by success in adherence to the Land Use Plan.

A second element in the planning for future streets, or the improvements of existing ones, is the designing of the street in terms of its use. The following functional classification system is suggested as a design framework for street planning:

- 2.1 Minor Streets serve the sole function of providing access to abutting properties. These are the streets to which private driveways are connected. They should be planned so that future urban expansion will not require the conversion of minor streets to major thoroughfares. Minor streets generally serve low to moderate density residential.
- 2.2 Collector Streets serve the function of funneling traffic between minor streets and major thoroughfares. They should be designed to serve the primary purpose of moving traffic within the neighborhood. Whenever possible, land should be platted in a manner that will discourage private driveways from entering collector streets. Collector streets serve to collect traffic from minor streets and serve lower traffic commercial uses such as offices, furniture stores, neighborhood commercial and moderate to high density residential.
- 2.3 Minor Arterials (Major Thoroughfares) serve to move the traffic between collector streets and the principal arterials of the City, and to connect the various functional units of the area. Two basic types of major thoroughfares are recognized. The primary thoroughfare extends for some distance and carries a substantial volume of traffic across the City. The secondary thoroughfare, carrying a lesser volume of traffic, extends for shorter distances of perhaps one to four miles. The major thoroughfare serves high traffic commercial areas, high density residential and industrial uses.

Major thoroughfares should be located along the edges of neighborhoods and should separate units of dissimilar land use. They should neither penetrate nor divide

neighborhoods, as this intensive traffic activity both disrupts the family-oriented neighborhood life and is likely to cause depreciation.

2.4 Principal Arterials are high-speed, limited-access, grade separated roadways designed to move large volumes of traffic substantial distances throughout the city. Expressways serve the same function but are not designed to such high standards as freeways. On expressways, relatively few intersections at grade are permitted, and these are signal controlled. Both freeways and expressways have median dividers and no access from abutting properties.

2.5 Interstate Highway Federal-Aid Interstate Highways are roadways which are functionally classified as freeways. Interstate highways are the highest level of arterial. They are characterized by full control access, high speed design, and high level of driver comfort and safety. The interstate network is also part of the national defense system.

Table 2-1 shows minimum right-of-way and surface width requirements for each corridor classification.

**TABLE 2-1
MINIMUM RIGHT-OF-WAY AND SURFACE-WIDTH REQUIREMENTS**

Classification	Minimum Right-of-Way	Surface-width Requirements
Interstate Highway	180 feet	84 feet minimum
Principal/Major Arterial	120 feet	28-84 feet
Minor Arterial (Major Thoroughfare)	100 feet	24-60 feet
Collector	70 feet	24-48 feet
Minor Street	50 feet	22-28 feet

2.6 Surface conditions In the discussion of functional classifications of existing streets which follows, reference is made to the surface conditions of the roadways. The surface conditions described in the following section were based on the following criteria:

2.6.1. Good: Streets rated as being in good condition have a smooth paved riding surface which have no noticeable structural defects such as cracks, ruts, or displaced or buckled joints.

2.6.2. Fair: Streets rated as fair have relatively smooth, paved riding surfaces, but have one or more noticeable defects such as minor cracks, ruts, intermediate bleeding, minor raveling, slightly faulty joints, or apparent repeated patching.

2.6.3. Poor: Streets rated as poor have a rough surface and are either paved or unpaved. Paved streets with a large amount of cracking, rutting, patching, raveling, or faulting are rated poor and all unpaved streets are classified as poor.

SECTION 3: FUNCTIONAL CLASSIFICATION OF EXISTING STREETS AND ROADS

3.1 INTERSTATE HIGHWAY

3.1.1 Interstate 59: Approximately 1.85 miles of Interstate 59 lies in the Purvis planning area. It is the only interstate highway within the Purvis planning area and it extends as far northeast as Atlanta, Georgia through Hattiesburg, Mississippi, southwest to Slidell, Louisiana where it intersects with Interstate 10 (a freeway). As shown on Map Number 4, the average daily traffic count north of Purvis was 10,000 and the count south of Purvis was 9,800 in 1993. The surface condition is classified as good.

3.2 PRINCIPAL ARTERIAL

3.2.1. U.S. Highway 11: This principal arterial enters the city limits of Purvis from the northeast direction. Approximately 2.13 miles are in the planning area outside the city limits with 2.14 miles within the city limits. As shown in Map Number 4, this highway registered an average daily traffic count in 1993 of 7,600 at the point of intersection with Shelby Speights Drive, and just outside the city limits the count was 5,200. Highway 11 provides a straight link to Hattiesburg. The surface condition ranges from fair to poor.

3.3 MINOR ARTERIAL:

There are four minor arterials within the Purvis planning area. These are as follows:

- 3.3.1. State Highway 589: This arterial enters the planning area from the northwest. Approximately 1.28 miles are in the planning area outside the corporate limits, with 3.74 miles of this corridor within the city limits. As can be seen on Map Number 4, the average daily traffic count for Highway 589 at the point where 589 becomes Main Street was 5,400 in 1993 and on the eastern end of Highway 589 the count was 2,200. The surface condition ranges from good to fair.
- 3.3.2. Shelby Speights Drive: Approximately 1.53 miles lie in the city limits. Shelby Speights Drive carries a large amount of traffic. As shown on Map Number 4, the average daily traffic count on Shelby Speights Drive was 8,700 in 1993. The surface condition is good.
- 3.3.3. Old U.S. Highway 11: Approximately 1.8 miles are inside the planning area outside the corporate limits and 2000 feet or 0.38 miles are inside the Purvis city limits. Old U.S. Highway 11 is a paved road that becomes Martin Luther King Drive. No traffic count was available for Old U.S. Highway 11. The surface condition may be described as good.
- 3.3.4. Main Street: Approximately 1.05 miles are within the Purvis city limits. Main Street is a paved street that runs from Shelby Speights Drive until it becomes West Highway 589. As shown on Map Number 4, the average daily traffic count at the point Main Street becomes Highway 589 was 5,400 in 1993. The surface condition is generally fair.

3.4 COLLECTORS:

There are four collector roadways within the Purvis city limits; they are as follows:

- 3.4.1. Martin Luther King Drive: Approximately 1.6 miles of this collector are within the city limits. Martin Luther King Drive runs north from Old U.S. Highway 11 until the point it intersects with Shelby Speights Drive. No traffic count was available for Martin Luther King Drive. The surface condition may be described as fair to good.
- 3.4.2. Purvis-Baxterville Road: Approximately 0.6 miles of this collector are in the planning area outside the city limits with 1.07 miles within the city limits. Purvis-Baxterville Road enters Purvis from the southwest direction to the point

where it intersects with Shelby Speights Drive. As shown on Map Number 4, the average daily traffic count for Purvis-Baxterville Road was 1,200 in 1993. The surface condition is considered fair.

3.4.3. Purvis-Columbia Road: Approximately 0.5 miles of this collector are within the planning area outside city limits with 1.2 miles in the city limits. Purvis-Columbia Road enters the city limits from the west direction to the point where it intersects with Main Street. As shown on Map Number 4, the average daily traffic count for Purvis-Columbia Road was 400 in 1993. The surface condition ranges from good to fair. This road becomes Mulberry Street as it enters the city limits.

3.4.4. Old Richburg Road: Approximately 0.7 miles of this collector is in the planning area outside the city with 1.34 miles in the city limits. Richburg Road enters the city limits of Purvis from northeast direction and continues through the city until the point it becomes Weems Street and Allen Street. No traffic count was available for Richburg Road. The surface condition ranges from poor to fair.

3.5 LOCAL (MINOR) STREETS

There are approximately 90 Local or Minor streets within the Purvis planning area, which are as follows. The local or minor streets can generally be described as being in poor to good condition. There are approximately 34.12 miles of local streets and roads in the Purvis planning area. No traffic counts were available for these minor streets.

Names of Local and Minor Streets

Aldon Road	Carrey Street	Duke Avenue
Alexander Road	Center Street	Durham Street
Allen Street	Clark Street	East Street
Anderson Street	Coal Town Road	Eight Street
Bay Street	College Drive	Eighth Avenue
Bill Andrews Road	Court Street	Elliot Circle
Boggy Hollow Ave.	Coward Avenue	Fifth Avenue
Bright Street	Cut-off Road	Fifth Street
Brown Avenue	Davis Street	First Avenue
Brown Street	Dew Street	Fourth Avenue

Georgia Avenue	Meadow Lane	Schneider Avenue
Gilmore Street	Mississippi Ave.	School Street
Hillcrest Drive	Mitchell Avenue	Second Avenue
Howard Street	Morris Drive	Seventh Street
J. Barnes Road	Nan Street	Shanks Drive
James Street	Ninth Avenue	Shelby Street
Judy Street	Ninth Street	Sherlock Herring Road
Kathy Street	North Street	Short Avenue
Katie Street	Oak Street	Sixth Avenue
King Avenue	Pallet Plant Road	Sixth Street
Ladner Street	Pecan Street	Statford Street
Lake Drive	Pennington Loop	Sunset Drive
Lakeview Drive	Pine Street	Susanna Street
Logaras Circle	Purvis Street	Tannehill Street
Louisiana Avenue	Purvis-Brooklyn	Tenth Street
Lynn Street	Purvis-Oloh	Third Avenue
Manar Street	Pylant Street	Virginia Circle
McKellar Street	Richburg Avenue	Wildflower Lane
McNair Street	Ridgeview Drive	Windsor Drive
		Young Avenue

Table 3-1 shows the total number of miles in each functional classification.

**TABLE 3-1
ROAD AND STREET MILEAGE BY FUNCTIONAL CLASSIFICATION**

Classification	Mileage Inside City Limits	Mileage Outside City Limits in Planning Area	Total Miles in Each Classification
Interstate Highway	0.00	1.85	1.85
Principal Arterial	2.14	2.18	4.32
Minor Arterials	9.50	5.26	14.76
Collectors	5.21	1.80	7.01
Local and Minor Street	26.22	7.90	34.12

Source: Neel-Schaffer, Inc., Field Survey, 1995

SECTION 4: MAINTENANCE

Maintenance responsibilities for streets and highways within the Purvis planning area are shared by the City of Purvis, the Mississippi State Highway Department and Lamar County. Areas of responsibility for each of these governmental units are outlined below.

- 4.1. City of Purvis - All streets and roads located within the city limits, with the exception of highways and roads maintained by the state, are the city's responsibility.
- 4.2. Mississippi State Highway Department - All highways and roads within the planning area designated as Federal Aid Secondary or Federal Aid Primary Highways and Roads are the responsibility of the Mississippi State Highway Department.
- 4.3. Lamar County - All roads located outside the Purvis corporate limits are the responsibility of Lamar County.

SECTION 5: PROBLEM AREAS

Purvis, like any growing city whose original beginnings were more rural than urban in nature, will find that its paths of transportation which were probably more than adequate in past decades, may become increasingly inadequate as new development occurs. The problems in Purvis are not of such magnitude that corrective action cannot be easily accomplished within a time frame. Some of the problem areas are listed below.

- 5.1. Congestion - At the corner of Main and Shelby Speights Drive there is a major problem of congestion especially during the peak hours of 7:00 to 8:00 a.m. before school and 2:30 to 4:00 p.m. after school.
- 5.2. Unimproved Streets - This is a major problem in the Purvis street system. There are several gravel roads and streets that need to be paved. Some notable examples are Pine Street and a section of Virginia Circle and Pump Street. There are several paved streets that need to be resurfaced including Mississippi Street, School Street, and Middle Street.
- 5.3. Drainage - The lack of curbs and gutters poses a major problem to proper storm water drainage of the area. Purvis has drainage problems all over the city, especially on Weems Street.

- 5.4. Traffic Signalization and Stop Signs - Generally traffic signalization is good in Purvis. However, there is one notable situation where a traffic signal or three way stop sign intersection seems warranted. The one situation has already been noted above: the intersection of Main Street and Shelby Speights Drive.

SECTION 6: CURRENT PLANS AND PROGRAMS

There are seven road and street projects currently scheduled for the Purvis Planning Area during 1995:

- 6.1. The construction of the U.S. Highway 589 By-Pass in the Purvis city limits. The by-pass extends from the point where Highway 589 becomes Main Street to connect with the Highway 589 and Highway 11 intersection. The construction of the U.S. Highway 589 By-Pass will alleviate some traffic congestion and reroute heavy truck traffic around the City. The project is being constructed by the Mississippi State Highway Department.
- 6.2. The paving and extension of Stonefield Drive. Stonefield Drive will be extended northward to Alabama Avenue and U.S. Highway 589 in 1995. This will greatly aid traffic movement.
- 6.3. The paving of Middle Street is scheduled for 1995. The resurfacing of Middle Street is badly needed and will greatly aid traffic circulation.
- 6.4. The paving of School Street is also scheduled for 1995. The surface condition is poor, so the paving of this street will aid traffic movement.
- 6.5. The construction of Community Cemetery Drive. The construction of this street in the cemetery will allow traffic to move through the cemetery. The construction of Community Cemetery Drive is scheduled for 1995.
- 6.6. The paving of two alleys in the City of Purvis is also scheduled for 1995. One alley is located behind Western Auto, off Allen Street over to Shelby Speights Drive. The other alley is located in front of City Hall, from Shelby Speights Drive over to Mitchell Street. The paving of these two alleys will aid traffic circulation.

SECTION 7: PLAN RECOMMENDATION

In addition to the current plans, the following recommendations are made:

- 7.1. The extension of a street in the southern part of town, to connect Highway 11 and Baxterville Road. This will provide an additional thoroughfare across the railway.
- 7.2. The paving of several gravel roads and streets is badly needed in Purvis. This would greatly aid traffic circulation. These streets are:
 - a. Howard Street
 - b. Pine Street
 - c. Virginia Circle (a section)
 - d. Pump Street
- 7.3 The paving or resurfacing of Mississippi Street is badly needed because of poor surface conditions. This is also recommended.
- 7.4 The provision of a traffic signal or three-way stop sign at the corner of Main and Shelby Speights Drive would alleviate some of the traffic congestion and would aid the movement of traffic notably during the peak hours before school and after school.
- 7.5 The construction of curbs and gutters along the minor arterials and collectors would help eliminate drainage and storm water problems.
- 7.6 The provision or improvement of sidewalks and bicycle trails along Shelby Speights Drive and Main Street is also recommended.

SECTION 8: STREET IMPROVEMENT PROGRAM

The objective of this section is merely to suggest some priorities in the construction and improvements of the facilities outlined in the previous section. Of course, the first priority should be given to completing the current projects in Purvis. Other priorities in order of greatest need are as follows:

- 8.1 Provision of traffic signal or three-way stop sign at the corner of Shelby Speights Drive and Main Street.

- 8.2 Paving of gravel streets and roads where needed.
- 8.3 Paving or resurfacing of streets where needed.
- 8.4 The construction or extension of a street in the southern part of the City of Purvis connecting Baxterville Road and Highway 11.
- 8.5 The construction of curbs and gutters on minor thoroughfares and collectors.
- 8.6 Provision or improvement of sidewalks and bicycle trails along the aforementioned streets.

ARTICLE 5 - COMMUNITY FACILITIES PLAN

INTRODUCTION AND SUMMARY

Community Facilities are defined in this plan as public and semi-private facilities that provide a wide range of community services. Maintaining and operating these facilities is the responsibility of various governmental entities such as the federal, state, county, or municipal levels. Private organizations also provide some public services.

A survey of existing community facilities was conducted to evaluate the current and future needs of the City of Purvis. The results of the survey have been formulated into recommendations for the improvement of current facilities.

SECTION 1: INVENTORY OF EXISTING COMMUNITY FACILITIES

1.1. Public Buildings Other Than Schools and Health Facilities

- 1.1.1. The United States Post Office, located at 5851 Hwy 11 South, is the primary federal level building. The building contains approximately 4,000 square feet. The Post Office was built in 1986 and its structural condition is sound. No city mail deliveries are made but the Post Office has free rural delivery routes which serve Forrest and Lamar Counties. Six regular personnel, in addition to four rural carriers, are employed by the Post Office. The Post Office provides adequate off-street parking for residents and postal customers.
- 1.1.2. Lamar County Courthouse is located at 203 Main Street. The Courthouse was built in 1905 and sits on one acre of land. The building is in fair condition. The activities administered in the Courthouse include offices of the Chancery Clerk and Court, the Circuit Clerk and Court, Board of Supervisors, Secretary for Judges, Law Library, Grand Jury Room and Court Room. The Courthouse employs 19 personnel. Off-street parking for approximately 100 cars is provided. For the most part, parking facilities are adequate, except during court sessions.
- 1.1.3. The Courthouse Annex is located at 109 Main Street. This building was constructed in 1963 and the structural condition is fair. The Annex includes the following offices: Tax Assessor, Bookkeeping Department, Comptroller,

Purchase Clerk, and Inventory Clerk. The property sits on an area of approximately one acre. Off-street parking is inadequate, only allowing for five cars.

- 1.1.4. Sheriff's Department and Jail is located at 201 Main Street. The Sheriff's Department was built in 1960 and is considered to be in good condition. The County Jail is also located on site and has the capacity to hold approximately 100 inmates. The Sheriff's Department is staffed with 26 employees. This includes thirteen officers, eight dispatchers, one jailer, three secretaries, and one D.A.R.E. officer that teaches in the schools. The Sheriff's Department does not have adequate parking.
- 1.1.5. City Hall/Police Department/Fire Department - One building is responsible for housing City Hall, Police Department, Fire Department, and Water and Sewer Department. The metal building located at 136 Shelby Speights Drive provides working space for 9 of 12 City employees. The Water and Sewer employees have an office at the City Maintenance Barn located on Purvis to Baxterville Road.
- 1.1.6. City of Purvis Public Library is located at 122 Shelby Speights Drive. The Public Library was established in 1977 and has recently been remodeled and is in good condition. There are approximately 516 cardholders and the Library shelves 12,000 volumes. The operating hours are 9:00 a.m. to 5:15 p.m. on Monday through Friday, and from 9:00 a.m. until 12:00 noon on Saturday. It is a branch of Pine Forrest Regional Library, P.O. Box 1208, Richton, Mississippi 39476.
- 1.1.7. The Lamar County Health and Human Services Department is located at 207 Main Street. This building was built in 1992 and is occupied by the Health and Human Services Department. The site is approximately one-half acre in size and the building contains about 11,000 square feet. The Welfare Department employs fifteen regular personnel. Off-street parking is adequate.
- 1.1.8. VFW is located next to Pearl River Valley Electric Power Association on Veterans Drive. The building contains approximately 2,400 square feet. The VFW Building is three years old so the structural condition is good. The VFW can be rented to different clubs or for weddings and receptions.

- 1.1.9 Lamar County Historic Museum, located behind the Library on Shelby Speights Drive, was the old railroad depot but has been completely renovated. Lamar County Historic Museum has been in operation for 10 years. The facility is open to the public on Saturday mornings and is open by appointment for groups. The building is approximately 1925 square feet and is in fair condition. Lamar County Historic Museum is sponsored by the Lamar County Historic Society which was founded in 1978.
- 1.1.10 Purvis Women's Club is located at 307 Mitchell Avenue. The house was built in the early 1900's but has been recently remodeled so the building is said to be in excellent condition. The Purvis Women's Club was federated in 1928. Meetings are held the first Monday of each month. It is a non-profit organization that serves the community and school. Parking is adequate after school hours.
- 1.1.11 Lamar County School Board is located at 300 North Street. The 25 year old building is in good condition and is approximately 2,500 square feet in size. It is the school district office and employs eight regular personnel. The parking is adequate, providing 15 parking spaces for employees and visitors.
- 1.1.12 County Extension Office is located at 211 Pecan Street, directly behind Lamar County Courthouse in the old Bill Andrews Building. The County Extension Office services began in 1914. The County Extension Office is a part of Mississippi State University. It provides research information for New Agriculture and Home Economics (4H). The office employs four personnel and contains approximately 800 square feet of office space. The Office is open from 8:00 a.m. - 5:00 p.m. Monday through Friday.
- 1.1.13 Soil Conservation District is located in the USDA Building at 175 Shelby Speights Drive. Soil Conservation operations were started in 1945. The USDA Building was constructed in 1988 and is in good condition. The Soil Conservation District employs five personnel. The office hours are 7:00 a.m. - 4:30 p.m. on Monday through Friday. The parking is adequate.
- 1.1.14 National Guard Armory is located at 115 Purvis-to-Baxterville Road. The building contains approximately 400 square feet. The National Guard Armory

was built in 1951 and is in fair structural condition. Two full time personnel are employed. It sits on a 1½ acre lot. Parking is adequate.

- 1.1.15 Masonic Lodge is located in the Masonic Building at 106 Shelby Speights Drive. This chapter was founded 1895. Meetings are held on the third Monday of each month. It is a secret organization of community men.
- 1.1.16 Lamar County News is also located in the Masonic Building at 106 Shelby Speights Drive. The Masonic Building was built in 1948 and is in fair condition. Lamar County News has a circulation of 1,600 homes. The operating hours are 8:00 a.m. - 5:00 p.m. Monday, Wednesday, Thursday, and Friday. The parking is more than adequate.
- 1.1.17. John Jefferson - Special Services Center/Park is located at 424 Martin Luther King Drive. The building contains 2,800 square feet. The center was built 1961 and is in sound condition. The center includes the following offices: Veterans Administration Office, Director of Food Services, Lamar County School District Special Education for Pre-School, Chapter One, and a Community Center. The Community Center has a Senior Citizens Program. The John Jefferson Center employs 16 personnel.
- 1.1.18. Lamar County Economic Development Office is located at 203 Main Street across from the courthouse. The building was recently remodeled and is considered to be in good structural condition. It contains 1,437 square feet of office space. Lamar County Economic Development District employs four persons.

1.2. Health and Medical Facilities

- 1.2.1. The Lamar County Health Department is located at 207 Main Street. This building was constructed in 1992 and is occupied by the Health and Human Services Department. The site is approximately one-half acre in size and the building contains about 11,000 square feet. The Health Department employs 11 personnel including two alternating doctors, two full-time nurses, one part-time nurse, and general staffing. Off-street parking is adequate.

There are two general clinics in Purvis, including the Purvis Family Practice Clinic affiliated with the Hattiesburg Clinic, and the Purvis Medical Clinic.

1.3. Parks and Recreation Areas Other Than Schools

- 1.3.1. City of Purvis Walking Track, located on Weems Street behind the Public Library, is 1/8 of a mile. This track provides limited recreation to City of Purvis residents.
- 1.3.2. City Baseball Fields are located on College Drive. There are three baseball fields, on which Dixie Youth Baseball and Adult Softball are played.
- 1.3.3. Veterans Memorial Park, located on Shelby Speights Road, occupies one acre of property with picnic tables and playground equipment.
- 1.3.4. John Jefferson - Special Services Center/Park is located at 424 Martin Luther King Drive. The park has two separate playgrounds: the Special Education Preschool Playground which is 2,000 square feet and the Community Playground which also has approximately 2,000 square feet.

1.4. Schools and Other Educational Facilities

The City of Purvis has one attendance center composed of three public schools (one elementary, one middle, and one high school) within the Lamar County School District. The Lamar County Vocational Technical Center located on College Drive across from the baseball fields, provides vocational training for high school students.

**TABLE 4-1
EDUCATIONAL FACILITIES**

<i>Educational Facility</i>	<i>Sq. Ft. Building</i>	<i>No. of Classrooms</i>	<i>No. of Students</i>	<i>Grade Range</i>
Elementary	40,000	40	550	K-5
Middle	10,000	12	250	6-7
High	40,000	40	650	8-12
Lamar Co. Vo-Tech	33,000	10	220	10-12

1.5. Lamar County Industrial Park

- 1.5.1. Lamar County Industrial Park is located north of Purvis off Highway 589 thirteen miles from Hattiesburg. The owner is Lamar County Economic Development District. The industrial park has 221 total acres with 149 available acres. The largest tract of land available is 120 acres. The property is zoned industrial and the topography is gentle rolling. Electric power is available from Pearl River Valley Electric Power Association and Mississippi Power, and gas is available from Entex. Two inch pipe delivering 35 psi water is available from the City of Purvis. The sewer is individual septic and the fire class rating is eight. Rail service is Norfolk Southern. The Industrial Park can be easily accessed from several major transportation corridors. It is located near Highway 589, four miles from Interstate 59, and two miles from U.S. Highway 11.

SECTION 2: RECOMMENDATIONS

2.1 Recommended Guidelines for Community Facilities

The following statements are recommended as guidelines relating to community facilities.

- Public facilities should be so located and designed as to contribute to the identity of the neighborhoods which they serve or in which they are located.
- Fire station location should be determined so as to provide the optimum degree of security against fire loss in relation to service and fire insurance costs.
- The local library system should contribute to fulfillment of the cultural, educational, informational and recreational needs of the public through convenient location, expanded facilities and adequate off-street parking space.
- Adequate amounts of suitably situated land should be designated for parks and recreational use to meet the cultural, social and physical enrichment of Purvis residents. This land should contain a variety of recreational opportunities readily accessible to all.
- Open space areas are recognized as an essential public use and an integral part of Purvis' environmental character. Such space should be preserved to enhance the parks

and recreational resources, to conserve land and natural resources, and to act as a buffer between land uses.

- Identification and preservation of a community-wide system of open spaces is recognized as a desirable community objective.

2.2 Recommendations for Community Facilities

The majority of community facilities located within the City of Purvis are adequately serving the needs of the community. No recommendations are given for those facilities with adequate site size, structural conditions, and parking facilities. However, it is important to recognize that the useful life of all community buildings and facilities is extended by providing maintenance on a routine basis.

Following is a summary of recommended community facility improvements:

City Hall/ Police Department/Fire Department

The existing City Hall/Police Department/Fire Department facilities are considered inadequate when compared to the total functions they are intended to serve and the amount of office space available.

It is recommended that the fire station be relocated to a site that would provide for fast and convenient egress and access for fire vehicles in emergencies. This new facility would ensure that adequate space for storage of equipment and emergency vehicles is provided. Continual upgrading and purchasing of necessary equipment for efficient fire and police protection is also recommended.

The City Hall facility is also inadequate to serve its intended functions. Office and storage space is limited. It is recommended that the City Hall either be relocated to another site or remodeled to improve current conditions. The addition of a drive-thru facility to serve the water department would be beneficial to both customers and employees. Storage vaults would protect against the loss of important documents and records in the event of fire or other hazards.

Parks and Recreation

The major problem related to parks and recreation areas is the lack of sufficient open space, parks, and playgrounds in various locations throughout the City in sufficient numbers to serve the population. The City should seek local, state, and federal funding sources to provide much needed recreational facilities for the entire community.

The major thrust of action during the initial time phases should be the acquisition of land for parks and open space, even though the provision of equipment for parks may have to be delayed to a later date. Existing recreational areas should be maintained in order to ensure frequent public utilization.

In addition, a community center complex should be established to provide a facility for public meetings and public functions.

Parking

The provision of adequate parking facilities for employees as well as citizens that frequent commercial and community facilities in the central business district is an absolute necessity. Parking spaces which cause the obstruction of views should be eliminated. It is recommended that land be purchased or leased in the central business district to construct additional parking spaces.