

# 20 Year Comprehensive Development Plan

For  
The City of  
**Poplarville, Mississippi**

Adopted December 21, 2010

Prepared by:



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## **ACKNOWLEDGEMENTS**

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### **Funding**

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This project was funded by the Mississippi Development Authority with Katrina Supplemental Community Development Block Grant Program Funds. Haley Barbour - Governor of the State of Mississippi

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### **Plan Adoption**

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This plan was adopted by the Board of Mayor and Aldermen December 21, 2010.

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# **TABLE OF CONTENTS**

<b><u>SUBJECT</u></b> .....	<b><u>PAGE</u></b>
<b>ACKNOWLEDGEMENTS</b> .....	a
<b>TABLE OF CONTENTS</b> .....	i
<b>LIST OF FIGURES</b> .....	iv
<b>LIST OF TABLES</b> .....	iv
<b>LIST OF MAPS</b> .....	iv
<b>INTRODUCTION</b> .....	1
Purpose of the Plan.....	1
Elements of a Comprehensive Plan.....	1
How to use this Plan .....	2
<b>CHAPTER ONE: COMMUNITY PROFILE AND DEMOGRAPHIC FORECASTS</b> .....	5
Establishing the Planning Area .....	5
Regional Location of Poplarville.....	6
A Brief History of Poplarville.....	7
Demographic Characteristics and Trends.....	9
Population .....	9
Racial Composition .....	10
Age Structure .....	11
Housing Characteristics .....	13
Educational Attainment .....	14
Income and Poverty Level.....	15
Employment Base.....	16
Summary.....	20
Population and Housing Forecast.....	21
<b>CHAPTER TWO: GOALS, OBJECTIVES AND POLICIES</b> .....	24
Introduction .....	24
Land Use Goals .....	24
Transportation Goals.....	26
Housing Goals.....	27
Community Facilities and Services Goals.....	30
Community Appearance and Spirit .....	31
Commercial and Industrial Development Goals.....	33
Plan Implementation Goals.....	35
<b>CHAPTER THREE: EXISTING LAND USE PATTERNS AND FUTURE LAND USE PLAN</b> ....	37
Existing Land Use .....	37
Residential .....	37
Commercial.....	37
Industrial.....	37
Public/Semi-Public .....	38

Institutional.....	38
Vacant/Agricultural.....	38
Streets and ROW / Easements.....	38
Future Land Use Plan.....	40
Introduction and Methodology.....	40
Environmental Constraints.....	41
Land Development Guidelines.....	45
Projected Land Use Needs.....	46
Agricultural.....	47
Low Density Residential.....	47
Medium Density Residential.....	47
High Density Residential – Single and Two Family.....	48
High Density Residential – Multi Family.....	48
Manufactured Housing.....	48
Neighborhood Commercial.....	48
Highway Commercial.....	49
Central Business District.....	49
Light Industrial.....	49
Heavy Industrial.....	50
Public/Semi-Public (PSP).....	50
Institutional.....	50
Medical District.....	50
Mixed Uses – Commercial / Residential.....	50
Flood Plain (FP).....	51
<b>CHAPTER FOUR: TRANSPORTATION.....</b>	<b>52</b>
Introduction.....	52
Transportation Improvements.....	54
<b>CHAPTER FIVE: COMMUNITY SERVICES AND FACILITIES.....</b>	<b>58</b>
General Government Operations.....	58
Police Department.....	58
Fire Department.....	60
Public Works Department.....	62
Water Service.....	63
Sanitary Sewer Service.....	63
Code Enforcement / Building Inspection.....	64
Park and Recreational Facilities.....	64
School Facilities.....	65
Pearl River Community College (PRCC).....	66
Community Service and Facility Needs.....	67
<b>CHAPTER SIX: SPECIAL ANALYSES.....</b>	<b>69</b>
Annexation Analysis.....	69
General Annexation Criteria.....	70
Need For Expansion.....	70
Path of Growth.....	70
Potential Health Hazards.....	71
Financial Ability.....	71
Need for Planning and Zoning.....	72
Need for Municipal Services.....	72

Natural Barriers .....	72
Past Performance .....	73
Economic or Social Impact upon those within the proposed annexation area .....	73
Impact of annexation upon the minority voting strength.....	73
The fair share factor .....	74
Conclusion .....	74
Intergovernmental Cooperation.....	74
Poplarville’s History of Intergovernmental Cooperation .....	75
Benefit of Intergovernmental Cooperation .....	75
Capitalizing on the Benefits of Intergovernmental Cooperation .....	76
Capital Improvement Program .....	77
Funding Sources .....	78
Capital Improvements Program .....	79
Capital Project Listing .....	79
<b>SUMMARY .....</b>	<b>81</b>

## **LIST OF FIGURES**

<b><u>FIGURE</u></b> .....	<b><u>PAGE</u></b>
1. Regional locator map for Poplarville, Pearl River County and other municipalities .....	7
2. Distribution of housing units in Poplarville based upon year structure built .....	14
3. Pearl River County employment statistics.....	17
4. Sales tax diversions and gross sales for Poplarville, Mississippi.....	21
5. Typical Section – Alley .....	55
6. Typical Section – Minor Street .....	56
7. Typical Section – Collector Street.....	57

## **LIST OF TABLES**

<b><u>TABLE</u></b> .....	<b><u>PAGE</u></b>
1. Travel distance and driving time to major cities in the southeast United States. ....	7
2. Change in population over time for select geographic areas.....	10
3. Change in racial composition from 1990 to 2000.....	11
4. Population by age group .....	11
5. Change in population over time by age cohort.....	12
6. Housing tenure and vacancy rates.....	13
7. Educational attainment for Poplarville, Pearl River County, and Mississippi .....	15
8. Median household income for 1990 and 2000.....	16
9. Change in establishment based employment over time based on the SIC code system ....	17
10. Change in establishment based employment over time based on the NAICS code system	18
11. Place of Employment .....	19
12. Commuter patterns in to and out of Pearl River County .....	20
13. Pearl River County Population Forecast .....	22
14. City of Poplarville Population and Housing Forecast .....	23
15. Land use measurements for Poplarville.....	39
16. Slope Restrictions on Land Development.....	43

## **LIST OF MAPS**

<b><u>MAP</u></b> .....	<b><u>PAGE</u></b>
1. Map of the City of Poplarville, Mississippi and the Planning Area .....	6
2. Existing Land Use of Poplarville, Mississippi .....	40
3. Septic Tank Suitability of Poplarville, Mississippi.....	42
4. Flood Hazard Areas of Poplarville, Mississippi .....	45
5. Future land use plan for Poplarville, Mississippi .....	51
6. Street Classification and Transportation Plan for Poplarville, Mississippi.....	53
7. Sidewalk Coverage in Poplarville, Mississippi .....	54
8. Fire Station Service Area .....	61
9. School District Map for Pear River County, Mississippi .....	65
10. Community Facilities Plan for Poplarville, Mississippi.....	66



# **INTRODUCTION**

## **Purpose of the Plan**

The purpose of this Comprehensive Plan is to serve as a policy guide for the orderly physical and economic development for Poplarville. As such, it also serves as a basis for public decision making. The data gathered and included in this comprehensive plan encompasses social, economic and physical characteristics of the community and applies to both public and private lands. The plan brings together this information to enable the user to make more informed decisions regarding the future of the community. The future is considered to be a 20 year horizon.

Generally, a comprehensive plan is a compilation of data that describes and supports policies affecting the way a community will develop and function in the future. The city of Poplarville, Mississippi recognizes that a comprehensive plan is a valuable asset in effectively competing with other entities in the quest to achieve a higher quality of life for the community.

## **Elements of a Comprehensive Plan**

A comprehensive plan is a policy document with specific components required by law. The reason for the legal specificity is that the comprehensive plan is the basis upon which legally enforceable regulations are applied within a jurisdiction. Poplarville has the authority to prepare a comprehensive plan and implement planning through the enabling legislation, codified beginning at §17-1-1 Mississippi Code Annotated, 1972.

The specific legal contents of a comprehensive plan are set out in § 17-1-1 of the Mississippi Code. Through the eyes of the law, four components are required of a document to constitute a comprehensive plan:

1. **Goals and Objectives** for a period of twenty to twenty-five years address the long range development of the municipality. Such goals and objectives must address (at a minimum) residential, commercial, and industrial development; parks, open space, and recreation; street or road improvements; public schools and community facilities.
2. The **Land Use Plan** designates, in map or policy form, the proposed distribution and extent of land use for residential, commercial, industrial, recreation and open space, and public/quasi-public facilities. There must be background information provided to identify the specific meaning of land use categories.
3. The **Transportation Plan** is presented in a map format, providing the functional classification of existing and proposed streets, roads and highways. Functional classifications include arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width

requirements. The transportation plan also addresses other transportation needs such as mass transportation or pedestrian access.

4. The **Community Facilities Plan** is used as a basis for making capital improvement decisions, and addresses the following: housing, schools, parks and recreation, public buildings and facilities, utilities and drainage. The community facilities plan forms the basis for a capital improvements program.

Throughout the text of this plan, maps are utilized to demonstrate the policies and intent of the plan. Recognizing the maps are small and can be difficult to read, large maps are located at the end of this document.

While understanding the content of a comprehensive plan is important to its application, it is even more important to understand how the application of a comprehensive plan works.

## **How to use this Plan**

### Overview

This comprehensive plan is a tool to assist with public policy and decision making. The plan serves as a forum in which to express public policy. It is important to understand that this plan is only a policy statement and does not have the force of law. This point is important because oftentimes the public or elected officials, do not recognize the distinction, and therefore oppose the plan in fear of “regulations” being placed upon them. Because it is not law, the city of Poplarville may deviate from the provisions of the plan without any certain penalty. Doing so without good reason is not advisable, however, from the standpoint of achieving consistent application of this plan.

The city of Poplarville anticipates the adoption and implementation of land use control tools such as zoning and subdivision regulations. These tools will be based upon the information set forth in this comprehensive plan. As an example of how the plan is utilized, assume a developer seeks to deviate from the requirements of the subdivision regulations. In deciding whether or not to allow the deviation, city officials can refer to the comprehensive plan to see if the requested deviation would, if granted, be contrary to the fulfillment of the plan. If the deviation appears to advance a legitimate government or community issue, then the comprehensive plan may be amended to address the issue. It is recommended that the plan be reviewed periodically, possibly every five years, and updated as appropriate. Comprehensive planning is not a fortune telling exercise, but is a best estimate of what the future may hold for a community.

Comprehensive planning does not attempt to replace market forces of supply, demand, and price but to shape and channel those forces by establishing certain rules for development and conservation. A comprehensive plan should contain policies that foster growth that enhance the community, rather than “no growth” policies. For

example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases.

The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with a plan's policies, goals and objectives, the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

The goals and objectives element provides written, consistent policies addressing how the community should develop. The plan enables the legislative body to make decisions on development matters that arise, using a unified set of general, long-range policies. The plan is intended to serve as a practical working guide to the governing body in making decisions.

The governing body uses the comprehensive plan to take action on two types of physical development matters: (1) measures that are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the official map, and development plans), and (2) other measures which routinely require legislative approval (rezoning cases, special use permits/special exceptions/conditional use permits, variance applications, subdivision plats, site acquisitions, and public work projects). For both types, the plan should be consulted at least to see if the plan speaks specifically to the matter or provides any guidance as to how the matter should be handled. It should be remembered that the plan may not indicate what action to take, nor will it answer all the questions that come before the governing body. It is not supposed to; its purpose is to serve as a generalized guide.

### Implementation Devices

This plan will not benefit the community in any way if it is not implemented. There are three primary devices commonly used to implement comprehensive plans: a zoning ordinance, subdivision regulations, and a capital improvement program. Other devices include official maps and specific development plans. These devices, as well as any comprehensive plan, should be reviewed periodically to account for changes that may have occurred in the community.

The most important implementation device for this plan will be the governing body and the citizens of the community. Achieving many of the recommendations will require difficult decisions on the part of the Mayor and Board of Aldermen, some even politically contentious decisions. It is important that the community understand the need for change. Poplarville is a very nice community, but the citizens must understand that the city can not sit back and wait for opportunity to knock. There is fierce competition among communities to attract new residents, employment opportunities, and economic

development. Cohesiveness among the citizens builds momentum toward achieving desired goals.

# **CHAPTER ONE: COMMUNITY PROFILE AND DEMOGRAPHIC FORECASTS**

## **Establishing the Planning Area**

This comprehensive planning effort began as a cooperative effort as the results of grants associated with the hurricane Katrina recovery efforts and annexation of additional property in May 2008. As a result of both activities, the City of Poplarville is in need of a comprehensive plan that will guide the future development and recovery actions of the City.

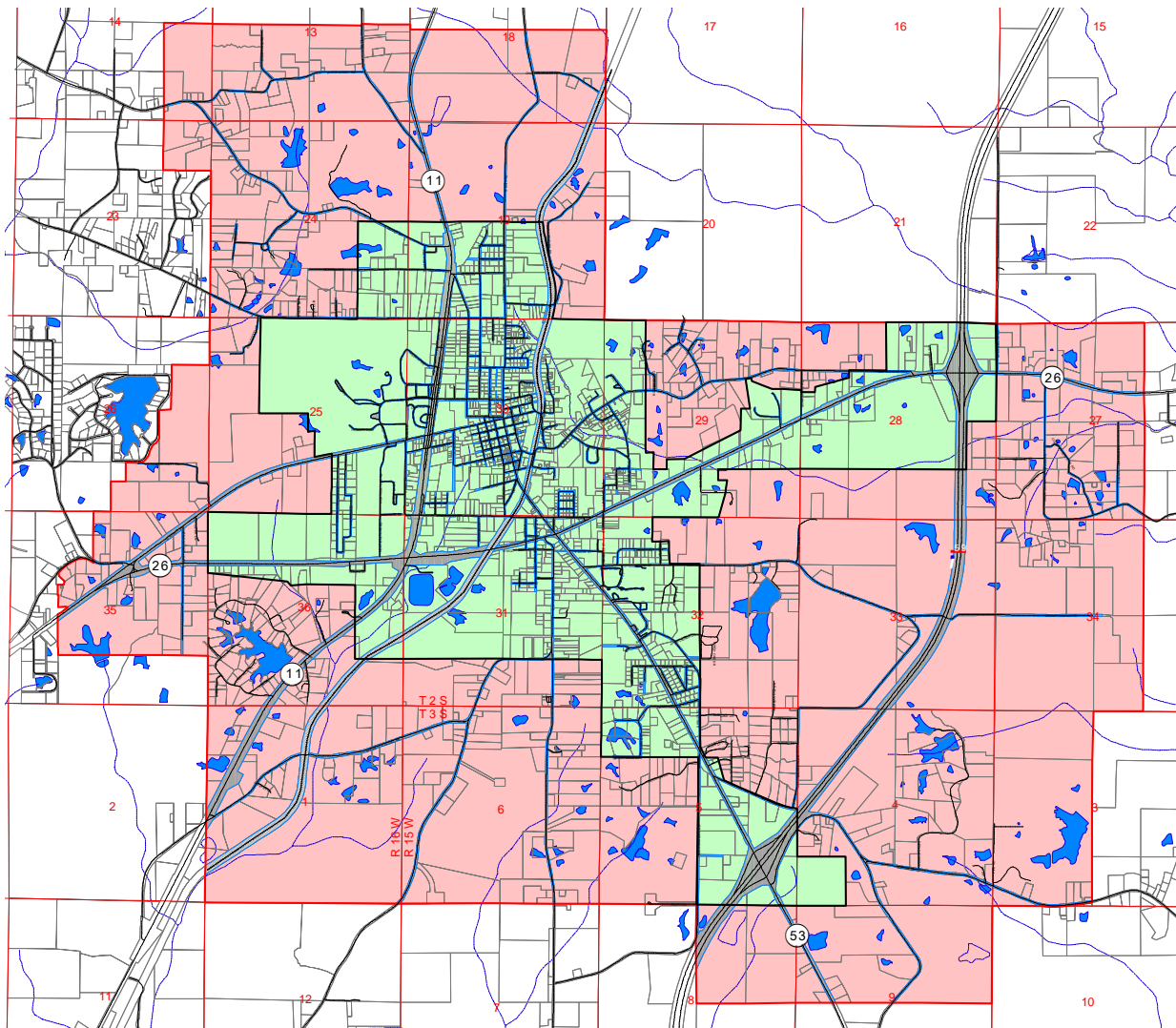
A planning area was designated as an area embracing what is considered the Poplarville community. This was accomplished by ignoring the geo-political boundary of Poplarville's municipal limits. The social and economic interactions occurring within these areas are important factors in compiling this plan.

The planning area encompasses more territory than Poplarville will likely grow into over the horizon of this plan, barring any unforeseen changes. If this were thought of as "over-planning", it is a far better practice than the alternatives of "under-planning", or no planning at all. For clarification purposes, it is important to distinguish between different geographic areas mentioned throughout this plan:

City of Poplarville	Data and/or comments pertain only to the territory within the municipal limits of the city.
Study Area	Data and/or comments pertain only to the territory lying outside the municipal limits of the city, but within the limits of the overall planning area (planning area less the city).
Planning Area	Data and/or comments pertain to the combination of territory lying inside and outside the municipal limits of the city, reaching to the limits of the overall planning area (study area plus the city).

On the following page, Map 1 provides a representation of the various geographies discussed in this report. The city limits of Poplarville are indicated in the light green shaded area and the Planning Area is shown in the pink shaded area.

**Map 1: Map of the City of Poplarville, Mississippi and the Planning Area.**



Map: Bridge & Watson, Inc.

## Regional Location of Poplarville

The city of Poplarville, Mississippi is situated in north central Pearl River County. The county is located in the southern portion of the state in the gulf coast region. Figure 1 (following page) provides an illustration of the relationship of Poplarville, Pearl River County, and the State of Mississippi. Poplarville shares Pearl River County with the city of Picayune, which is located in the southwest corner of the county.

Poplarville lies at the crossroads of Mississippi Highways 53 (southeast / northwest route) and 26 (east / west route) and U.S. Highway 11 (north / south route). In addition to this highway access, Poplarville is accessible by the Norfolk Southern Railroad (north / south route) that runs through the city. On a more regional basis, Poplarville has access to Interstate 59, which is located along the City's eastern boundary. Poplarville

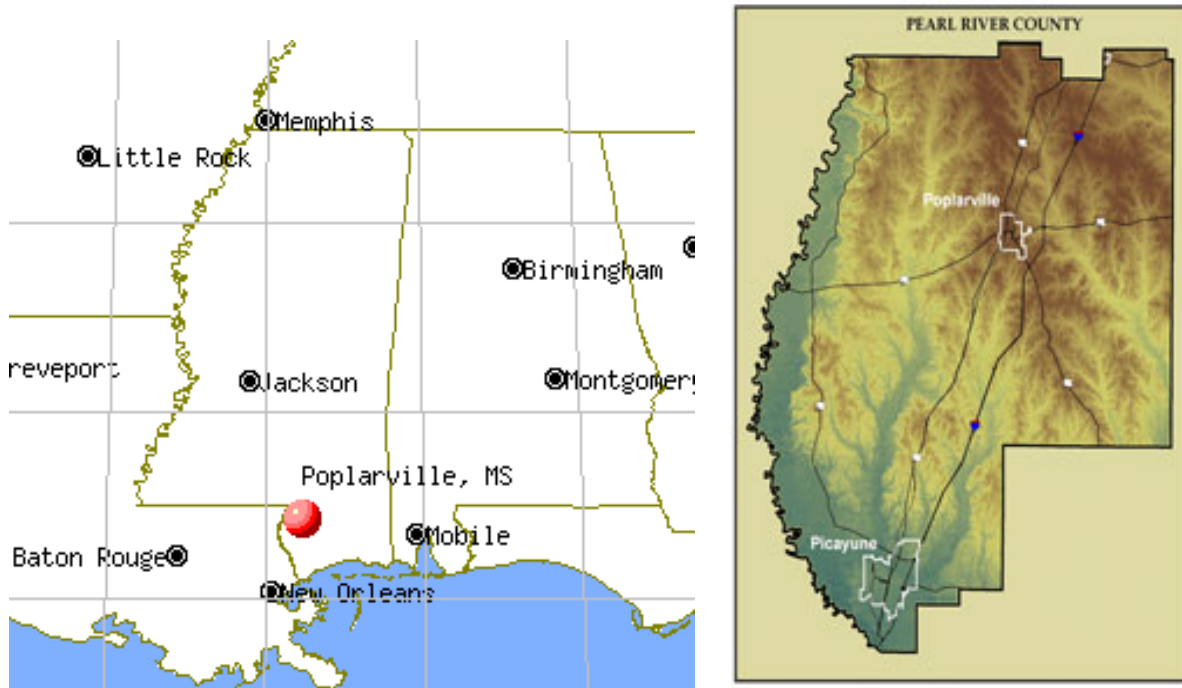
is located five and a half hours or less from several major southeastern cities (Table 1 below). Air travel is less convenient in Poplarville as there is only a county airfield located southeast of the city and a slightly larger municipal airport in Picayune. However, there are four airports within a two and a half hour drive of Poplarville: Baton Rouge Metropolitan Ryan Field, Gulfport-Biloxi International Airport, Hattiesburg-Laurel Regional, Mobile Regional, and Louis Armstrong New Orleans International Airport.

**Table 1: Travel distance and driving time to major cities in the southeast United States.**

<u>City</u>	<u>Distance</u>	<u>Estimated Drive Time</u>
New Orleans, LA	74 mi	1 hr 16 min
Mobile, AL	114 mi	2 hr 15 min
Baton Rouge, LA	129 mi	2 hr 00 min
Jackson, MS	127 mi	2 hr 25 min
Birmingham, AL	270 mi	4 hr 02 min
Montgomery, AL	280 mi	4 hr 41 min
Memphis, TN	333 mi	5 hr 26 min

Source: Google Earth

**Figure 1: Regional locator map for Poplarville, Pearl River County and other municipalities.**



Source: www.city-data.com

## A Brief History of Poplarville

The following summary of the history of Poplarville was taken from the Pearl River County website's history section and the Pearl River Community College website's history of the school, with input from the City:

### *Poplarville, Mississippi*

*Poplarville, the county seat, can trace its history to 1879 when the first United States Post Office was established there. The Post Office was set up in a store owned by "Poplar" Jim Smith, a local land owner, who got his nick name from the Poplar Springs Branch where he built his home. Smith's house was located approximately behind where Gandy's Sunflower Store now stands. Smith's son-in-law wrote the Postmaster General submitting the name "Poplarville" after the store's owner's nickname. The name was accepted. By 1884, Poplarville was approved as an incorporated town under Mississippi law. In 1892 the town petitioned the state legislature for recognition as a separate school district. They received 2nd class municipality standing in June of that year and organized Poplarville High School which added grades 9 and 10 to the graded school system (grades 1-8) already in place.*

*The first county court house was built in 1892 by Camp and Hinton for \$8,290. This two story building became the county hospital when the new court house was built in 1918. In the late 1940's the building was torn down and the lumber used to build a new hospital, which served in that capacity for about two decades until the new county hospital was built on the edge of town. The old hospital was reclaimed by the court house and now serves as the Justice Court Building behind the court house.*

The next section of this chapter examines trends and conditions regarding the demographic profile of Poplarville, and some changes that have taken place over time. This demographic assessment includes items such as population and household change, racial and age characteristics of the population, educational attainment, and income. Data is presented in a comparative fashion and includes the city of Poplarville, Pearl River County and the State of Mississippi. A limited amount of data will be presented for the study area and the planning area.



## Demographic Characteristics and Trends

### Population

Population data is recorded every ten years by the United States Bureau of the Census, as it has done since 1790. The latest census, Census 2000, provides the most recent and readily available resource for information. The success or quality of a community is sometimes gauged by the changes in population. The assumption is that increasing population indicates a favorable community because people are choosing to move into the community or choosing to stay in the community. The greater the growth rate in population, the more desirable and economically adept the community. These statistics are often compared by community leaders to “gauge” the community’s standing.

The population of Poplarville has slowly grown over the past 30 years. The data reported by the Census Bureau indicates the following population figures:

<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
2,312	2,562	2,561	2,601

When assessing population changes, it is important to consider the factors impacting population. Population can be affected by three different components:

1. In migration or out migration (persons moving in or moving away)
2. Net affect of births and deaths, and
3. Change in geography (annexation or deannexation)

Since the release of the Census 2000 data, population growth is continuing, as evidenced by census estimates. For the period spanning from 2000 to 2008, the Census Bureau provides estimates of population for Poplarville and Pearl River County. These estimates are based upon a formula established by the Census Bureau which takes into account building activity, births and deaths, migration, and other symptomatic data. The census estimates of population are as follows:

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Pearl River County	48,765	49,350	50,050	50,475	51,264	51,773	56,237	57,007	57,466
City of Poplarville	2,601	2,594	2,591	2,648	2,667	2,578	2,959	3,030	3,003

According to these census estimates, population growth within the City of Poplarville has substantially increased over the historical growth rates. The suspected cause of population increase is in migration from those impacted by Hurricane Katrina.

Table 2 (following page) depicts the population and population changes from 1980 to 2000 for the City of Poplarville and other geographic areas. The purpose of this comparison is not to indicate which community is “better” or “worse”, but to get an idea of where people choose to live. Recalling the purpose of this comprehensive plan is to “serve as a basis for public decision making” accommodating and serving future residents will require many public decisions.

**Table 2: Change in population over time for select geographic areas.** Although Poplarville has gained population, the trend is consistent with countywide occurrences.

Geographic Area	Total Population			Numerical Change			Percent Change		
	1980	1990	2000	80-90	90-00	80-00	80-90	90-00	80-00
City of Poplarville	2,562	2,561	2,601	-1	40	39	0.0%	1.6%	1.5%
City of Picayune	10,361	10,633	10,535	272	-98	174	2.6%	-0.9%	1.7%
Pearl River County	33,795	38,714	48,621	4,919	9,907	14,826	14.6%	25.6%	43.9%
State of Mississippi	2,520,638	2,573,216	2,844,658	52,578	271,442	324,020	2.1%	10.5%	12.9%

Source: US Census Bureau for years noted.

As can be seen from Table 2, Pearl River County experienced a population increase of 14,826 persons over the twenty-year period from 1980 to 2000. It is important to note that a significant amount of the growth took place outside incorporated areas. Countywide the population was increasing; the City of Poplarville also experienced a population increase – 39 persons. Additionally, Picayune experienced a net growth of 174 in population during that period.

During the most recent census decade (1990 – 2000), Pearl River County experienced an increase in population of 9,907 persons. Unfortunately, Poplarville did not capture a large percentage of this population increase. Poplarville experienced a gain of 40 persons over the period. Recognizing this fact, an appropriate goal of this planning process would be for Poplarville to capture a larger share of the county population growth.

### Racial Composition

Although the number of people in Poplarville has not changed significantly over the past twenty years, the racial makeup of those people has not changed greatly either. A closer look at the census data is necessary to determine what changes have occurred over time. The importance of this is to anticipate how the needs of the population may be changing as well.

Table 3 (following page) indicates the racial composition of Poplarville and Pearl River County. Historically, Mississippi has been considered a black and white state as far as its racial composition. However, immigration has caused many parts of the United States, including Mississippi, to become populated with other racial and/or language minority groups. This trend is evident in Table 3 as the people in the “Other” racial category have increased considerably since the 1990 census.

As can be seen in Table 3, Poplarville is transitioning from a racial standpoint at a slower rate than the remainder of the county. Over the past decade, minorities have slightly increased in number within Poplarville from just over 23% in 1990 to nearly 26% in 2000. This reflects a slowly increasing trend in the growth of minority population.

The importance of these data is in the numerical change of whites and minorities. Keeping in mind the slight gain in Poplarville’s total population from 1990 to 2000, change is taking place among the races. From 1990 to 2000, the number of whites decreased by 37, but the number of minorities increased by 77, which nearly offsets the loss in whites.

**Table 3: Change in racial composition from 1990 to 2000.** *Poplarville is experiencing an increase in the minority population while Pearl River County has experienced a decrease.*

	City of Poplarville		Pearl River Co.	
	Number	%	Number	%
1990 Census:				
White	1,970	76.9%	32,888	85.0%
Black	573	22.4%	5,545	14.3%
Other	18	0.7%	281	0.7%
Total	2,561		38,714	
	City of Poplarville		Pearl River Co.	
	Number	%	Number	%
2000 Census				
White	1,933	74.3%	41,596	85.6%
Black	623	24.0%	5,924	12.2%
Other	45	1.7%	1,101	2.3%
Total	2,601		48,621	

*Source: 1990 Census of Population and Housing; Summary Population and Housing Characteristics – Mississippi, Census 2000 (Public Law 94-171) Summary File - Mississippi*

## Age Structure

In addition to looking at the change in population by race, changes by age can also reveal certain information. Table 4 presents the population for Poplarville and Pearl River County broken down by age groupings. Notice the table calculates the percentage share of population each age strata represents. Poplarville is not any different from the entire county in this respect. In other words, there is not an unusually large or small number of any certain age group in Poplarville.

Table 4 also indicates the median age data for Poplarville and the county. Although growing older, Poplarville still has a population that is as young as the population of the county. From 1990 to 2000, the median age within the county has increased slightly more than within Poplarville. Also, Poplarville’s population is only slightly older than that of the state, which had a median age in 2000 of 33.8 years.

**Table 4: Population by age group.** While the age composition of the population changes over time, Poplarville does not have any unusual characteristics compared to the county.

Age	City of Poplarville				Pearl River County			
	1990		2000		1990		2000	
	No.	% Total	No.	% Total	No.	% Total	No.	% Total
under 9	353	13.8%	308	11.8%	6,047	15.6%	7,060	14.5%
10 to 19	588	23.0%	529	20.3%	6,612	17.1%	7,632	15.7%
20 to 29	366	14.3%	419	16.1%	5,285	13.7%	5,894	12.1%
30 to 39	301	11.8%	268	10.3%	5,622	14.5%	6,684	13.7%
40 to 49	248	9.7%	305	11.7%	4,957	12.8%	7,002	14.4%
50 to 59	197	7.7%	231	8.9%	3,904	10.1%	5,942	12.2%
60 to 69	211	8.2%	186	7.2%	3,429	8.9%	4,304	8.9%
70 to 79	175	6.8%	185	7.1%	1,967	5.1%	2,814	5.8%
80 and over	122	4.8%	170	6.5%	891	2.3%	1,289	2.7%
<i>Total</i>	2,561		2,601		38,714		48,621	
<i>Median Age</i>	29.2		31.6		32.5		35.9	

Source: 1990 Summary Tape File 1, U. S. Census Bureau  
 Profiles of General Demographic Characteristics, 2000, U. S. Census Bureau

Table 5 provides the opportunity to see how age groups have changed over the decade between census periods. By comparing age strata over two census periods, the changes in specific age groups can be identified. For example, the age group “under 9” in 1990 would be the age group “10 to 19” in 2000. Calculating the difference in these groups provides insight as to the makeup of Poplarville.

**Table 5: Change in population over time by age cohort.**  
 Poplarville is losing population in the youngest age categories.

Age	City of Poplarville		Change in Age Group
	1990	2000	
under 9	353	308	-45
10 to 19	588	529	-59
20 to 29	366	419	53
30 to 39	301	268	-33
40 to 49	248	305	57
50 to 59	197	231	34
60 to 69	211	186	-25
70 to 79	175	185	10
80 and over	122	170	48
<i>Total</i>	2,561	2,601	40

Source: 1990 Summary Tape File 1, U. S. Census Bureau  
 Profiles of General Demographic Characteristics, 2000, U. S. Census Bureau

When looking at the age groupings it is clear that the younger population (under 9 and 10 to 19) in Poplarville has decreased over the last ten (10) years. The significance of

this is that within these groups is the city's future labor force. Apparently, some degree of out migration is taking place within these age groups. The age groups that have grown the most are the 20 to 29 and the 40 to 49. This would indicate that the current labor force is being maintained, but it will present unique opportunities as these groups near retirement age in the coming decades. Clearly one aim of these planning efforts then is to retain the city's younger population.

## Housing Characteristics

The housing characteristics for the city of Poplarville and Pearl River County are presented in Table 6. As can be seen, the number of housing units in the city of Poplarville increased from 1980 to 1990, and again from 1990 to 2000. Over the twenty year period from 1980 to 2000, the number of housing units increased by 5.64% in Poplarville, while the population for the same time period remained fairly consistent.

Changes in household size account for the disconnection between the growth of housing units and population. The bottom of Table 6 reports the persons per household, and over the twenty year period, Poplarville has lost 0.34 persons for each household. This is not unique to Poplarville whereas Pearl River County experienced a similar reduction. This is consistent with national demographic trends.

**Table 6: Housing tenure and vacancy rates.** Over the twenty year period, Poplarville shows growth in its housing stock.

Housing Units	1980				1990				2000			
	Poplarville		Pearl River Co.		Poplarville		Pearl River Co.		Poplarville		Pearl River Co.	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Occupied	783	88.4%	11,004	86.4%	844	91.2%	13,760	87.1%	852	91.0%	18,078	87.7%
Vacant	<u>103</u>	11.6%	<u>1,733</u>	13.6%	<u>81</u>	8.8%	<u>2,033</u>	12.9%	<u>84</u>	9.0%	<u>2,532</u>	12.3%
Total	886		12,737		925		15,793		936		20,610	
Occupied												
Owner	557	71.1%	8,834	80.3%	580	68.7%	10,888	79.1%	564	66.2%	14,431	79.8%
Renter	<u>226</u>	28.9%	<u>2,170</u>	19.7%	<u>264</u>	31.3%	<u>2,872</u>	20.9%	<u>288</u>	33.8%	<u>3,647</u>	20.2%
Total	783		11,004		844		13,760		852		18,078	
Population	2,562		33,795		2,561		38,714		2,601		48,621	
Persons per Household	2.71		3.02		2.53		2.77		2.37		2.65	

Source: US Census Bureau for years noted.

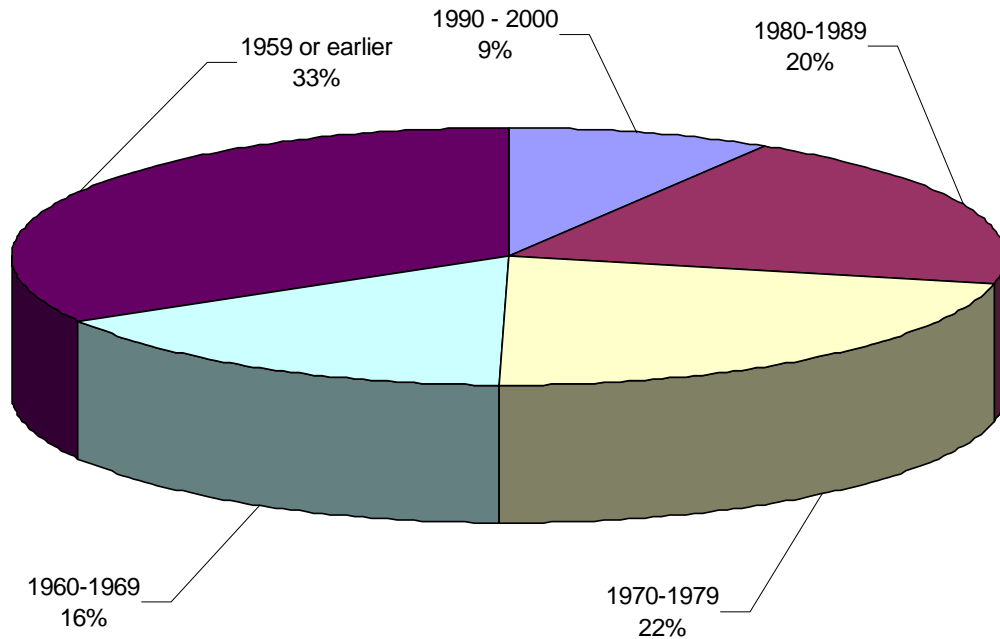
The data in Table 6 also indicates trends in housing tenure and occupancy. The vacancy rate in Poplarville has decreased significantly from 11.6% in 1980 to 9.0% in 2000. At the same time, Pearl River County has also experienced a decrease in vacancy, but not to the same extent as Poplarville. As a benchmark, the vacancy rate statewide for 2000 is 9.9%, slightly above Poplarville and lower than the county.

The housing ownership mix in Poplarville has transitioned over time. In 1980, owner occupied homes made up 71.1% of all housing in the city. By 2000, that rate had dropped to 66.2%. Countywide, the trend has decreased only slightly from 80.3% in 1980 to 79.8% in 2000. Statewide, the housing ownership mix is 72.3% owner occupied, and 27.2% renter occupied. In Poplarville, the conversion of more homes from owner to renter occupied could lead to a lower level of maintenance and ultimately a deteriorated housing stock.

Another factor indicating the quality of housing stock in Poplarville is the age of housing. Older housing usually requires a higher level of maintenance to keep it in good condition. The Census Bureau reports the “year structure built” in its decennial reports. The importance of this data is that it will demonstrate not only the age of housing but also the distribution by time period.

Figure 2 below is a pie chart indicating the data reported by the Census Bureau. It indicates a fairly even distribution of housing units among the time periods. However, it also indicates the smallest proportion of houses (9%) falling into the most recent time period of 1990 – 2000.

**Figure 2: Distribution of housing units in Poplarville based upon year structure built.** Percentages represent total of all housing units through 2000.



Source: Census 2000 DP-4 Sheet.

### Educational Attainment

Information on educational attainment is presented in Table 7 for the city of Poplarville, Pearl River County and the State of Mississippi. As can be seen in Table 7, the percent of high school graduates in the city of Poplarville reduced over the ten year period while

increasing in the county. However, the percent of college graduates in both areas increased slightly. During this ten year period, Poplarville fell below the average of high school graduates in the state, however there are significantly more college graduates. The education level of the area's population will have an impact on the types of employers that seek to draw upon the local labor pool. Likewise, income levels will be commensurate with education levels. Higher education levels lead to higher levels of income that can result in higher levels of personal spending, which has a positive impact on the local economy.

**Table 7: Educational attainment for Poplarville, Pearl River County, and Mississippi.**

1990	High School Graduates <sup>1</sup>		College Graduates <sup>2</sup>	
	No.	%	No.	%
City of Poplarville	328	12.8%	294	11.5%
Pearl River County	7,466	19.3%	4,351	11.2%
State of Mississippi	423,624	16.5%	306,211	11.9%
2000	No.	%	No.	%
City of Poplarville	291	11.4%	476	18.3%
Pearl River County	9,655	24.9%	6,568	13.5%
State of Mississippi	516,091	20.1%	397,652	14.0%

Note: The percentage calculations represent the percent of people over the age of 25.

1 Persons with High School Diploma only. Does not include those with High School and College.

2 Persons with Associates Degree or higher.

Source: US Census Bureau 1990 and 2000 Summary Tape File 3.

## Income and Poverty Level

Income and poverty levels are important indicators of a community's economic ability. Conceptually, a community with high levels of poverty and low levels of income among its population may require focused strategies to accommodate community needs.

Table 8 indicates the level of (median) income as well as the number of families below the poverty level for Poplarville, the county and the state. In Poplarville, the median household income level has grown more rapidly than in the other areas. At first glance, Poplarville's household income increased considerably from 1990 to 2000; however, the comparison must consider inflation.

In 1990 the household income of Poplarville was less than that of the county and the state, and by 2000 the ranking remained the same. However, Poplarville has seen the largest growth in median household income going from \$13,839 in 1990 to \$26,417 in 2000. This represents growth of 90.9%. The increase for the county and state is 53.5% and 55.6% respectively. When inflation is considered, Poplarville is still the largest in growth over the decade.

As a result of the growth in median household income for Poplarville, the number of families below the poverty level decreased from 1990 to 2000. Even with this decrease, Poplarville continues to have a larger share of families below the poverty level than does the county or state.

**Table 8: Median household income for 1990 and 2000.** When comparing constant dollars, Poplarville has experienced increased growth in household income compared to the county and state.

	Median Household Income		Families	Families below poverty	
	1990	2000	No.	No.	%
City of Poplarville	\$ 13,839	\$ 26,417 (\$ 20,051)	626	201	32.1%
Pearl River County	\$ 20,133	\$ 30,912 (\$ 23,462)	10,802	1,959	18.1%
State of Mississippi	\$ 20,136	\$ 31,330 (\$ 23,779)	679,191	137,025	20.2%
1990 constant dollars:					

Source: US Census Bureau 1990 and 2000 Summary Tape File 3.

## Employment Base

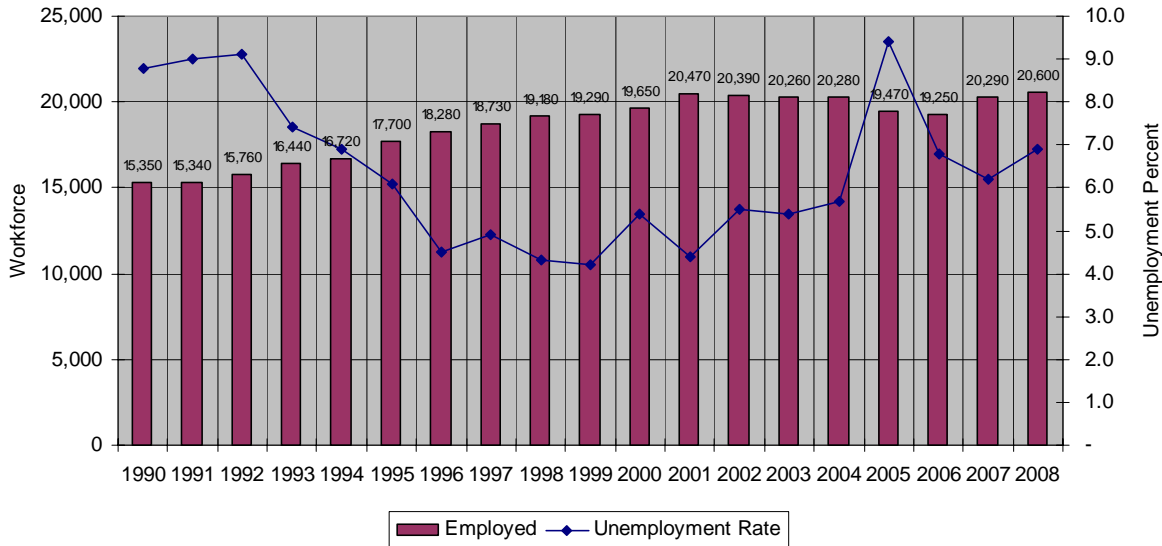
Economic analysis is more difficult for smaller levels of geography such as cities and towns. Data is compiled by various agencies at larger levels of geography such as counties, metropolitan areas and states.

Figure 3 (following page) indicates Pearl River County experienced a decline in the unemployment rate during 1990's; however the unemployment rate began to rise in the early 2000's with a drastic jump in 2005. This spike in 2005 is likely attributable to Hurricane Katrina and by 2006 the unemployment rate started to fall again. According to data published by the Mississippi Employment Security Commission, there were 3,640 more persons in the employed civilian labor force in 2006 than were there in 1990.

While the trends fluctuate with respect to number of employees and labor force data, slightly more dramatic changes have taken place with respect to employment establishments. Table 9 (following page) provides a summary of change over time by establishment.



**Figure 3: Pearl River County employment statistics.**



Source: Data taken from Mississippi Employment Security Commission, Annual and Monthly Averages reports dated Sept 2005, April 2008, Jan 2009

**Table 9: Change in establishment based employment over time based on the SIC code system.** Dramatic swings in type of employment moving from manufacturing to nonmanufacturing have occurred.

Pearl River County, Mississippi  
Employment by Establishment

	1990	2000	Change '90-'00	% Change
Establishment Based Employment	7,220	9,970	2,750	38%
Manufacturing (Total)	1,280	840	-440	-34%
Nonmanufacturing (Total)	5,940	9,130	3,190	54%
Mining	50	20	-30	n/a
Construction	110	480	370	336%
Transportation & Public Utilities	320	280	-40	-13%
Wholesale & Retail Trade	1,840	3,370	1,530	83%
Finance, Insurance, & Real Estate	230	360	130	57%
Service & Miscellaneous	1,310	1,900	590	45%
Government	2,080	2,720	640	31%
Public Education	1,350	1,720	370	27%

Totals may not add due to rounding.

Source: Data taken from Mississippi Employment Security Commission, Annual Averages for 1990 – 2000

**Table 10: Change in establishment based employment over time based on the NAICS code system.**

Pearl River County, Mississippi  
Employment by Establishment

	2001	2008	Change '01-'08	% Change
Manufacturing (total)	800	870	70	9%
Nonmanufacturing (total)	9,010	11,630	2,620	29%
Agricultural., Forestry, Fishing, & Hunting	50	50	0	0%
Mining	20	20	0	0%
Utilities	60	90	30	50%
Construction	550	630	80	15%
Wholesale Trade	300	280	-20	-7%
Retail Trade	2,160	2,350	190	9%
Transportation & Warehousing	90	210	120	133%
Information	120	120	0	0%
Finance & Insurance	310	470	160	52%
Real Estate, Rental & Leasing	90	140	50	56%
Prof., Scientific, & Technical Ser	310	270	-40	-13%
Management of Companies & Enter	0	10	10	N/A
Admin Support & Waste Management	80	250	170	213%
Educational Services	0	0	0	0%
Health Care & Social Asst	950	880	-70	-7%
Arts, Entertainment & Recreation	60	90	30	50%
Accommodation & Food Services	930	1,480	550	59%
Other Services (except Public Administration)	280	380	100	36%
Government	2,650	3,910	1,260	48%
Education	1,650	2,050	400	24%
Total Nonagricultural Employment	9,810	12,500	2,690	27%

*Source: Data taken from Mississippi Employment Security Commission, Annual Averages for 2001 Forward dated April 2008 and Annual Labor Force Monthly publication December 2008*

The most significant decrease in employment from 1990 to 2000 occurred in the manufacturing sector, losing some 440 positions over the decade. From 2001 to 2008 the manufacturing sector has experienced an increase of 70 positions. Non-manufacturing jobs, on the other hand, increase from 1990 to 2000 by 3,190 over the decade, with the largest increase being in wholesale and retail trade. Non-manufacturing jobs continued to increase by 2,620 positions during the 2001 to 2008 time period.

A matter of interest in planning for the future is to consider, to the extent possible, where people work. For example, consider the fact that the Mississippi Employment Security Commission data indicates that in 2000, there were 19,650 employed persons within Pearl River County. The same data source indicates that for 2008 there were only 9,970 jobs within Pearl River County. The difference is that of 9680 persons employed outside the county. Clearly there is room within the county for additional jobs.

In an effort to understand where people work, the Census Bureau provides some data to that effect. For the city of Poplarville's population, the data is summarized in Table 11.

**Table 11: Place of Employment.** *Nearly half the city's working age population finds employment beyond the city's limits.*

---

Place of Work - City of Poplarville  
Based on Population 16 Years and Older  
City of Poplarville

	<u>Number</u>	<u>% Total</u>
Total Population 16 yrs.+	847	100%
Work within Poplarville	443	52%
Work outside of Poplarville	404	48%
Work within Pearl River County	576	68%
Work outside of Pearl River County	186	22%
Work outside of Mississippi	85	10%

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*Source: Source: U. S. Census Bureau; Summary File 4 for Census 2000.*

On a countywide basis, the Census Bureau provides data to identify commuter patterns, or where people travel to work. This data summarizes the flow of workers from a resident county to work county and vice versa. Table 12 (following page) indicates the commuter patterns into and out of Pearl River County.

Part I of Table 12 indicates that 9,096 workers that reside in Pearl River County travel to work outside the county, with St. Tammany Parish, LA, Hancock County, MS, and Orleans Parish, LA receiving a large number of those workers. Part II of the table indicates that only 1,619 workers from outside Pearl River County seek employment within the county. The indications from this data are that Pearl River County has a need for more employment.

**Table 12: Commuter patterns into and out of Pearl River County.**

Part I.

People living in Pearl River County,  
but working in some other place.

Residence County	Workplace County	Count*	% Total Working	% Working Out Of County
Pearl River County	Pearl River Co. MS	9,779	51.8%	
	St. Tammany Parish LA	1,761	9.3%	19.4%
	Hancock Co. MS	1,676	8.9%	18.4%
	Orleans Parish LA	1,334	7.1%	14.7%
	Harrison Co. MS	842	4.5%	9.3%
	Lamar Co. MS	557	3.0%	6.1%
	Jefferson Parish LA	505	2.7%	5.6%
	Other LA Parishes (17)	994	5.3%	10.9%
	Other MS Co. (15)	968	5.1%	10.6%
	Other States (23)	365	1.9%	4.0%
	Other Countries (8)	94	0.5%	1.0%
Total Pearl River County Residents Working:		18,875		
Workers Commuting to Outside Pearl River County:		9,096		

Part II.

People working in Pearl River County,  
but living in some other place.

Workplace County	Residence County	Count*	% Total Working	% Workers From Other County
Pearl River County	Pearl River Co. MS	9,779	85.8%	
	Hancock Co. MS	331	2.9%	20.4%
	St. Tammany Parish LA	249	2.2%	15.4%
	Lamar Co. MS	197	1.7%	12.2%
	Harrison Co. MS	164	1.4%	10.1%
	Forrest Co. MS	139	1.2%	8.6%
	Stone Co. MS	118	1.0%	7.3%
	Other LA Parishes (4)	184	1.6%	11.4%
	Other MS Co. (16)	189	1.7%	11.7%
	Other States (4)	48	0.4%	3.0%
	Total Working in Pearl River County:		11,398	
Workers Commuting from Outside Pearl River County:		1,619		

\*Number of Workers 16 years old and over in the commuter flow

Source: U.S. Census Bureau - Internet Release date: July 25, 2003

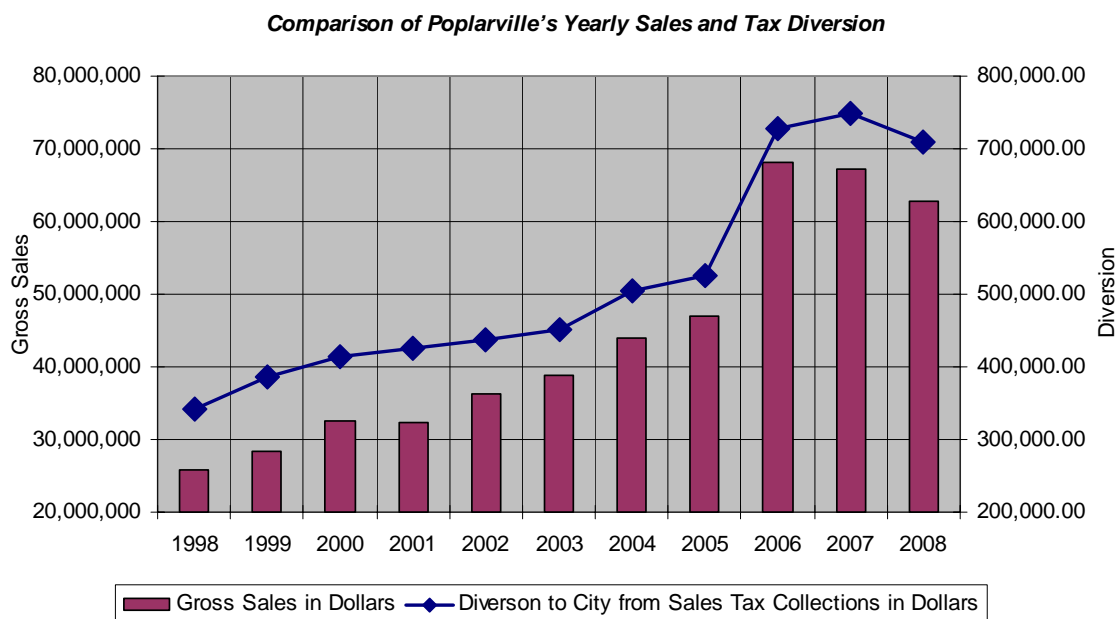
**Summary**

Poplarville is experiencing demographic shifts that are not unique only to this community. Within Mississippi, some 103 municipalities lost population from 1990 to 2000. This fact, however, is not necessarily a negative attribute of the community.

As evidenced in Table 8, as of the 2000 Census, annual earnings for families in Poplarville were growing more rapidly than the county as a whole, and the state. Further evidence of the increase is found in Figure 4 below. The table indicates that until recently, the amount of gross sales has increased in Poplarville resulting in an increase in the state sales tax diversion to the City. Over the past decade the City Poplarville has experienced positive growth in both population and jobs. However, the City of Poplarville should take measures to strengthen its economic viability that will provide stability in the occurrence of an extend downturn in the economic cycle.

Regarding the recent national economic downturn, the affect of this is a diminished cycle of money flowing through the community. As families earn less (and spend less), government sales tax revenues decrease, business owners' profit is less which thereby decreases the margin of disposable income within the community. The ability of government to function and provide services is then reduced, and the desire of people to invest in the community is diminished.

**Figure 4: Sales tax diversions and gross sales for Poplarville, Mississippi.** Poplarville's yearly sales and tax diversion have increased until a recent decline.



Source: Mississippi State Tax Commission Annual Report for the year noted.

## Population and Housing Forecast

Having looked into the demographic history of Poplarville and its economic standing, a picture of the future must now be created. Calculating the expected population and housing needs are particularly important components of the comprehensive plan. Comprehensive planning is in large part based on the physical environment. A community's population and its needs form a majority of the physical requirements of the natural and built environment.

The population and housing forecasts are particularly difficult to compute with any degree of certainty due to two recent events, and influenced by a third factor. First, hurricane Katrina struck the Mississippi Gulf Coast in August 2005. This natural disaster destroyed thousands of homes and businesses along the coast and further inland. This event caused evacuees to seek refuge in any place possible and the widespread damage by Katrina has caused some to permanently move inland. Poplarville has seen a population increase after Katrina, but the magnitude of increase is undocumented.

The second event causing difficulty in forecasting population is the state of the economy. With the exception of a few well located sites, the economy is not supporting any significant level of construction and development at this time. The duration of the economic slump is unknown.

Finally, there is a third factor that creates a level of uncertainty with regard to the population forecasts for Poplarville, and that is the accuracy of the census data. In 2000, the Census Bureau counted 936 housing units within the city. However, the land use survey associated with this plan revealed 932 housing units as of January 2008. It is a fact that new homes have been constructed in the city since 2000 (at least 64 as of 2007); therefore, the apparent reduction in housing units is suspicious. While it is possible this reduction is due to Katrina damage, demolitions or things of that nature, the magnitude seems unlikely.

#### Population – Pearl River County

Forecasts for Pearl River County are calculated based on historical data reaching back to 1980. The following forecasts shown in Table 13 are based upon linear trends of historical data, including most recent census estimates for population.

**Table 13: Pearl River County Population Forecast**

	<u>Population</u>	<u>Population Increase</u>
1980	33,795	
1990	38,714	4,919
2000	48,621	9,907
2010	57,629	9,008
2020	66,204	8,574
2030	74,778	8,574

Table 14 shows the forecast of Poplarville’s population and housing units under the continuation of current trends. The information reflects the assumption that Poplarville will maintain its current share of the County’s population for the 2010 to 2030 time period. Poplarville represents approximately 5.2% of the countywide population.

**Table 14: City of Poplarville Population and Housing Forecast**

	<u>Population</u>	<u>Population Increase</u>	<u>Housing</u>	<u>Housing Increase</u>
1980	2,562		886	
1990	2,561	-1	925	39
2000	2,605	44	936	11
2010	3,003	398	1,073	137
2020	3,445	442	1,236	163
2030	3,888	443	1,397	161

The expectations from these forecasts are that Poplarville will experience a population and housing increase from 2000 to 2030. The portion of the planning area lying outside the City limits will also experience some increase in population, but not to any significant degree without adequate infrastructure to support urban level development. Although no specific quantity is assigned to this population increase, the planning area is sufficient in size to accommodate the population increase expected for the city (i.e. the city can grow into the planning area to accommodate anticipated population increase).

Along with the increase in population, Poplarville should seek to increase employment opportunities as well. Utilizing data from the 2000 Census, the employed persons in Poplarville represents approximately one third of the City's population. Applying this same percentage to the expected population increase, there will need to be an additional 419 jobs available to City residents by 2030. It is important to note that the employed labor force includes persons sixteen years of age and older.

While the above forecasts are based on past trends, the implementation of this comprehensive plan could have a positive influence on the trends, i.e. increase population. The recommendations of this plan, if successfully carried out, should spawn development in Poplarville and thereby cause population to increase greater than expected. The unknown element is to what degree this plan will be successful and to what degree the population trend may change. Because of these unknowns, a comprehensive plan should be reviewed periodically (every 5 years or so) to adjust for any unexpected changes or new data availability.

## **CHAPTER TWO: GOALS, OBJECTIVES AND POLICIES**

### **Introduction**

As required by state law, the goals, objectives and policies of this comprehensive plan form the foundation upon which this plan is built. The logical process is that of first forming goals, which leads to creation of objectives, and finally the development of policies.

Goals are statements of the community's desires, vision, or aspirations. As such, goals are not necessarily ever achieved and brought to an end. As broad statements, goals are to identify the purpose of an effort, and are not easily measured.

Objectives are statements that serve the purpose of narrowing the broadly stated goal into something more specific and measurable. Objectives are formulated to move toward achievement of the goal, and are more precise in terms of directing energies toward an action.

Policy statements then follow objectives. The stated policies serve as the basis for decision-making. Policies are very specific and are directed toward carrying out the objectives, which in turn are designed to achieve a certain goal. In some cases, comments are provided following the policy statements to explain the planning principle and basis for the policy statement.

These goals, objectives, and policies were developed following a series of meetings with key community leaders. This includes members of the Board of Aldermen, Planning Commission, Chamber of Commerce, and City employees. Each of the groups are made up of a variety of persons from within the community; therefore, a fairly broad segment of the community was involved in this process.

In addition to those items identified by the community, it is necessary for Poplarville to consider other goals, objectives and policies. Typically, communities undertake comprehensive planning efforts in conjunction with rapid growth, i.e. Memphis metro area, Jackson metro area, and gulf coast communities. Poplarville is in a unique position in that there is calculated to be a slight decrease in population over the next 20 years with an increase in housing units. With that being the case, the approach for the future of Poplarville is that primarily of economic stimulus combined with community improvement. Both of these elements will relate to an increased quality of life for the community.

### **Land Use Goals**

**Goal 1: Continue to provide for the orderly and logical spatial arrangement of development in the city of Poplarville.**



Objective 1.1: Avoid the creation of incompatible land uses as Poplarville develops or redevelops, and to remedy over time the existing incompatible land uses that have occurred.

Objective 1.2: Ensure the protection and betterment of the public health, safety and general welfare, including the provision for adequate light, air and circulation, separation and open space between land uses, prevent overcrowding, protection of the value of property and the protection of the integrity of the various neighborhoods within the City of Poplarville.

Policy 1.2.1: The City of Poplarville will, at the appropriate time, revise current land use control ordinances and adopt the revised ordinances necessary to implement the recommendations of this plan.

**Goal 2: Guide and direct development in a manner which is sensitive and responsible with respect to the natural environment and natural resources.**

Objective 2.1: Provide an incentive for developers and land owners to preserve environmentally sensitive areas or to employ development techniques which result in the conservation of natural resources or otherwise benefit the natural environment.

Policy 2.1.1: The City of Poplarville will establish a means by which to measure the environmental performance of proposed development.

Policy 2.1.2: The City of Poplarville considers the natural environment for which concern is given to be areas of delineated wetlands, areas designated within Special Flood Hazard Areas according to FEMA, areas of steeply sloping lands, and areas of dense or mature tree growth and areas of historical significance.

Policy 2.1.3: The City of Poplarville will develop a means to provide density or intensity bonuses, or a reduction in development requirements, for developments which work toward the implementation of this goal and objective.

Policy 2.1.4: The City of Poplarville will encourage developments which provide a mixture of land uses, emphasize the pedestrian, place residents in close proximity to employment opportunities and other daily needs, and reduce the reliance on the automobile to meet daily living needs. By way of example, cluster development patterns are effective in protecting environmentally sensitive areas.

**Goal 3: Guide and direct development to locations that allow for the most efficient utilization of existing investment in public infrastructure and public facilities.**

Objective 3.1: Minimize the public investment necessary to provide municipal services to future developments within the City of Poplarville.

Policy 3.1.1: The City of Poplarville will encourage development to first locate in areas that are served with adequate municipal utilities and require no further costly utility extensions or improvements.

Policy 3.1.2: The City of Poplarville will assess the intensity of development and encourage its location with respect to available service facilities and capabilities. Developments will be guided to areas that best accommodate the service demands including, but not limited to, water supply, wastewater demands, fire protection requirements, traffic generation and transportation access needs.

Objective 3.2: Maximize the public investment in existing municipal service facilities and capabilities.

Policy 3.2.1: The City of Poplarville will encourage infill development to occur, particularly in those areas which are already served with municipal utilities.

Policy 3.2.2: The City of Poplarville recognizes the impossibility of achieving full build out within the municipal limits and therefore acknowledges that the availability of vacant developable land is not the sole factor to consider when guiding and directing development.

## **Transportation Goals**

### **Goal 4: Provide a safe means for vehicular and pedestrian circulation.**

Objective 4.1: Provide adequate signage and striping along the streets to regulate and direct traffic as needed.

Policy 4.1.1: Poplarville should continually review the street signage within the city and develop a plan for replacing those signs which have become an eyesore (faded, dented, defaced, etc.), or to reinstall missing signage. Street striping should be evaluated as well, particularly pedestrian crossings.

Objective 4.2: Increase the opportunity for pedestrian mobility throughout the city.

Policy 4.2.1: Continue the inspection and evaluation of existing sidewalks and repair or replace where needed. Install new sidewalks where none exist.

Policy 4.2.2: Sidewalk repairs or installations should be directed first toward areas which are used to move children (from school to adjacent neighborhood), second to connect residential neighborhoods to downtown areas, and finally within other residential areas.

Policy 4.2.3: Poplarville should conduct a feasibility study for the purpose of installing or otherwise providing for bike lanes along public streets.

Objective 4.3: Improve the safety and attractiveness of access to private properties.

Policy 4.3.1: Poplarville should consider establishing and enforcing a curb cut policy to limit the access points along commercial corridors and to improve the appearance of transportation corridors.

Objective 4.4: Ensure the reservation of right-of-way for future transportation routes.

Policy 4.4.1: As development occurs along the path of any planned transportation routes, Poplarville should require, as a condition of development approval, the reservation of an appropriate right-of-way corridor.

Policy 4.4.2: Poplarville should require, through appropriate development regulations, newly constructed streets be laid out so as to facilitate future extensions or connections.

## **Housing Goals**

### **Goal 5: Improve the quality of the housing stock in the community.**

Objective 5.1: Continually seek to eliminate, to the extent possible, all dilapidated and abandoned housing in Poplarville.

Objective 5.2: Continue requiring homeowners to maintain houses to a certain standard of safety and durability.

Objective 5.3: Continue ensuring that new housing is built to current standards for safety, durability and functionality.

Policy 5.3.1: The City of Poplarville should continue the practice of adopting and enforcing the most current and up to date suite of building codes, amended as needed to conform to the needs of the community.

Policy 5.3.2: The City of Poplarville will continue to enforce recently adopted property maintenance codes and unsafe building abatement

codes, requiring that dilapidated homes and buildings be removed and damaged buildings be repaired.

Policy 5.3.3: The City of Poplarville will continue to maintain its publicly owned property to the same level as that required of its citizens.

## **Goal 6: Promote infill housing development in Poplarville.**

Objective 6.1: Attract new housing developments to locate upon underutilized properties within the city.

Policy 6.1.1: The City of Poplarville will seek to fill vacant lots within the city. Entities such as Habitat for Humanity are organizations in the business of providing housing on a lot by lot basis. While the city is not in the development business, city leaders can aid in the facilitation of such developments.

Objective 6.2: Provide a wider field of housing opportunities within Poplarville in the form of housing types and housing costs.

Policy 6.2.1: Poplarville should promote the concept of mixed use development, particularly with regard to housing types and limited commercial development (commercial on the first floor, housing on the second floor) by making appropriate provisions in the land use regulations to allow mixed use developments.

Policy 6.2.2: The City of Poplarville will maintain a diverse supply of housing available to people of all income levels, but will limit the proportion of stand alone multifamily housing to 30% of the city's housing stock. Dormitories and other places considered as group quarters will not be considered as multifamily housing for the purpose of this measurement.

Objective 6.3: To transition the city's built environment into one employing Traditional Neighborhood Development principles.

Policy 6.3.1: Diversity of housing should be promoted by the inclusion of a wide range of choices in size, design, and cost.

Policy 6.3.2: Compact development should be used to incorporate smaller lots, narrower streets, and reduced setback requirements.

Policy 6.3.3: New developments should include a mixture of various types of housing to allow flexibility in a fluctuation of the housing market.

## Goal 7: Create Sustainable Housing in Poplarville.

Objective 7.1: Promote human oriented design versus auto oriented design.

Policy 7.1.1: For the purpose of this plan, walkable neighborhoods shall be considered as those wherein the residents have an approximate one-quarter mile walk to reach the center of neighborhood activity.

Policy 7.1.2: Poplarville will encourage the development of walkable neighborhoods and housing design to provide pedestrian friendly homes. Homes with features such as a front porch, three or more step elevation above grade and the front entry as the primary front facing the street will be encouraged.

## Goal 8: Create more socially connected and interactive neighborhoods in Poplarville.

Objective 8.1: To create design standards concerning the physical layout of subdivisions and neighborhoods which invite human interaction and activity.

Policy 8.1.1: New neighborhoods should be laid out, where possible, in a grid pattern to encourage pedestrian activity, and cul-de-sac streets should be avoided. Streets should terminate with a view of something pleasing, such as a park or open space or a well designed and maintained structure.

Policy 8.1.2: The City of Poplarville will allow street designs that are conducive to pedestrians and contribute to a more tight-knit neighborhood. By way of example, sidewalks should not be located adjacent to the curb or edge of pavement, as this places the pedestrian in close proximity to traffic. Street trees or on street parking should be utilized to separate pedestrians from moving automobiles.

Policy 8.1.3: New neighborhoods should be laid out with walkable distances (approx ¼ mile radius) to the residents' services and needs, thereby reducing the necessity for numerous automobile trips.



The above photo illustrates the use of street plantings to separate pedestrians from traffic. As time progresses the landscaping will mature and create an entirely new character for this neighborhood.

Note that the house has a fairly small footprint and is pulled up close to the sidewalk, all features that focus on the human rather than the automobile.

Policy 8.1.4: New neighborhood buildings should possess architectural uniformity and uniqueness but at the same time contain sufficient variation in building footprint and height to avoid the monotony of “cookie cutter” type subdivision development.

Policy 8.1.5: Neighborhoods, both residential and nonresidential, should be designed in keeping with Traditional Neighborhood Development (TND) principles as follows:

- Is compact;
- Designed for human scale;
- Mixed uses including retail, residential, other commercial, civic and public spaces;
- Contains a variety of housing opportunities;
- Environmental features are incorporated into the design; and
- Maintains existing buildings and architectural style and character unique to the community.

## **Community Facilities and Services Goals**

**Goal 9: Provide excellent services throughout the city in an efficient and cost effective manner.**

Objective 9.1: Ensure that space is available for the expansion and extension of public services.

Policy 9.1.1: Poplarville should require, as development occurs, the reservation or dedication of space for public use such as additional street right-of-way, park space, or space for public buildings or utilities.

Objective 9.2: Ensure there is a logical and compatible relationship between service facilities / capabilities and land uses.

Policy 9.2.1: Poplarville will evaluate development proposals with regard to the intensity of service demands (police, fire, water, sewer, schools, etc.) and compare the same to the capability and impact of providing the needed services.

Policy 9.2.2: Poplarville will discourage development proposals with such an intensity of service demands (police, fire, water, sewer, schools, etc.) that, if approved, could have a negative impact upon the level of services for existing city residents; unless, however, there is an adequate plan to provide the necessary services.

Policy 9.2.3: Poplarville will provide the services and make the improvements to which it committed when annexing additional territory.

Objective 9.3: Enhance public services available to the citizens of Poplarville.

Policy 9.3.1: Poplarville should evaluate the type of recreational facilities most beneficial to city residents, and develop a plan to fulfill those desires. An example of an increasingly popular recreational facility is a skate park.

Policy 9.3.2: Poplarville should continually work with the Mississippi State Rating Bureau to enhance fire protection services within the city. The City should continually seek further improvement in its fire classification rating from class 7 to class 6.

Policy 9.3.3: Poplarville will develop a system whereby streets which are in need of major repair are identified and prioritized, so that a means can be developed to address the maintenance needs.

Objective 9.4: Minimize the burden of infrastructure costs to the existing tax base.

Policy 9.4.1: Poplarville will develop a system by which developers bear a proportion of the expense to extend and improve the infrastructure as necessary. This policy, however, shall not be construed in conflict with the policy of first locating development in areas presently served by adequate infrastructure.

**Goal 10: Enhance, to the extent possible services delivered to the residents of Poplarville from other governmental or quasi-governmental entities.**

Objective 10.1: To work in a mutually cooperative fashion with public and quasi-public agencies for the discharge of their duties within the City of Poplarville.

Policy 10.1.1: The City of Poplarville will make its resources available for the purpose of furthering this goal and objective; provided, however, that the city shall not place any burden upon the taxpayers of the city in doing so.

**Community Appearance and Spirit**

**Goal 11: Improve and Enhance the Overall Appearance of the Community and Generate a Sense of Community Pride.**

Objective 11.1: Eliminate, to the extent possible, all dilapidated and abandoned structures in the city.

Objective 11.2: Continue to require the maintenance of public and private properties in the city so as to project a positive image of Poplarville.

Policy 11.2.1: Poplarville should continue to adopt and/or enforce the necessary ordinances to empower it to compel property owners to clean their property by removing unused or discarded items, mowing tall grass, removing dilapidated buildings and otherwise keeping property in a safe and presentable form.

Policy 11.2.2: Poplarville will continue to maintain public property to the same standards required for private property owners.

Objective 11.3: Improve the visual appearance of the community.

Policy 11.3.1: Poplarville should evaluate the effectiveness of its sign regulations to ensure that signage does not cast a cluttered and confused impression for commercial, business or industrial areas of the city.

Policy 11.3.2: Poplarville should assess the appearance of the entrances to the city on state highways and take measures to improve the visual impact.

Policy 11.3.3: Poplarville should assess parking lots and streets to determine where added landscaping would enhance the appearance. A program could be implemented whereby citizens “adopt-a-spot” to maintain the landscaping.

Policy 11.3.4: The City of Poplarville should continue to address, to the extent necessary, negative conditions arising from inadequate property maintenance, including but not limited to the conditions of: inadequate parking space, trash, litter, clutter and similar indicators of generally unkempt property.

Policy 11.3.5: Poplarville will control visual clutter through the application of sign regulations.

## **Goal 12: Improve the Design Quality in New Commercial and Retail Developments.**

Objective 12.1: Promote the development of high-quality, mixed-use centers, mixed-employment areas, and commercial developments.

Policy 12.1.1: Implement and enforce new design standards for mixed-use areas that address parking, streetscape, siting of buildings, scale, transitions to adjacent uses, landscaping and buffers, access management, pedestrian orientation and other elements resulting in high-quality design.



Objective 12.2: To ensure the desired design features for new development in Poplarville is compliant with this plan.

Policy 12.2.1: Poplarville will develop architectural design guidelines and establish an appropriate site plan review process whereby the city has the opportunity to review designs and require changes which would further the implementation of this plan.

## **Commercial and Industrial Development Goals**

### **Goal 13: Promote Downtown Poplarville as the Center of Retail Activity.**

Objective 13.1: Establish a sense of continuing activity in the downtown area.

Policy 13.1.1: The City of Poplarville recognizes that ongoing pedestrian activity and ongoing business activities creates a valuable synergy within an area, and it is desirable to create an atmosphere which fosters this synergy.

Policy 13.1.2: Mixed use development will be encouraged in the downtown area, specifically residential uses in the spaces above commercial uses, and higher density homes in proximity to the downtown area.

Policy 13.1.3: Poplarville should explore the possibility of offering an incentive package to encourage the reuse of vacant commercial spaces within the downtown area as opposed to constructing new commercial spaces outside the downtown area.

Objective 13.2: Encourage pedestrian activity in downtown Poplarville.

Policy 13.2.1: Poplarville should assure that pedestrian features, such as bike racks, benches, and garbage cans, are located in the downtown commercial area for public convenience.

Policy 13.2.2: The City of Poplarville desires to have a sufficiently diverse land use makeup in the downtown area so as to provide a wide variety of goods, services and facilities for people of all ages.

Policy 13.2.3: Downtown development and redevelopment should occur with a consistent architectural style designed for safety, functionality and promotion of the aesthetic quality of the area through the adoption of architectural design guidelines.

Objective 13.3: To promote the economic viability of downtown Poplarville.

Policy 13.3.1: Poplarville will configure its land use control regulations in a fashion so as to recognize land uses which are suitable and appropriate in the downtown area versus those which may be suitable elsewhere.

Policy 13.3.2: Poplarville will configure its land use control regulations in a fashion so as to direct larger scale automobile oriented commercial uses to highway corridors or higher traffic areas.

#### **Goal 14: To Generate Additional Employment Opportunities within Poplarville.**

Objective 14.1: Strengthen and increase the employment opportunities within the city.

Policy 14.1.1: Poplarville will continually seek to attract diverse employment opportunities including manufacturing, public sector, research, retail, service industries and other potential employment sectors.

Policy 14.1.2: Poplarville will evaluate the volume of land zoned for industrial use and determine the likelihood of industrial potential for these lands. Those lands not likely to support industrial use should be zoned for some other productive use.

Objective 14.2: Provide incentives which serve to enhance the creation of jobs and reuse of vacant buildings.

Policy 14.2.1: Poplarville will encourage the reuse, or an adaptive use, for existing vacant industrial buildings and properties.

Policy 14.2.2: Poplarville will investigate the potential to provide financial incentives for economic development and the creation of jobs.

Objective 14.3: Provide adequate means for new industrial development.

Policy 14.3.1: Poplarville will seek to establish an industrial park with adequate space and infrastructure to accommodate new industrial development.

#### **Goal 15: Stimulate and Promote Economic Development within the Community.**

Objective 15.1: Provide a sense of welcome for new development or redevelopment.

Policy 15.1.1: Poplarville's development regulations and policies resulting from this comprehensive plan are not to be construed as restrictive, but are intended to be supportive of development and designed to enhance the quality of life in the city.

Policy 15.1.2: The development regulations and policies resulting from this comprehensive plan are to be interpreted in a consistent and fair manner. Poplarville recognizes the importance of a “level playing field” with regard to the competitive nature of real estate development.

Objective 15.2: Make the public aware of the city’s commitment to attracting economic development.

Policy 15.2.1: Maintain alliances with local Chambers of Commerce, Economic Development Authorities, or other such agencies designed to locate and attract economic development.

Policy 15.2.2: Poplarville should take an active role in ensuring information available to the public is accurate and up to date. This includes establishing a web site and publishing pertinent data to the site. This also includes providing data to other web sites, such as the chamber of commerce, for their publication.

Objective 15.3: Reduce the financial risk typically associated with development under standard Euclidean zoning measures (zoning by use).

Policy 15.3.1: Poplarville will support the land use concept of mixed-use development.

Objective 15.4: Capitalize on the economic development opportunities afforded by the presence of the community college and the Southern Horticultural Laboratory, and the John C. Stennis Space Center.

Policy 15.4.1: Poplarville will pursue the development of knowledge based industry and economic development drawing upon the presence of resources of the community college and the Southern Horticultural Laboratory and the space center.

## **Plan Implementation Goals**

### **Goal 16: Continually interpret this plan and evaluate its effectiveness and impact on the community.**

Objective 16.1: Create a forum in which the city receives comment and feedback regarding the implications of this plan.

Policy 16.1.1: Following the adoption of this plan, the city will establish a means by which the effectiveness and implementation of this plan is measured. This task may be accomplished by the planning commission or some other established committee.

Policy 16.1.2: The City of Poplarville will utilize this plan as a guide when making land use and development decisions.

Objective 16.2: Facilitate future revisions and updates to this comprehensive plan as needed and increase the comprehensiveness of this plan, as activity in Poplarville increases.

Policy 16.2.1: Poplarville should implement a permitting system to enable the tracking and quantifying of development activity. This system should not only be for the purpose of determining compliance with regulations, but also to gather statistical information regarding development activity.

## **CHAPTER THREE: EXISTING LAND USE PATTERNS AND FUTURE LAND USE PLAN**


The purpose of this chapter is to identify existing land use patterns by preparing an inventory of existing land uses in map form, which in turn aids in developing goals and objectives for future land use patterns. By predefining future land use patterns, city officials and the community will have a guide over which to focus and direct future development. The future land use plan serves as a guide that literally maps out the general location and relationship of land uses.


### **Existing Land Use**


A land use survey for the city of Poplarville and the planning area was conducted in January 2008. The methodology for the survey is commonly referred to as a “windshield” survey, whereby visual observations regarding land uses are recorded on tax maps. For Poplarville, a digital parcel map was created using a Geographic Information System (GIS), and the land use observations for each parcel were coded for mapping purposes. GIS allows for more accurate and efficient analysis of the data.

The existing land uses are divided into the following described categories and illustrated on Map 2:


### **Residential**

 Single Family Residential – A single residential living unit of conventional (on-site) construction, designed to house only one family.


 Multifamily Residential – A structure designed with more than one separate living unit, such as a duplex or apartment complex.

 Mobile Home Residential – A single residential living unit designed to house only one family and constructed or assembled off-site and transported to the site for placement.


### **Commercial**

 Commercial establishments are considered to be those that are operated privately, for profit, and provide merchandise or services for retail trade. Examples include banks, grocery stores, barber shops, etc.


### **Industrial**

 Industrial establishments are considered to be those that are operated privately, for profit, and engage in manufacturing, reduction, warehousing, storage, or distribution of products or goods. Also included in this category are uses that may generate excessive noise, odor, light, traffic or other nuisances associated with industrial uses.


### **Public/Semi-Public**

 Uses that are operated primarily for the purpose of providing a public service or delivering a public utility, such as fire station, school, post office or electric power sub station. This also includes non profit organizations such as churches and cemeteries.

### **Institutional**

 This classification represents uses that are operated by a public or non profit body that involve the frequent assembly or housing of persons, such as a school, hospital or prison.

### **Vacant/Agricultural**

 This category relates to the use of property, as opposed to the use of structures. It includes any property that is not in urban use. For example, an agricultural producer uses property to grow his crop, but agriculture is not considered an urban use for the purposes of this plan.

### **Streets and ROW / Easements**

This category is set aside to account for those corridors necessary for transportation routes or utility lines. Although in some instances there may be nothing visible on an easement, the property is set aside for a specific use.

Table 15 (next page) shows the amount of land in use by category in the city of Poplarville and the planning area. Land use measurements for the specific categories are expressed in acres.

**Table 15: Land use measurements for Poplarville.**

Land Use Category	City of Poplarville		Planning Area		Total Area	
	Acres	% Total	Acres	% Total	Acres	% Total
Total Area	3,381.0	100.0%	8,606.6	100.0%	11,987.5	100.0%
Residential						
Single Family	615.3	18.2%	1269.7	14.8%	1,885.0	15.7%
Multi-Family	19.6	0.6%	5.6	0.1%	25.3	0.2%
Mobile Home	43.4	1.3%	243.2	2.8%	286.6	2.4%
<i>Subtotal for Residential</i>	678.4	20.1%	1,518.5	17.6%	2,196.9	18.3%
Commercial	159.0	4.7%	64.9	0.8%	223.9	1.9%
Institutional	395.1	11.7%	0.0	0.0%	395.1	3.3%
Industrial	214.6	6.3%	34.2	0.4%	248.8	2.1%
Public/Semi-Public	252.7	7.5%	48.7	0.6%	301.4	2.5%
Streets and ROW/Easements	452.5	13.4%	375.4	4.4%	827.9	6.9%
Total Developed Land	2,152.2	63.7%	2,041.8	23.7%	4,194.0	35.0%
Vacant/Agricultural	1,228.7	36.3%	6,564.5	76.3%	7,793.2	65.0%
Vacant Constrained	799.8	23.7%	5,082.5	59.1%	5,882.3	49.1%
In Flood Plain	3.2	0.1%	390.7	4.5%	394.0	3.3%
Slope Constraints	796.6	23.6%	4,691.7	54.5%	5,488.3	45.8%
10% to 15%	734.9	21.7%	3,980.4	46.2%	4,715.3	39.3%
15% to 25%	41.6	1.2%	491.0	5.7%	532.6	4.4%
25% or Greater	20.1	0.6%	220.3	2.6%	240.5	2.0%
Vacant Unconstrained	428.9	12.7%	1,482.0	17.2%	1,910.9	15.9%

*Source: Bridge & Watson field survey conducted January 2008; MARIS  
Calculations: Bridge & Watson, Inc.*

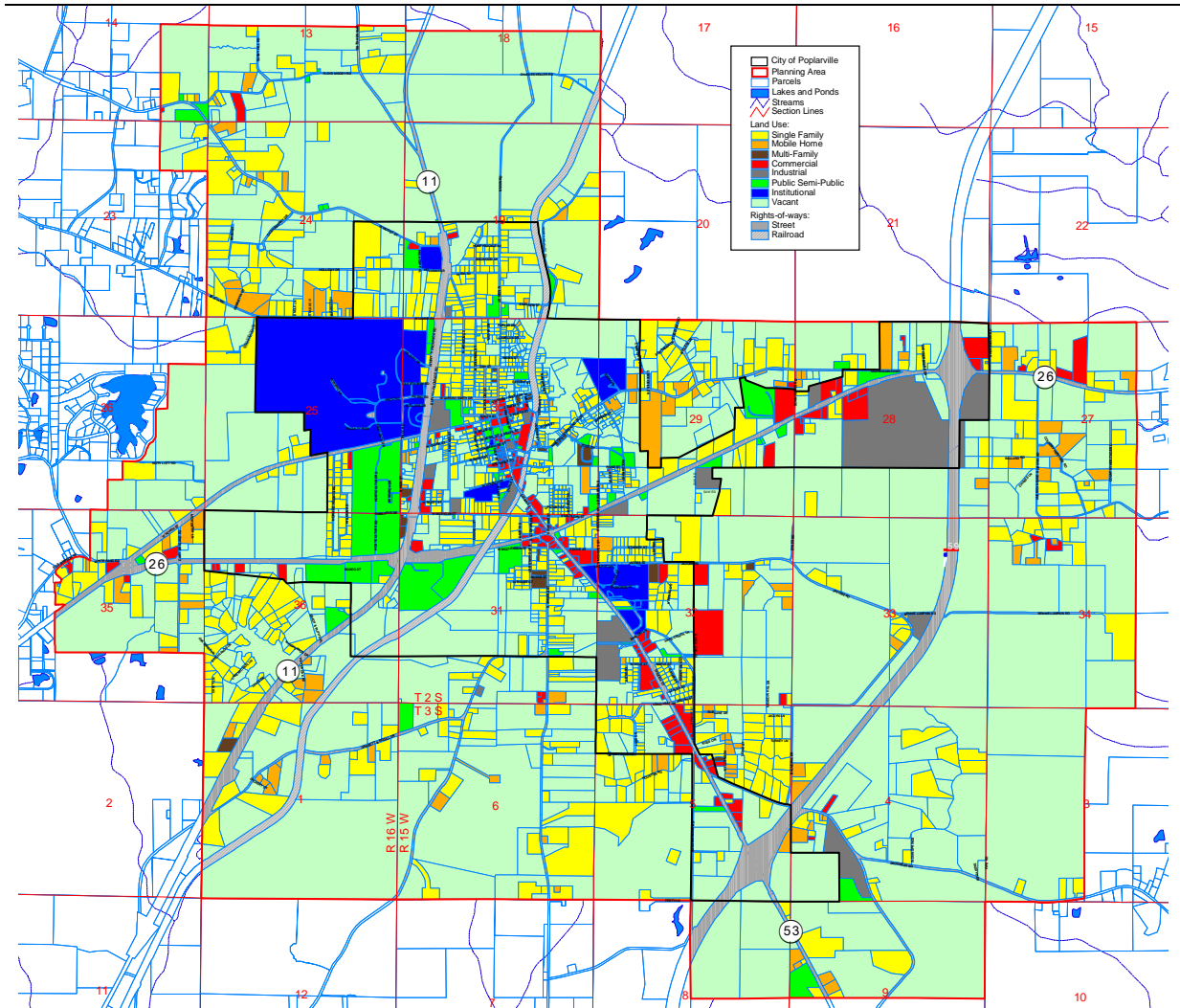
Land use measurements set forth in Table 15 are derived from the land use survey data collected in conjunction with the development of this plan. Analysis is performed utilizing GIS mapping. For the purpose of this analysis, agricultural production is not considered to be an urban use and is therefore considered to be vacant, although these lands clearly serve a vitally important purpose.

The spatial arrangement and distribution of the existing land uses for the city of Poplarville and the planning area is shown on Map 2. Observing existing land use provides some insight toward the development of the future land use plan and policies regarding land use management.

Land use patterns in Poplarville follow traditional and anticipated development patterns. Development has occurred over time with respect to the availability of infrastructure, particularly transportation routes. Additionally, the intensity of development increases with the availability of utilities (sanitary sewer for waste disposal and municipal water for fire protection).

These land use patterns, along with the demographic projections from Chapter 1, enable the creation of a future land use plan. Fashioning the future land use plan requires applying a certain level of organization to the land uses within the city and planning area.

**Map 2: Existing Land Use of Poplarville, Mississippi**



Source: Pearl River County Mapping Dept.; Bridge & Watson field survey conducted January 2008

## Future Land Use Plan

### Introduction and Methodology

In order to comply with Mississippi enabling legislation, the future land use plan must designate in map or policy form the proposed general distribution and extent of the proposed land uses. Additionally, the meaning of land use codes must be provided.



The future land use plan serves two purposes. First, it provides for the general physical location of expected future development. The second purpose is to create order among the existing land uses. As previously mentioned, Poplarville consists of a variety of land uses and a variety of lot sizes. Planning for these already built areas will create order through the process of infill and redevelopment, although it will occur over a long period of time.

In preparing a Future Land Use Plan, a necessary and responsible step is that of identifying environmentally sensitive areas. These areas are not only worthy of some degree of preservation, but also pose a constraint to development.

### **Environmental Constraints**

Responsible planning dictates that the natural environment be planned just as the man-made environment is planned. The following discussion outlines the importance of certain environmental elements. Additionally, mapping these constraints provides insight as to which areas may be least likely to develop over time.

#### **Septic Tank Suitability**

Poplarville and Pearl River County are made up of numerous types of soil. Each soil is unique in terms of its physical and chemical characteristics. Because of these differing characteristics, some soils may not be very well suited to properly disposing of sewage through on-site methods.

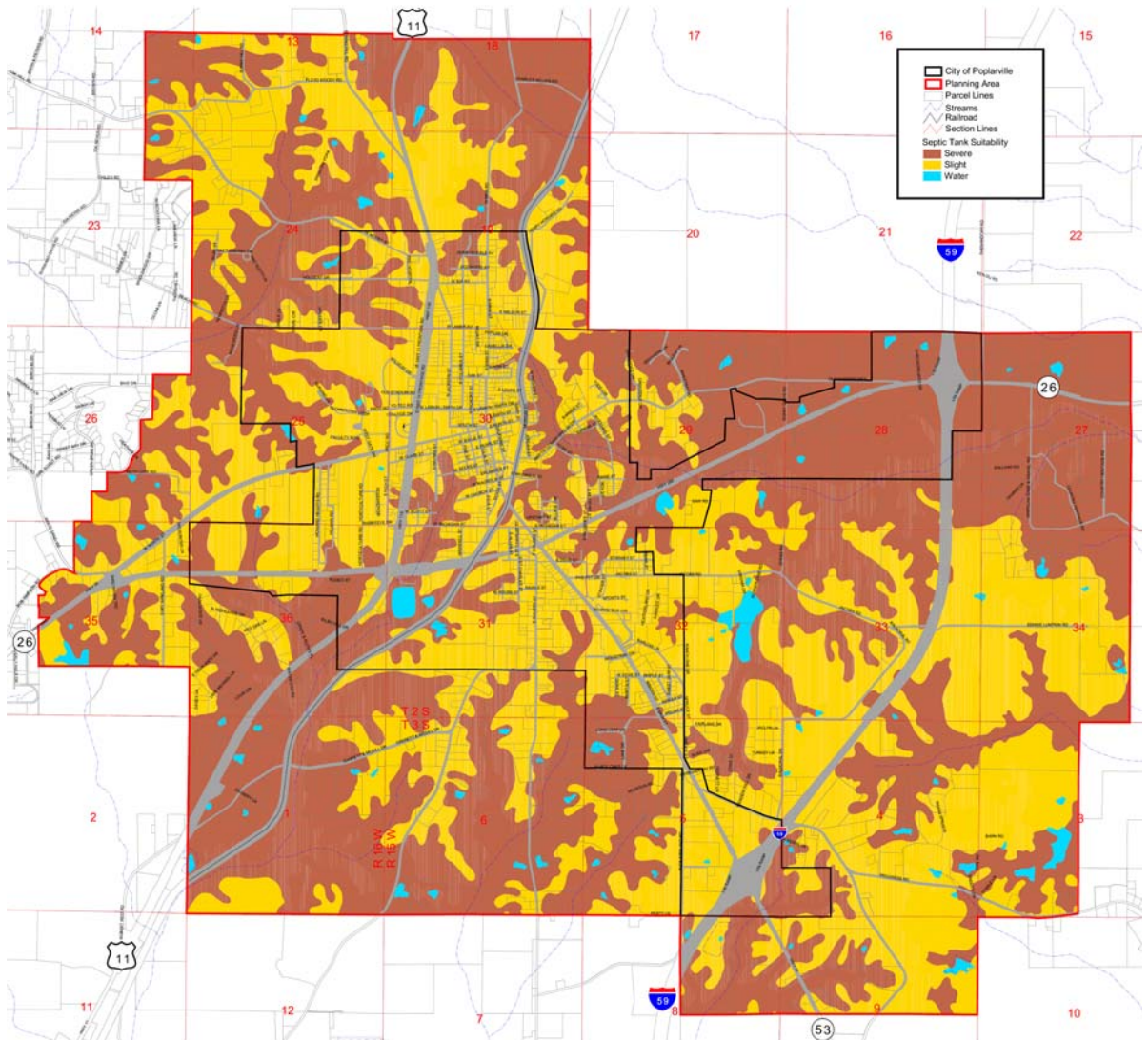
The United States Department of Agriculture classifies soils based upon many factors, including their capability to accommodate on site wastewater disposal. The two classifications that apply to this area are slight and severe, defined as follows:

Slight – Soil properties and site features are generally favorable for on site disposal and limitations are minor and easily overcome.

Severe – Soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required.

Map 3 (following page) indicates the distribution of soils by their capacity to accommodate on site wastewater disposal.

**Map 3: Septic Tank Suitability of Poplarville, Mississippi**



Source: Pearl River County Mapping Dept.; MARIS.

Although the City of Poplarville is served by a central sewer collection and treatment system, many residents outside the city utilize an on-site method of sewage disposal. The improper disposal of sewage poses a threat to both ground water supplies and surface waters. Soils that allow wastewater to permeate through too quickly fail to filter out pollutants. Eventually, these pollutants make their way into the ground water supplies. At the opposite end of the spectrum, some soils do not allow wastewater to permeate through quickly enough. When wastewater is generated faster than the soil can absorb it, the excess rises to the surface. Ultimately, the pollutants are washed away and become part of a body of surface water. If humans come into contact with improperly treated sewage, diseases such as hepatitis could be contracted.


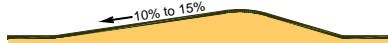
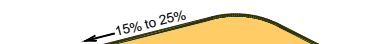

Future development should be directed toward areas where municipal sewer is available. If this effort is carried out, then development will occur at a higher density, be more efficient in terms of delivering services, and be more environmentally sensitive. If municipal sewer is not available, development should be directed toward areas with more suitable soil conditions and larger lot sizes for sewage disposal.

Topographical Constraints (Slope)

Poplarville and the planning area are comprised of both flatlands and rolling hills. There are, however, some areas where the slope of the ground is significant enough to command attention.

For a frame of reference, consider the illustrations in Table 16 below which provides a sense of the magnitude of various slope gradients.

**Table 16. Slope Restrictions on Land Development**

<u>Slope Category</u>	<u>Illustration</u>	<u>Development Concerns</u>
Less than 10%		No additional building restrictions
10% to 15%		Site preparation techniques should be utilized to minimize grading and site disturbance, particularly on highly erosive soils.
Greater than 15%, Less than 25%		Building and site preparation should utilize specialized site design techniques and approaches to control soil erosion and pollution.
25% or Greater		Generally unsuitable for development. Land disturbance should impact the smallest possible area. Disturbed areas must be heavily guarded against erosion.

Source: Bridge & Watson, Inc.

The significance of slope is two-fold. First, there is a potential negative impact to the environment, and secondly there is an economic impact to developing areas of moderate or steep slope.

The environmental impact is that of increased soil erosion. The steeper the slope, the faster the runoff, and the greater potential for soil erosion. This situation is further worsened by the fact that development of these sloped areas will require the removal of protective vegetation through heavy grading.

The economic impact of developing steeper sloping soils is that construction is more expensive. Because of the degree of slope, additional grading is required to make way for roads and building footprints. While for a low density single family development the

additional grading may not be significant, it will become significant for larger developments for uses such as industrial buildings. Additionally, excessive slope can serve as a constraint to the design of certain on-site wastewater treatment facilities.

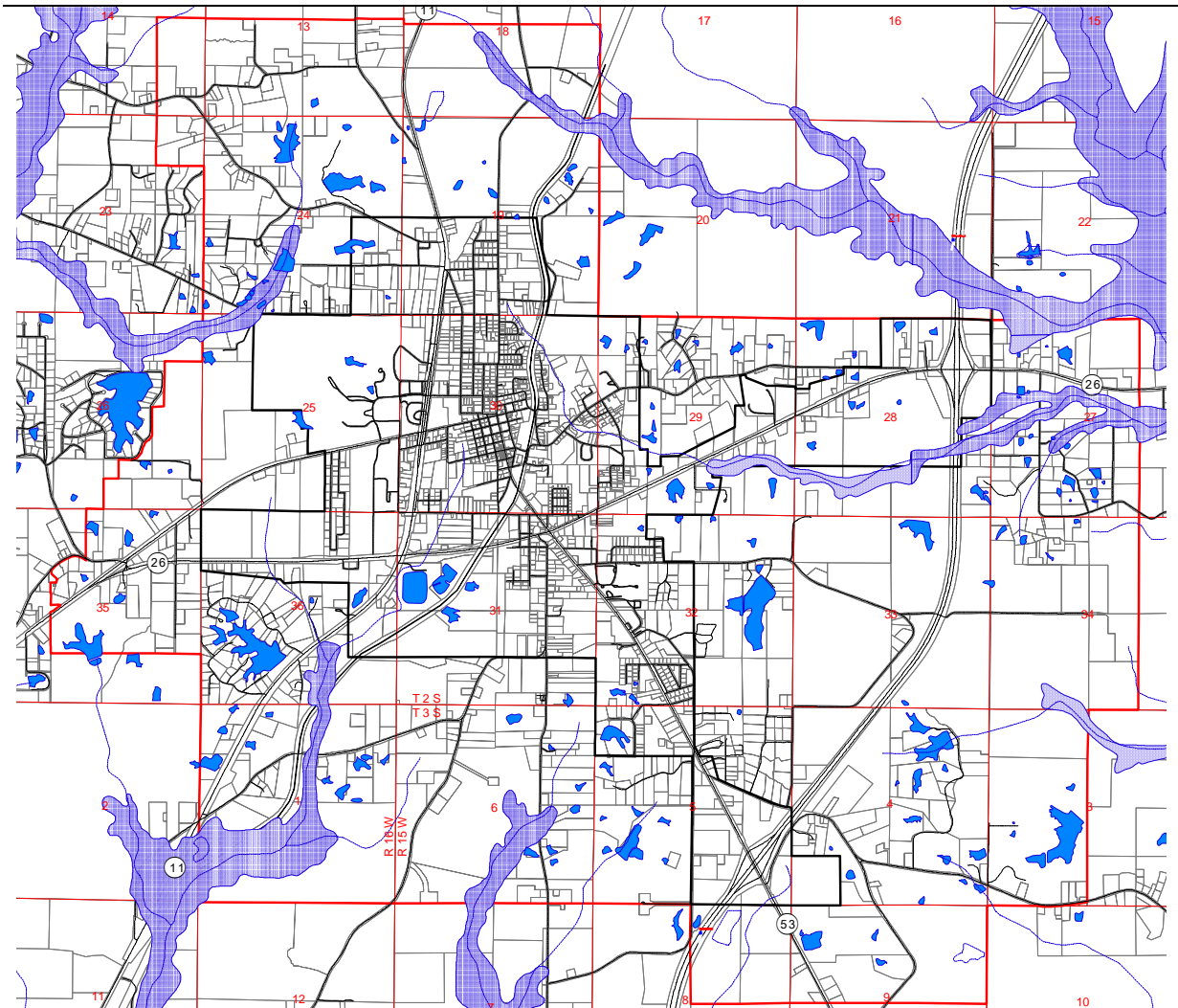
While Poplarville does consist of a considerable amount of territory within one of these constraint categories, there is a limited amount of the higher sloping soils within the city. With proper management, development can occur within the areas of less constrained sloping lands. The attributes of the slope should be incorporated into the design of the development to create uniqueness.

### Flood Hazard Areas

The conflict created by floodwaters and urban development is a problem that costs Americans millions of dollars and numerous lives annually. The federal government has adopted strong policies on this issue in the form of the National Flood Insurance Program. The City of Poplarville participates in the National Flood Insurance Program.

Map 4 (next page) sets out the areas in and around Poplarville which fall within a flood hazard area. These areas have a 1% chance of flooding, meaning that based upon engineering and meteorological calculations, a 100 year rainfall event will cause flooding. A 100 year rainfall event is one that is of such intensity that it statistically would occur once every 100 years.

**Map 4: Flood Hazard Areas of Poplarville, Mississippi**



Source: Pearl River County Mapping Dept.; FEMA Digital Flood Maps 1996

Poplarville was settled on a ridge and therefore has very limited amounts of federally designated flood hazard areas within its corporate limits. At present, concerns over development within the designated flood areas is virtually non-existent, but these conditions could change if the city expands its corporate limits or if the federal government changes the boundaries of the flood areas.

**Land Development Guidelines**

It is the desire of the city of Poplarville that new development be designed and constructed such that the new development provide more for the community than the building's intended use, be it a home, retail shop, office or some other specific use. Through the proper design of buildings, groups of buildings, sites and related streets, a proposed development can attribute to creating a sense of place for Poplarville and ultimately enhance the quality of life. This is primarily achieved by designing projects so

that the focus is on the pedestrian, as opposed to the automobile. The following techniques and principles, although not an exhaustive list, are those which would aid in the overall quality of development of the community:

1. Streets should be appropriately sized to accommodate both the automobile and the pedestrian. Street plantings should be incorporated into the design to provide shade, aesthetic value, and a sense of separation between the pedestrians on the sidewalk and the passing automobile. On street parking can also aid in achieving this sense of separation.
2. Buildings should have incorporated architectural features that create uniqueness, spark one's interest, and are pleasing to the eye. Buildings should also be constructed to an appropriate scale in light of the pedestrian oriented desires of this plan.
3. Buildings should be constructed at a consistent and shallow setback near the street in order to define the street edge and define the street corridor.
4. Parking should be located at the rear of buildings, with access to parking via alleys or other means, but not from fronting streets. On street parking is permissible.
5. Pedestrian conveniences should be located along streets or in civic spaces, such as benches, water fountains, trash receptacles, bike racks, etc.

To achieve the aspiration of items listed above, the zoning ordinance and subdivision regulations must be amended to include language that reflects these principles.



This aerial view of Harbor Town in Memphis, Tennessee illustrates pedestrian oriented development: 1) designated civic space, 2) access by alley, 3) buildings brought up close to street, and 4) higher density

## Projected Land Use Needs

From the population and dwelling unit forecast in Table 14 (Page 22), the City of Poplarville is calculated to increase in the number of dwelling units by a total of 461 dwelling units by the year 2030. At the same time, population increases by 1,283 persons. While additional land for residential development is needed, the need for commercial space and civic space is expected to increase over time based on the forecast.


The calculated additional 461 dwellings will require approximately 230 acres to accommodate the dwellings along with necessary rights-of-way and easements. This

assumes development will occur in the future at the same density as it has in the past, which averages approximately 0.4 acres per unit. Surplus land should be allocated, though, to avoid constraining the market for available developable property.


For the purpose of defining future land uses, discussion will concentrate on gross density, which is the total number of residential units divided by the number of acres of a project site. The net density is the number of residential units divided by the acreage of the lots upon which the units are located.

Contained within the future land use plan are various categories of land use described as follows:


### **Agricultural**

 This land use classification is intended to describe those areas that are rural in character and sparsely developed. These areas are expected to remain in virtually an undeveloped state with the exception of agricultural uses and related structures, and no concentrations of any residential, commercial, industrial or other type of land uses are anticipated. Residential development may occur at a low density of approximately one dwelling unit per five (5) acres. Although these areas may possess development potential, they are not expected to be served with sanitary sewage collection for the duration of this plan for the purpose of guiding growth and development into other specified areas.

### **Low Density Residential**


 This land use category is intended to preserve existing concentrations of low density development in areas of contiguous residential development. These areas are concentrated to the extent that their form establishes the character of the neighborhood, and their character should be preserved. This category also allows for additional residential development consisting of single family homes at densities of approximately one (1) to two (2) dwelling units per acre where centralized sanitary sewer is available and slopes are conducive to development at this density, but lower densities (fewer dwellings per acre) are appropriate where centralized sanitary sewer is not available and slopes are greater.

### **Medium Density Residential**


 This classification provides for residential development at densities of three (3) to five (5) dwelling units per acre, and is intended to allow for both detached and attached single family housing types. Appropriate standards and procedures are to be established to ensure the compatibility and appropriateness of any attached housing where such housing will be adjacent to or in close proximity to existing and established single family housing.

These areas proposed for medium density residential uses are located conveniently (smaller travel time and distance) to the every day needs of the residents of these areas.


### **High Density Residential – Single and Two Family**

 This land use classification is intended to accommodate single family attached or detached housing and two family housing at a maximum density of seven and one-half (7.5) dwelling units per acre. Because of the importance of the built environment upon the character of the community, appropriate standards and procedures should be implemented to insure high quality design for new projects. These areas are located more conveniently (smaller travel time and distance) to the every day needs of the residents of these areas.


### **High Density Residential – Multi Family**

 This land use classification is intended to accommodate two family housing at a maximum density of seven and one-half (7.5) dwelling units per acre, or multifamily housing at densities of up to twelve (12) dwellings per acre. Because of the importance of the built environment upon the character of the community, appropriate standards and procedures should be implemented to insure high quality design for new projects. The level of population concentrations resulting from this type of development is such that high density multi family projects should be located with access to collector or arterial streets.

### **Manufactured Housing**

 The manufactured housing district is created to provide an area to accommodate manufactured homes (sometimes referred to as trailer houses). Because of the distinct architectural appearance of these homes, they do not blend well with conventionally constructed homes. This use is located near areas where manufactured housing has already accumulated and proposed new manufactured housing development should be carefully considered when locating adjacent to existing site built residential construction. Manufactured housing developments should occur at densities of up to 9 dwelling units per acre. This district is also intended for the location of modular homes and FEMA Cottages. Modular homes occur in densities of up to 8 dwelling units per acre while FEMA Cottages developments occur in densities of up to 10 dwelling units per acre.

### **Neighborhood Commercial**

 The neighborhood commercial land use category is primarily to serve the needs of those individuals living in close proximity thereto, and would accommodate certain uses to provide convenience retail goods to the nearby residents. Examples include branch banks, coffee shop, deli, or a personal service such as a beauty shop or tanning salon. Additionally, a vertical mix of uses would be appropriate for this district provided



that first floor, or street level uses, are reserved for retail, office, or other appropriate commercial uses within this district.

### Highway Commercial

● The highway commercial land use category is designed to accommodate all commercial uses, including indoor and outdoor commercial activities. As the name suggests, this land use category is located in areas where business proprietors require high visibility or are dependent upon traffic volume as a portion of its market base. To the extent possible, land uses allowed within this district should be limited to those uses of such an intense nature as are appropriate for highway corridors, such as large scale gas stations, auto repair or dealerships, drive through restaurants, and other similar uses. Within this district land uses which would detract from the livelihood of downtown Poplarville should be discouraged and otherwise reserved for the central business district. Examples of these uses would include specialty shops, professional offices, government offices, small scale retail outlets, book stores, and other uses which are appropriate for a pedestrian scale shopping atmosphere.

### Central Business District

● This is a land use classification created to accommodate a variety of commercial and professional land uses in the central business district or downtown area of Poplarville. It includes uses to cater to the needs of the nearby residents and is not dependent solely upon traffic flows for its sustainability. Uses within this district would be conducted indoors with the exception of sidewalk or patio activities, such as a sidewalk sale or sidewalk seating at a restaurant. A horizontal mix of uses is encouraged to include retail, public/semi public uses, or community facilities. A vertical mix of uses is encouraged as well to provide second floor uses of offices or residential spaces, as the first floor or street level floor should be reserved for non residential uses.

Uses within this district should be of a pedestrian scale and not oriented to heavy automobile traffic. For example, a typical Wal-Mart, Home Depot, Lowes, or Target store is not pedestrian oriented in that they each are large scale and require substantial amounts of concentrated parking. Such uses would not be appropriate in downtown Poplarville.




Sidewalk seating at a restaurant along Barracks Row in Washington, D.C.  
Image captured at [www.princeofpetworth.com](http://www.princeofpetworth.com).

### Light Industrial


○ The light industrial land use classification is designed to provide for areas suitable for industrial activities that are conducted primarily indoors. Such activity will

include manufacture, storage or assembly of goods or products. Light industrial uses should not create excessive amounts of noise, odor, light or other nuisances beyond the limits of its property line.


### **Heavy Industrial**

 This land use classification designates areas which are suitable for industrial activities which are conducted primarily outdoors. These activities will include those listed under the light industrial category, plus the production, alteration, or reduction of goods. Heavy industrial uses generally include those facilities that rely on large volumes of truck traffic or the operation of heavy machinery in carrying out its function.


### **Public/Semi-Public (PSP)**

 This classification is intended to reflect the location of existing and/or proposed uses such as churches and cemeteries, municipal buildings and facilities, schools, etc. Because some public/semi public uses are incidental to other development, not every potential public/semi public use is identified on the future land use plan.


### **Institutional**

 This classification represents uses that are operated by a public or non profit body that involve the frequent assembly or housing of persons, such as a school, hospital, or prison. It is expected that the existing institutional designations will remain as such use.


### **Medical District**

 The medical district category is intended to provide for a clustering of medical related uses, including medical offices, the hospital, drug stores, and related medical uses. Additionally, this district is appropriate for the location of limited residential living establishments such as nursing homes and long term care facilities.

### **Mixed Uses – Commercial / Residential**

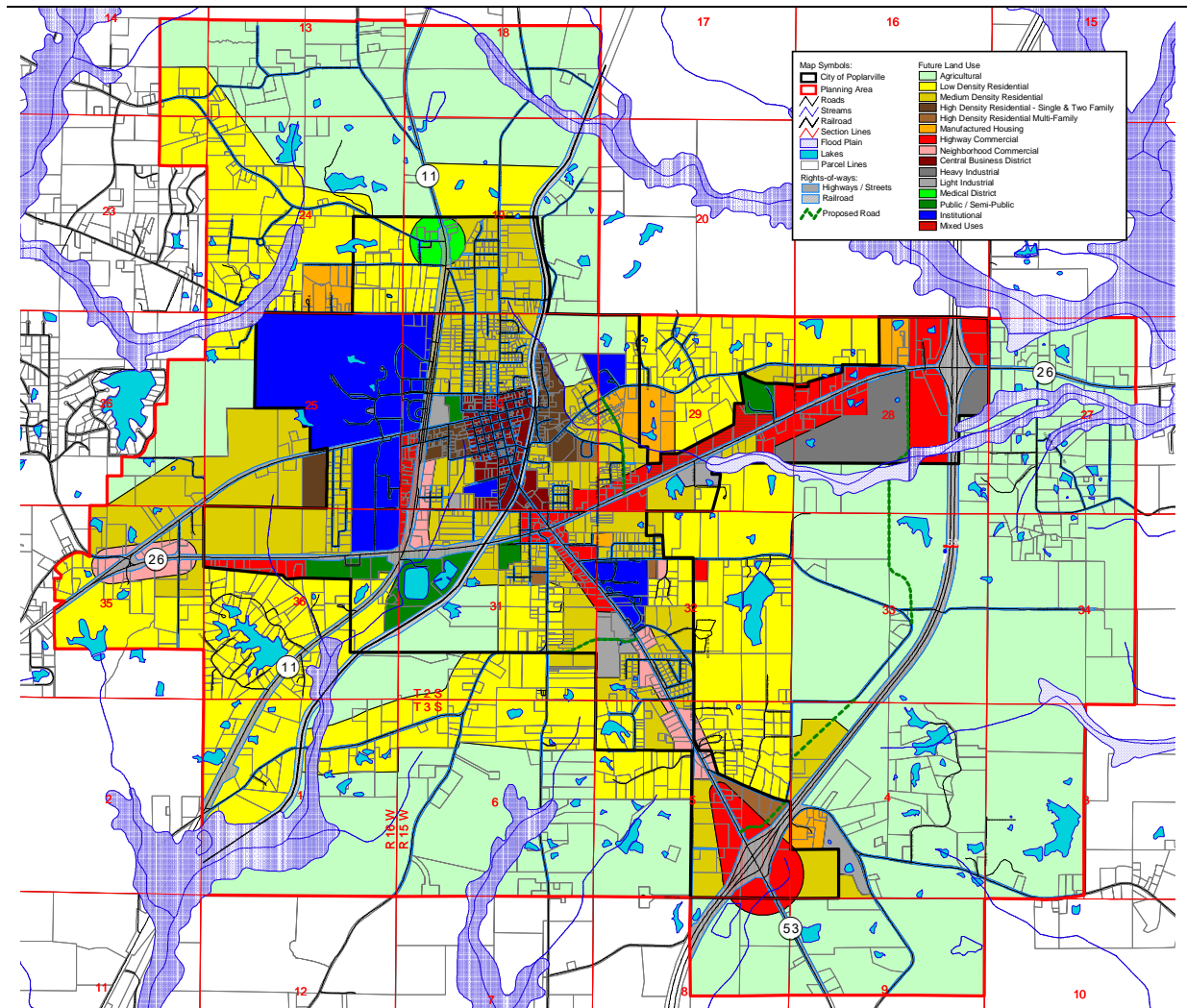
 This land use classification is intended to provide a mix of housing, shopping, dining, and service opportunities in a built environment that provides for ease of pedestrian access. This is accomplished by a vertical (multi-story) or horizontal (multiple uses on a site) mix of uses on sites developed that support small scale retail, offices, and high density residential. The commercial aspects are consistent with the requirements of the Neighborhood Commercial area previously listed. The residential aspects include patio homes, townhomes, duplexes, apartments, and live-work units and development density should range between 7.5 to 12 dwelling units per acre.

## Flood Plain (FP)

 The flood potential district is an overlay district outlining the limits of the 100 year flood hazard area defined by the Federal Emergency Management Agency. Although development is permissible in these areas, it should be discouraged.

Map 5 sets out in general form the spatial arrangement of future land uses for Poplarville and the planning area.

**Map 5: Future Land Use Plan for Poplarville, Mississippi**



Source: Pearl River County Mapping Dept.; Bridge & Watson, Inc.

In areas where higher density is to be incorporated, the density desired should be examined to see if the end use will cause undue strain the existing infrastructure and the city's ability to service the desired development. Good design principles and standards should be used to create a project that will be safe, functional and aesthetically pleasing.

## **CHAPTER FOUR: TRANSPORTATION**

### **Introduction**

The transportation network is the key element that ties a community to the remainder of the world. Four primary modes of transportation exist which are in the form of 1) roads, 2) rail, 3) aircraft and 4) watercraft.

Roads are typically divided into functional categories. Map 6 sets out the classification of existing roadways in Poplarville as follows:

1. Minor / Local Streets – Serves the primary purpose of accessing property and leads to collector streets. Alleys are considered within this classification.
2. Collector Streets – Streets that convey traffic between the minor/locals and arterial streets, or serve the purpose of linking local streets to arterial streets.
3. Arterial Streets – Roads that carry traffic into and away from the community.

Poplarville is served by four arterial Highways:

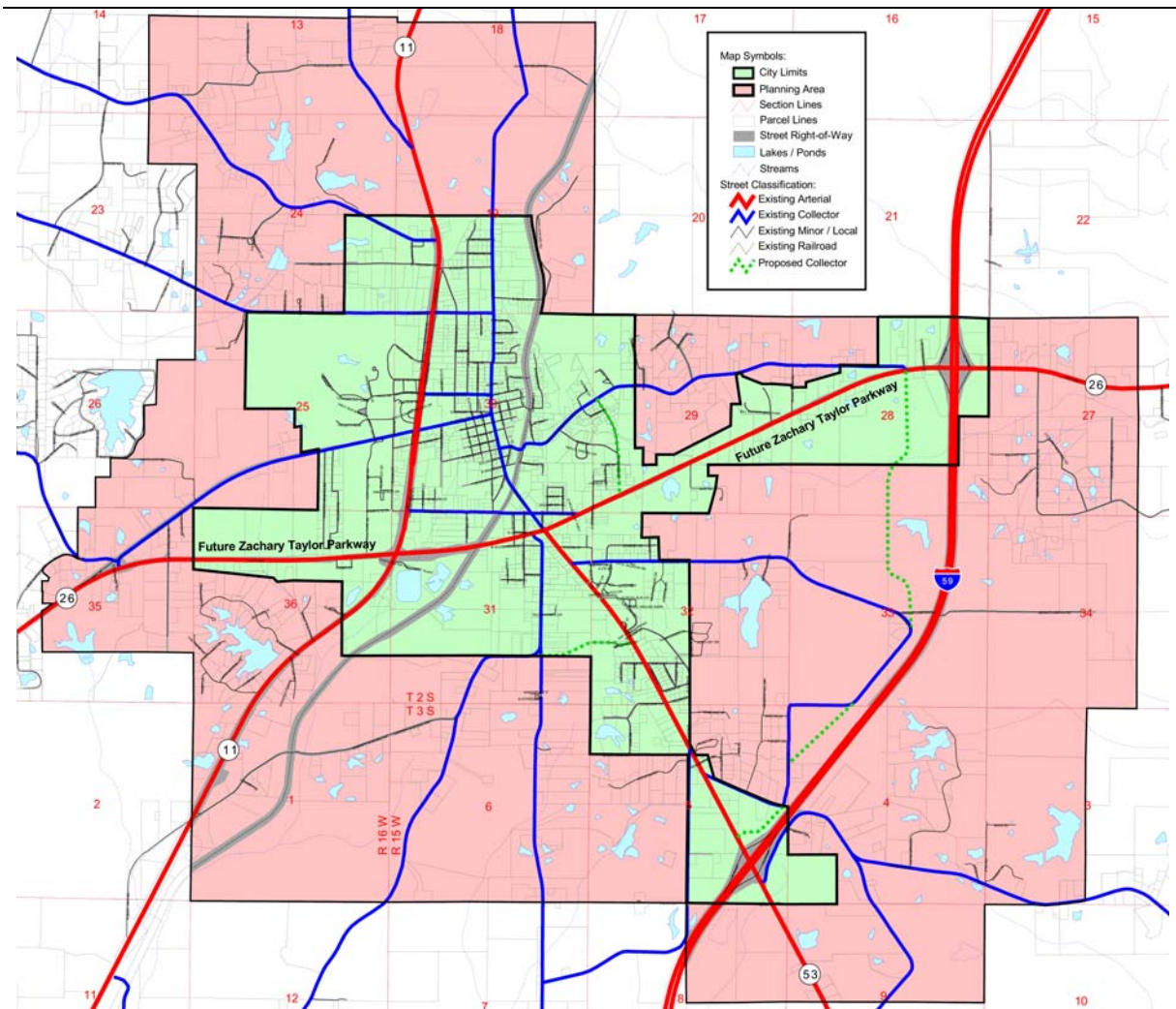
1. Mississippi Highway 53 (southeast / northwest route) enters the southeast quarter of the city;
2. Mississippi Highway 26 (east / west route) bisects the city;
3. U.S. Highway 11 (north / south route) bisects the city; and
4. Interstate 59 (southwest / northeast) runs along the eastern boundary

Each of these arterials is a state or federal highway and is maintained by the Mississippi Department of Transportation.

Most traffic enters and leaves Poplarville via state or federal highways. Once inside the city, the local streets adequately move traffic to its destination. Streets in Poplarville and the planning area do not appear to be overburdened by current daily traffic volumes.

The streets in Poplarville and the planning area are in reasonably good condition given the current level of service. Within the city, there are approximately 52 miles of roadways to maintain, most of which are paved. Maintenance of these roadways is the responsibility of the City of Poplarville Public Works Department and the Mississippi Department of Transportation (state / federal roads only). Outside the city the Pearl River County Board of Supervisors is responsible for maintaining streets, along with the Mississippi Department of Transportation (state / federal roads only).

**Map 6: Street Classification and Transportation Plan for Poplarville, Mississippi**



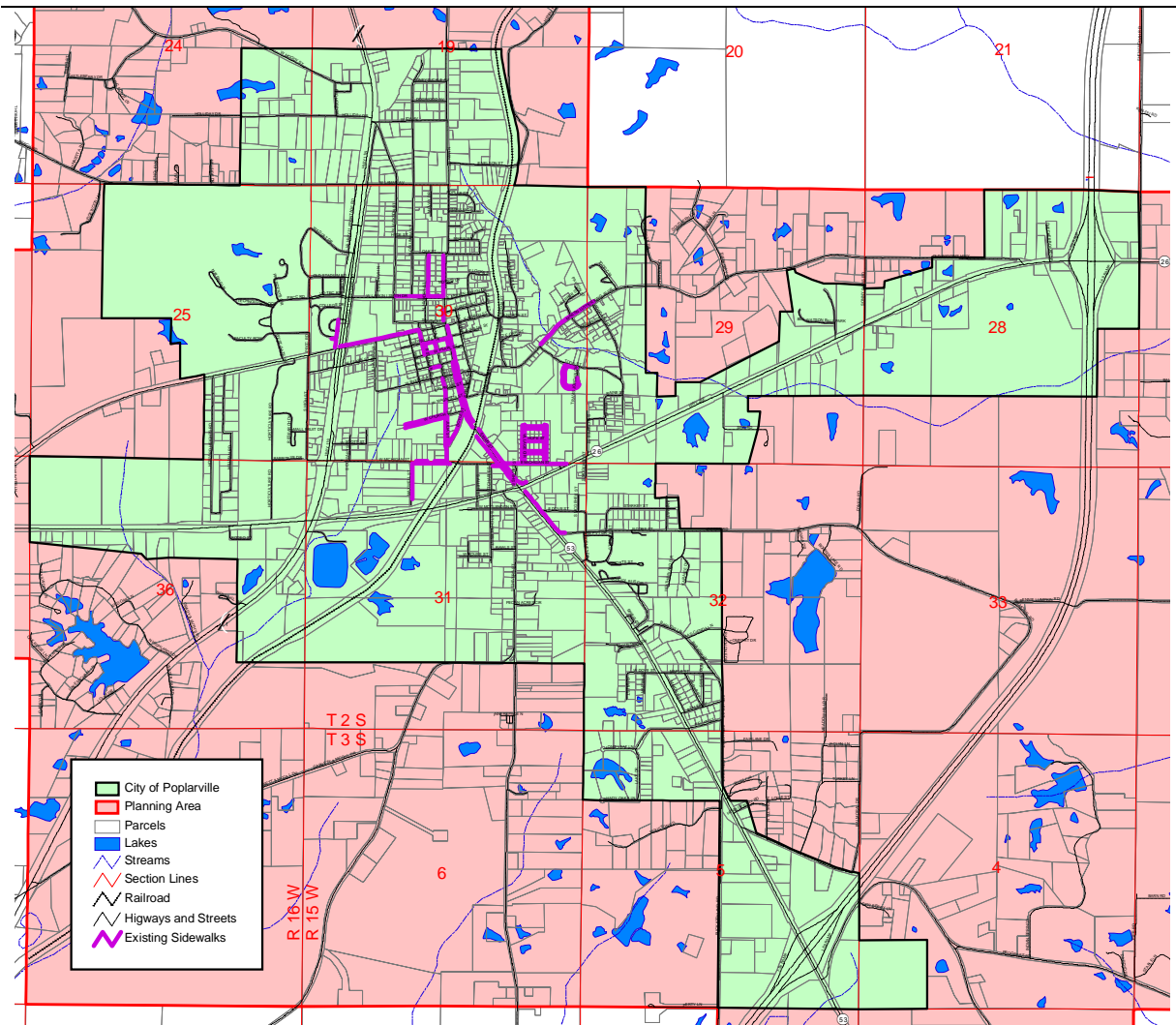
Source: Pearl River County Mapping Department

Sidewalks are an important part of the transportation system, providing the means for pedestrians to move about the city. Portions of the city currently have sidewalks, but the interconnectedness of the sidewalk network is sparse at best. Map 7 below illustrates the extent to which sidewalks exist within the city.

Poplarville should evaluate the condition and functionality of its sidewalk system. Although some recent improvements have occurred, it is likely necessary to prepare a plan for the systematic improvement of the sidewalk system.

In terms of mobilizing the pedestrians, the absence of sidewalks in certain residential neighborhoods should not cause an impediment. Along streets where there is minimal traffic flow at low speeds (short dead-end streets, cul-de-sacs), automobiles and pedestrians should be able to safely share the same roads.

**Map 7: Sidewalk coverage in Poplarville, Mississippi**



Source: Pearl River County Mapping Department

## Transportation Improvements

Given the level of development that is expected to occur over the next 20 years, no significant road construction or widening is necessary to accommodate traffic. As development takes place, there may be a need to construct and/or extend existing local streets. The determining factor will be the extent to which existing vacant parcels which front existing streets are developed.

Street improvements, however, can serve a greater purpose than simply moving cars and people around. The street design and relation of buildings (streetscape) can be an important factor in enhancing the city. The following guidelines should be utilized when streets are improved or extended.

Alley – Alleys serve the purpose of providing access to property and are typically utilized by the residents or owners of property along the alley. Alleys provide a significant design asset in improving the visual impact and pedestrian-friendliness of residential developments, as they enable rear access and parking. Poplarville should encourage the use of alleys as a secondary means of access to property.

Alleys are purposefully designed to be narrow, and no parking on the alley is expected. As a less formal element of the city’s transportation network, alleys are not expected to have sidewalks or curb and gutter, and in fact can have reverse crown to convey storm water. To minimize drainage maintenance, alleys should not utilize drainage swales.

Alleys should have a right of way of twenty (20) feet with a paved travel surface of twelve (12) feet. Alleys should be restricted to one way traffic. On street parking should be allowed along the adjacent minor streets for properties which are accessed by alleys.

**Figure 5: Typical Section – Alley**



Source: Bridge & Watson, Inc. Not to Scale

Minor Streets – Minor streets, also referred to as local streets, serve the purpose of accessing property and provide mobility throughout the neighborhood. They typically do not carry through traffic. Minor streets should have a right of way of fifty (50) feet and have a paved surface of thirty two (32) feet of pavement with on-street parking, curb and gutter, and sidewalks. Sidewalks should be placed at the edge of the right-of-way. The table below summarizes the preferred design for minor streets:

<u>Characteristic</u>	<u>Requirement</u>
Minimum right-of-way	50 feet
Pavement width	32 feet (exclusive of curb and gutter)
Curb and gutter	Required
Sidewalks	Both sides of street, 4 feet in width
On street parking	Each side
Number of lanes	2
Travel lane width	10 feet

An important design element along streets where pedestrians will be mixed with automobiles is to provide some separation between the two. This is achieved by placing the sidewalk at the edge of the right-of-way and creating a space between the sidewalk and the curb. From a psychological point of view, pedestrians are more comfortable using the sidewalks when there is some barrier between them and passing traffic. This is achieved by requiring street tree plantings, or on street parking along the sidewalk side of the street.

**Figure 6: Typical Section – Minor Street**



Source: Bridge & Watson, Inc. Not to Scale

Collector Streets – Collector streets serve as means to move traffic from minor streets (neighborhoods) to areas of traffic generation and to arterial streets. Collector streets also serve as the principal entrance streets into residential developments and between commercial and office developments. Collector streets should be designed to allow on street parking and sidewalks on both sides of the street. Curb and gutter should also be incorporated into the design of collector streets. The following dimensions apply to collector streets:

Characteristic	Requirement
Minimum right-of-way	70 feet
Pavement width	36 feet (exclusive of curb and gutter)
Curb and gutter	Required
Sidewalks	Both sides of street, 5 feet in width
On street parking	Each side
Number of lanes	2, with intermittent turn lanes as needed
Travel lane width	12 feet

Sidewalks are needed on both sides of the street due to expected traffic volumes. As with minor streets, providing a visual and physical separation between pedestrians and passing automobiles will create a more user friendly atmosphere.



**Figure 7: Typical Section – Collector Street**



*Source: Bridge & Watson, Inc. Not to Scale*

Arterial Streets – Arterial streets in Poplarville consist of state and federal highways. Over the horizon of this plan, it is not anticipated that an arterial street will be constructed by Poplarville, Pearl River County or in conjunction with a private development. Any arterial street construction that may occur would be under the jurisdiction of the Mississippi Department of Transportation. The design of the roadway and required right-of-way will be determined by state and federal highway construction guidelines; therefore, it is not necessary to specify cross sectional details.

## **CHAPTER FIVE: COMMUNITY SERVICES AND FACILITIES**

### **General Government Operations**

The city of Poplarville elects six (6) of its administrative officials. Those elected officials are the mayor and five aldermen, all elected at-large. The city clerk's office handles the day-to-day business of the mayor and board and is responsible for various financial duties, record keeping, elections, and many other tasks that impact the city wide operations. The position of city clerk is an appointed position. The personnel within city hall that aid in fulfilling various city functions includes not only the elected officials but also the city clerk, three deputy clerks and one court clerk.

The Poplarville city hall is located on the corner of Highways 53 and 26, and was a former bank. Within city hall are the offices of the city clerk, utility billing, the mayor's office and the board meeting room. Additionally, this building is utilized for other city functions such as meetings of the planning commission.

### **Long Term General Government Needs**

While the city has utilized the space within city hall well, there are space constraints with respect to storage and the ability to add additional offices. The space constraints with respect to storage may be alleviated through the utilization of digital storage, but as the city grows and the demand for additional employees arises, accommodations for additional office space will be required. Poplarville will likely have to expand or relocate city hall to accommodate space demands.

### **Police Department**

The City of Poplarville Police Department provides police services throughout the city, and because of effective policing the city has a low crime rate. The police department provides a variety of services including 24 hour patrol and traffic control, DUI enforcement, K-9 capabilities, school resources officers and animal control services. The police station is located on Highway 26 East, and the department consists of a variety of employees and equipment as follows:

#### Personnel

1	Chief
2	Captains
1	Lieutenant
8	Patrol Officers (full-time)
24	Part time officers
1	Secretary / Deputy Court Clerk

#### Equipment

13	Police Cars, 7 of which are take home vehicles
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The police department utilizes part time officers to aid with special events and to fill in for officers that may be out on sick or vacation leave. The part time officers are typically employees of the Pearl River County sheriff's department. The city also utilizes a program whereby some officers have "take home" vehicles, which increases the police visibility in those neighborhoods where the officer resides. The Pearl River Community College has its own police force on campus.

The City of Poplarville works cooperatively with Pearl River County with regard to some aspects of police protection. Arrestees are housed at the county jail, and dispatch is handled centrally through the county as well.

The national standard for measuring police protection is to calculate of the number of officers per 1,000 persons. This ratio is then compared to statistics published by the Federal Bureau of Investigation in *Crime in the United States*. For 2008, the FBI placed cities similar in size to Poplarville as having on average 4.1 full time law enforcement officers per 1,000 inhabitants. Based upon the 2008 population estimate for Poplarville, current staffing within the Police Department equates to 3.7 officers per 1,000 persons. While this figure is slightly below the reported average, it is important to note that the average of 4.1 officers per thousand includes very small towns that would have unrealistic averages. For example, a town of 200 persons with one police officer has an average of five officers per 1,000 persons.

For the purposes of this plan, needed officers will be measured utilizing the ratio of 3.7 officers per 1,000 persons, but in reality the true measure of adequate police services lies in the local crime rate.

### Long Term Police Service Needs

The Poplarville police department should continually strive to increase its capabilities to provide law enforcement services and to fight crime in the community. These increased capabilities include the upgrading and addition of law enforcement equipment, maintaining a high level of training and certification for the officers, and expanding the police force as needed. The population increase expected over the horizon of this plan approaches 1,300 persons. Utilizing the ratio above, Poplarville will need to expand its police force by nearly five officers. However, as previously mentioned, change in population is not the sole factor indicating a need for additional officers. The city will have to monitor criminal activity and traffic loads within the city and adjust as necessary. In addition to providing high quality police services, Poplarville should strive to maintain a positive public perception with regard to the safety of the community.

The police department facilities are in good condition, and were recently expanded to include two offices and an evidence room. Depending on crime levels within the city and the need to expand the police force, the city may have to expand the police station over the horizon of this plan.

## Fire Department

The City of Poplarville operates a full time paid Fire Department with one (1) fire station in conjunction with a group of employed and volunteer firefighters. Personnel and equipment are as follows:

### Personnel

#### Full-time

- 1 Chief / Fire Marshal (full time)
- 2 Captains / Operations Officers (full time)
- 8 Part-time Firefighters
- 12 Volunteer Firefighters
- 8 Reserve Firefighters

### Equipment

- 1 2005 Class A Pumper
- 1 1999 Class A Pumper
- 1 Class A Pumper Reserve
- 1 Command Vehicle

The Mississippi State Rating Bureau (MSRB) is a non-profit corporation that has leadership and membership comprised of the insurance companies that write fire protection policies. MSRB provides services related to the grading of public fire protection and services as the services relate to insurance rates in the state of Mississippi. MSRB has graded the City of Poplarville a Class 7 fire rating. The inspection system is based on a point schedule with credit given in several categories related to fire fighting and protecting property from fire damage. These categories include the age and capabilities of fire fighting equipment, the quantity of water available to fight fires, the number of firefighters responding as an average per call, the distance the fire fighting equipment must travel in order to reach a fire (run distance), fire department communications and code enforcement.

The present location of the fire station, and the compact geographic configuration of the City, allows for relatively short run distances. From a scoring standpoint, the Mississippi State Rating Bureau requires the station to be within 1½ miles of developed commercial areas, 2.0 miles of densely developed residential areas and four miles of scattered residential development. The level of development expected to occur in Poplarville should not demand an additional fire station, particularly if the city remains mindful of fire requirements when approving new developments.

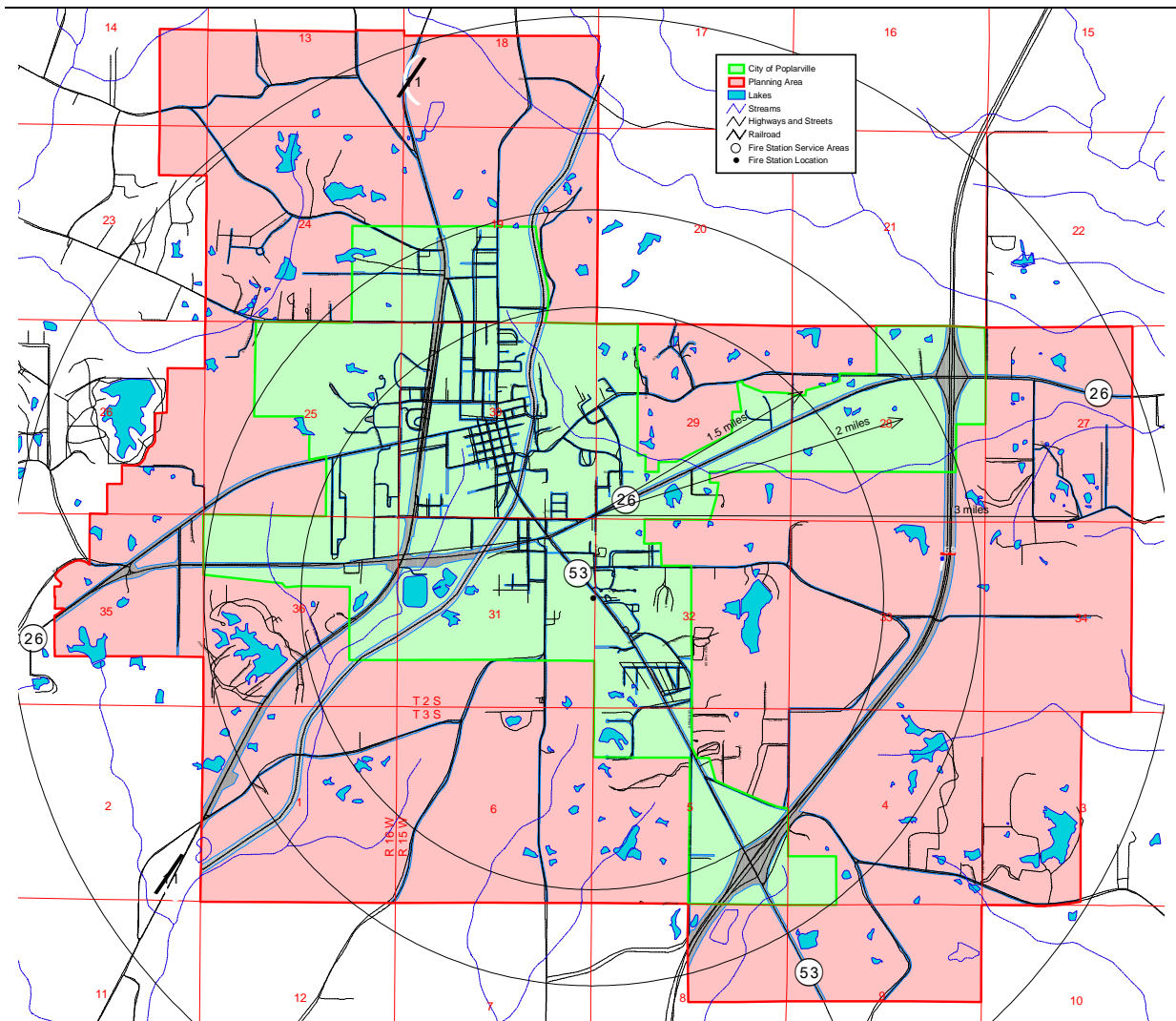
In addition to providing fire protection services within the city, the Poplarville fire department also responds to calls beyond the city limits. Through mutual aid agreements, the city is often called to respond to fires outside the city.

Poplarville is in the process of constructing a new fire station, which will replace its existing fire station. The new station is located on Highway 53 South, and is designed

to accommodate an expanding fire department. The fire station is equipped with spaced dedicated for a dispatch center and the station is large enough to house larger pieces of equipment such as a ladder truck.

The service area which could be handled by the new fire station is roughly represented by the distance rings shown in Map 8. Although the map utilizes concentric circles to demonstrate coverage areas, the true measure utilized by the MSRB is the actual travel distance.

**Map 8: Fire Station Service Areas.**



Source: Pearl River County Mapping Department

## Long Term Fire Department Needs

The City of Poplarville will need to upgrade its fire protection equipment as time progresses. Its two active pumpers have a ratable life of fifteen years, which means the MSRB will only recognize their duration of reliability for rating purposes for only this time period. The city will have to replace a pumper in 2014 and again in 2020 in order to maintain its fire rating. However, Poplarville should not limit itself to maintaining status quo. Realizing this need, the City has developed a rotating lease plan for the replacement of the pumpers.

Additional equipment and manpower could enable the city to improve its fire grading from a class 7 to a 6 (lower grade indicates better score in fire rating system). Lowering the fire rating can save some homeowners money on their home insurance, and it is a positive indicator for new business and industry seeking to locate in the city. To improve the fire rating, the city should develop a specific plan based upon the deficiencies cited by the MSRB, and then consult with the rating bureau before implementing the plan.

## Public Works Department

The Poplarville Public Works Department is responsible for providing a variety of services including street and right of way maintenance, trash collection, pest control, and sanitary sewer services. These tasks are carried out with a variety of personnel and heavy equipment necessary to maintain the city's infrastructure. Additionally, the city utilizes the services of consulting engineers and contractors to carryout larger public works related jobs, such as street repaving and utility extensions.

The public works department maintains approximately 30 miles of local streets. Street maintenance includes duties such as paving and patching of streets, removing limbs from streets and rights-of-way, clearing drainage inlets and swales, and maintaining signage.

Garbage and trash are terms that are often interchanged, but the two are very different. Garbage refers to typical household garbage, and trash refers to items such as yard waste, appliances, discarded furniture, and things of that sort. In Poplarville, garbage collection and disposal is provided by a private hauler and collection occurs twice each week. The city provides trash collection services once each week. These services are important for a community in order to maintain a healthy environment. Without garbage and trash collection services, some residents may resort to illegal dumping or allow clutter to accumulate in their yard.



This photograph illustrates the affects of illegal dumping. Such actions do nothing to beautify a community and they certainly create potential health hazards.

This photo was not taken in Poplarville or within the planning area.

## **Water Service**

The city of Poplarville provides water service to all areas of the city except for portions of the areas annexed in March 2008. The absence of adequate water supply to the annexed areas, particularly near the I-59 interchanges, can serve as a deterrent to development and therefore should be addressed. Although a general plan was developed for these areas at the time of annexation, a more precise plan should be prepared and implemented to serve these annexed areas. Additionally, any other portions of the city which are not served with water should be evaluated for the economic feasibility of providing such services. While a plan to extend services to the areas listed above has been developed, the City is currently seeking a funding source for the project.

The Map 10 (following this section) indicates those portions of the city which are in need of water service.

Areas outside the city limits are served either by private well, rural water association or the utility authority. With the creation of the utility authority, there should be an effort for the multitude of rural water systems to consolidate into the operations of the utility authority. Such efforts would bring about more coordinated utility services within the county.

## **Sanitary Sewer Service**

The city of Poplarville has recently conveyed its sewer system to the Pearl River County Utility Authority, but the city still performs the billing duties associated with the system. Sanitary sewer collection and treatment is provided to all areas of the city and limited areas outside the city, with the only exception being those areas annexed in 2008.

Being a part of the countywide utility system the sewage treatment facilities in Poplarville are expected to provide services to a larger, more regional area. As such, expansion to the treatment facilities will be necessary as the collection system is expanded and additional customers are added. Although the operation of this system is the responsibility of the utility authority, the city must remain aware of the systems capability to accommodate growth and should support extensions and expansions to the system.

As with water service, the absence of sanitary sewer service to the annexed areas, particularly near the I-59 interchanges, can serve as a deterrent to development and therefore should be addressed. The lack of central sewage in developed areas also creates for the potential for health hazards to form. A general plan was developed to provide sewer services to the annexed areas, and that plan should be implemented. Additionally, any other portions of the city which are not served with sewer should be evaluated for the economic feasibility of providing such services.

## Code Enforcement / Building Inspection

The City of Poplarville provides building inspection and code enforcement services to the citizens of the city. These services are especially important to ensure the safety and durability of construction and to maintain a positive image in the city. The absence of an effective code enforcement program can be problematic in that code violations create a negative impression upon those visiting or living in the city. The following series of photographs were not taken in Poplarville, but do provide a demonstration of the type of problems that arise if not kept in check.



Top Left: An over utilized dumpster in a commercial area. The collection frequency is not what it should be.  
Top Right: A dilapidated home is falling in. Not only is it unsafe and accessible to the public, it is an eyesore.  
Bottom Left: A makeshift auto repair garage has sprung up in this residential neighborhood.  
Bottom Right: This home has an overgrown and cluttered appearance.

Although beauty is in the eye of the beholder, each of the conditions in the photographs above can be remedied or avoided through the application and enforcement of proper codes. The conditions above do nothing to better their neighborhoods, increase property values or provide a high quality of life. Poplarville must continually enforce its codes to avoid the blighting impacts of inadequate property maintenance.

## Park and Recreational Facilities

The City of Poplarville provides park and recreational facilities to its citizens, and is in the process of developing a new park facility. Additionally, with the public schools, the community college and private facilities within the city, there are a substantial number of



recreational facilities and opportunities available, primarily in the form of baseball / softball, walking track and playground facilities.

One recreational component that seems to be missing from the community is a facility which could be utilized for community gatherings and indoor recreational activities. Of particular interest to seniors are activities such as aerobics, dance lessons, and activities of this sort. During interviews with community members, it was noted that the community is without a facility for theatrical performances. An appropriately designed community center or an amphitheater could serve this purpose. Such an addition to the city would be a positive enhancement to the quality of life available in the community.

Over the horizon of this plan, the population is not projected to increase so significantly as to warrant major additions in personnel, equipment or capital facilities. However, as recommended in the Goals, Objectives and Policies, city officials should seek to determine the type of recreational and cultural opportunities that best serve the community and adjust programs accordingly. Doing so may require additional facilities, or modification of existing facilities. The end goal is that of providing a high quality of life for the citizens of the city.

### **School Facilities**

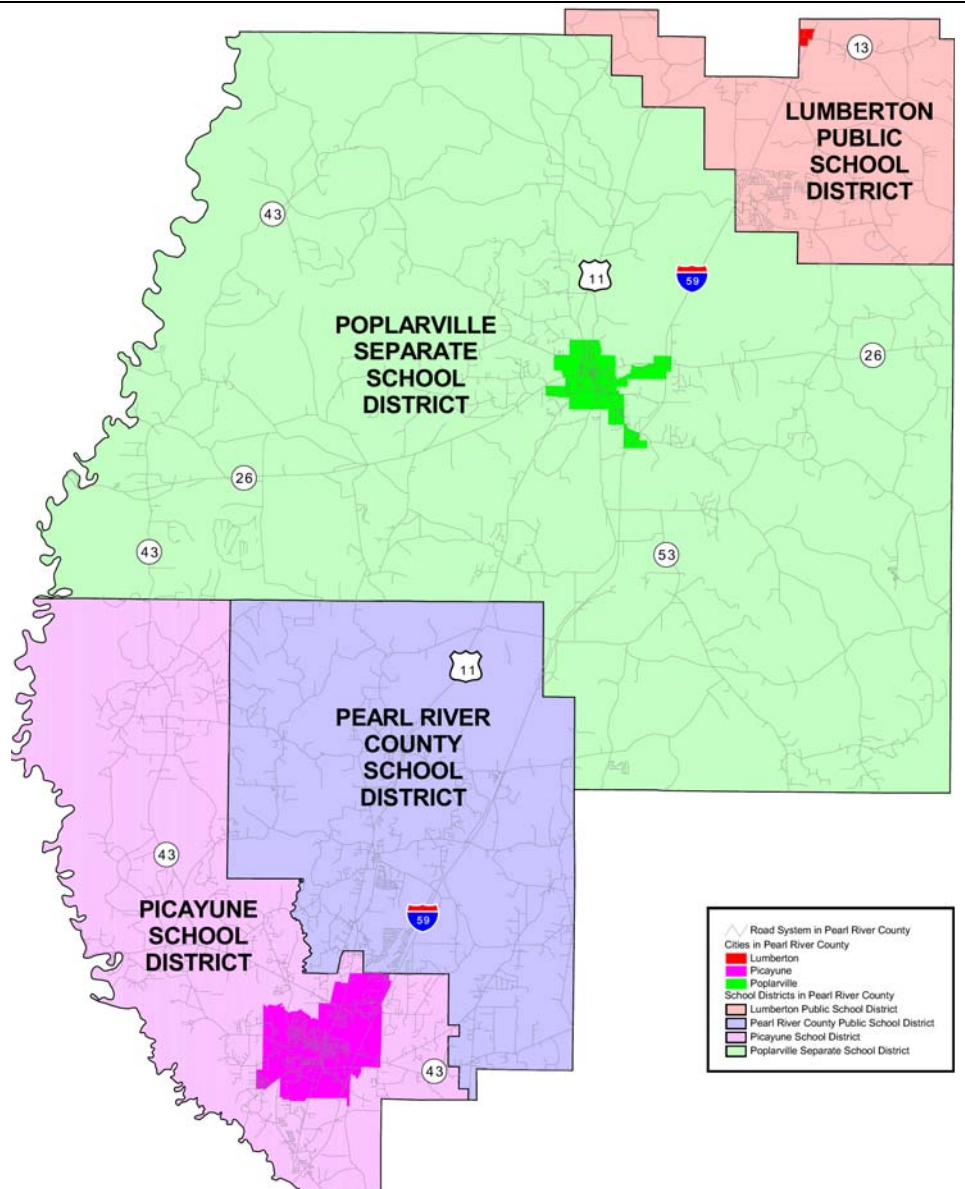
Poplarville is fortunate to have within the community four (4) school facilities serving elementary, middle and high school grades. Pearl River County is divided into four school districts, with the Poplarville district being the largest of the four. Each of the four schools in Poplarville services the entire Poplarville School District.

As can be seen from the geographic expanse of the city school district, far more students are drawn from outside the city than are drawn from within the city. Based on 2000 census figures, the total population of the city school district was 11,962, while the city of Poplarville was only 2,601. Given this disparity, the population projections for the city would not even approximate the future population of the school district; therefore, future enrollment and classroom needs are not calculated as a part of this plan.

For the purposes of this plan, the city of Poplarville is encouraged to continually communicate with the school district regarding growth and development, and the betterment of the schools. To the extent possible, Poplarville should monitor the spatial needs of the school district and work to achieve those needs through the city's development approval process.

Over time, the schools will need improvements such as expansions, technological upgrades, or full replacement depending upon the age of the structures. It is important that as school building programs are implemented, school facilities remain within the city limits or within close proximity to the city limits to allow the city to deliver services to the schools.

**Map 9: School District Map for Pear River County, Mississippi**



Source: U.S. Census Bureau

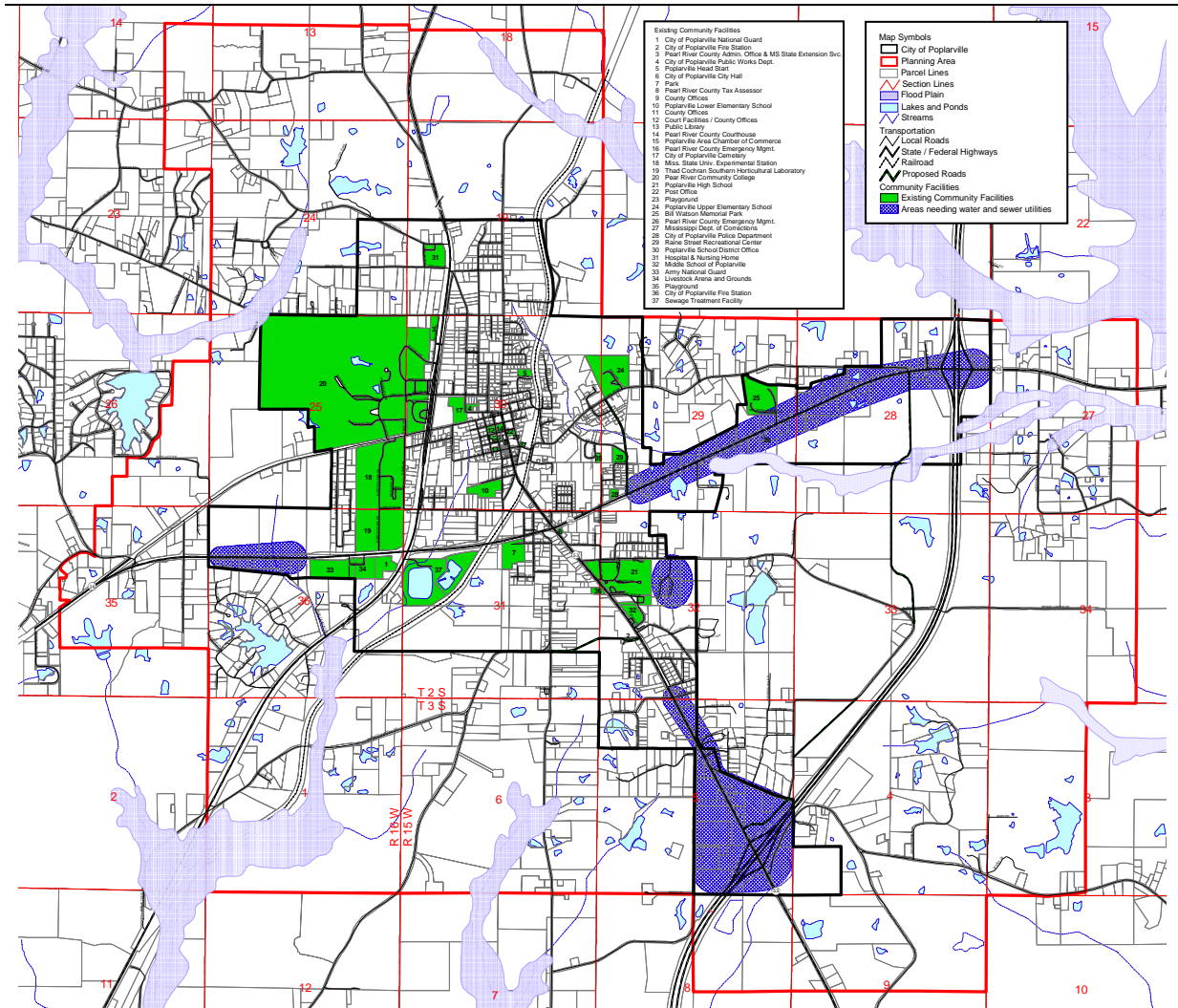
### **Pearl River Community College (PRCC)**

The community college is a substantial portion of the community facilities within Poplarville. It not only provides opportunity for area residents to further their education or develop specialized skills, it also provides cultural opportunities in the form of sporting events. PRCC sponsors baseball, basketball, football, golf, soccer, softball, and tennis.

In addition to these opportunities PRCC is an important part of Poplarville's economy. With the current level of enrollment and number of employees, PRCC accounts for

approximately 3,000 persons within the city each day. This greatly enhances the market opportunity for local businesses.

**Map 10 Community Facilities Plan for Poplarville, Mississippi**



Source: Pearl River County Mapping Department, Bridge & Watson, Inc.

## Community Service and Facility Needs

Although the city of Poplarville provides a high level of service to its citizens, the city should never become complacent. As with any city, there is always room for improvement or additional service due to changing conditions. Although the text of this chapter identifies some needs, the following is a more comprehensive outline, including those items previously mentioned:

- Continue developing a strategy to expand City Hall.

- Over time, provide additional police personnel to serve in multiple capacities – crime prevention, school crossing, etc., and enhance the tools available to the department in a manner similar to current practices.
- Assess the requirements of achieving a lower fire protection rating, which could save residents and business owners significant insurance premiums.
- Continue planning to replace an aging fire pumper truck in order to maintain or improve current fire rating.
- Consider the addition of staff persons to aid in planning related task such as the implementation of this plan and code enforcement.
- Prepare a schedule of timing and priority for repaving city streets. If scheduled far enough into the future, it may become apparent that the rate of repaving can be reduced and money diverted for other uses. Another consideration is the need to repair utility lines. Consider abbreviating the repaving in order to make utility repairs under the street.
- Identify the areas where water line improvements are needed most. This should be coordinated with the effort to improve the fire rating, as the rating is based in part on water supply.
- Identify the areas where sewer lines are in need of repair, and assign a priority and schedule for achieving the repair. Work cooperatively with the Pearl River County Utility Authority to achieve the needed repairs.
- Continue improving the city’s park and recreational opportunities. Strive to fulfill the plan to expand the recreational facilities.
- For all city departments and services, assess the efficiency of the function of the department. While virtually every task requires funding, the needed funding is not always available. There is no room for waste. One example of examining this efficiency may be that of street repairs. If the same repair is made to the same pothole over and over, an alternate repair technique may be needed. In an effort to gauge efficiency, the city may want to establish certain performance standards to follow.
- Investigate alternative recreational programs available to residents. Determine what people want and devise a plan to meet the desires of the community. For example, a community center or amphitheater would be a nice cultural addition to the city.
- As quality of life issues are an important component of economic development, maintaining and offering a high level of community services and facilities is an important component of an economic development strategy.

## **CHAPTER SIX: SPECIAL ANALYSES**

### **Annexation Analysis**

Annexation is the process by which a municipality geographically expands its boundaries, and is controlled by state law. Annexation may be initiated by the city or by persons desiring to become part of the city, and every annexation in Mississippi must be ratified by the chancery court. An annexation may occur with no opposition or with heavy litigation.

Over time, the courts have developed a twelve point test to determine if an annexation is *reasonable*, which is the ultimate area of inquiry of the court when considering an annexation. These twelve factors have become known as the *Twelve Indicia of Reasonableness* and are as follows:

1. The municipality's need to expand its boundaries.
2. Whether or not the area sought to be annexed is reasonably within the path of growth of the municipality.
3. The potential health hazards from sewage and waste disposal in the area sought to be annexed.
4. The municipality's financial ability to make improvements and furnish municipal services promised.
5. The need for zoning and overall planning in the area sought to be annexed.
6. The need for municipal services in the area sought to be annexed.
7. Whether there are natural barriers between the municipality and the area sought to be annexed.
8. The past performance and time element involved in the municipality's provision of services to its present residents.
9. The impact (economic or otherwise) of the annexation upon those who live in or own property in the area proposed for annexation.
10. The impact of the annexation upon the voting strength of the protected minority population.
11. Whether the property owners or other inhabitants of the areas sought to be annexed have in the past, and for the foreseeable future unless annexed will, because of their reasonable proximity to the corporate limits of the municipality, enjoy the economic and social benefits of proximity to the municipality without paying their fair share of taxes.
12. Any other factors that may suggest reasonableness.

The reasonableness of an annexation is determined based on the *totality of the circumstances*, meaning that each of the above twelve indicators are considered collectively, not as individual tests. Because of the broad nature of the twelve indicia along with the passage of time, a multitude of factors can combine which lend to the reasonableness or unreasonableness of an annexation. Therefore, the scope of this comprehensive plan is to provide some general guidelines and discussions regarding the subject of annexation. **At the point in time Poplarville desires to pursue an**

**annexation, a detailed annexation feasibility study should be prepared to address the particular circumstances existing at the time.**

### **General Annexation Criteria**

The following comments provide general guidance to the City of Poplarville for consideration of future annexations. These comments are arranged in accordance with the twelve indicia of reasonableness and are intended to provide city leaders with guidance with regard to the meaning of each of the factors:

#### **Need For Expansion**

- The City of Poplarville will always be in the business of promoting economic growth and development, whether such growth is commercial, industrial or residential in nature. In order to support such growth the city must maintain a supply of vacant land available for development. While there is no predetermined amount of surplus land a city should have, city leaders should maintain a level of awareness with regard to the difficulty of assembling land for development.
- The rate of new growth within the city is an indicator of whether or not the city has a need to expand. When building permits are issued the result usually is a new structure occupying land which was previously vacant. As growth and development occurs, the city's supply of vacant land is reduced.
- The city's need for expansion will not only be influenced by conditions within the city, but also by circumstances outside the city. For example, uncontrolled development could occur on the outskirts of the city, placing an undue burden on the utility systems. The city could annex this area to better regulate the growth. A similar example could exist with a blighted area outside the city. While the blighted area is not part of the city the conditions within the area (crime, health hazards, unsightliness, etc.) could impact the city. Annexation of an area such as this would enable the city to rectify the problems.

#### **Path of Growth**

- Because we are a society dependant upon the automobile, transportation routes have a direct impact on development. Transportation routes connecting the city to areas outside the city are indicators of path of growth. For instance, Poplarville has seen development occur outside its limits along both Highway 26 and 53. This development is taking place due, in part, to the market created by higher volumes of traffic flow.
- Increased urban development within areas outside the city limits also indicates path of growth. Typically, this type of development will occur when adequate utility service and transportation is available to support development. A city may foster its path of growth by extending utilities into an area to support development.
- Geographic limitation can dictate a city's path of growth. Environmental conditions can control direction of growth. For example, a wide floodplain or an area of rugged topography increases the cost and difficulty of development. In this case, market driven development will seek other locations.

- Political influences may also influence a city's path of growth. While Poplarville has no other municipalities near its borders, there are other political entities that impact the delivery of services. Particularly, water and sewer utilities typically hold a certificate of public convenience and necessity which gives them the exclusive right to sell water and sewer services within a certain geographic area. The presence of such an entity can deter annexation into its territory.

### **Potential Health Hazards**

- The most likely source of any potential health hazard to be found within an area is the use of failing and inoperable septic tanks. While septic tanks and other forms of on site waste water disposal systems are necessary, failures do occur from lack of maintenance, poor soil conditions, or improperly designed systems. When a septic system fails the result is that raw sewage become exposed, available for contact with humans or animals.
- Topography can influence a city's decision to annex due to health hazards. Raw sewage can be carried by the flow of storm water. If the lay of the land is such that water flows from areas outside the city into the city, then contaminated water could impact the health of city residents. Therefore, an area outside the city with failing septic tanks becomes a prime target for annexation in order for the city to resolve the health hazard.
- Another indicator of a potential health hazard is standing water. Standing water provides a breeding ground for mosquitoes and therefore should be eliminated as much as possible. Standing water can be found in old tires, barrels, road ditches, improperly graded properties, and many other places.
- Open dumping of garbage is another indicator of potential health hazards, as it provides a habitat and breeding ground for rodents and other undesirable organisms.

### **Financial Ability**

- Imperative to any annexation inquiry is whether or not the city can afford to make improvements and provide services to the area it seeks to annex. The City of Poplarville must be in sound financial condition in order to undertake an annexation. If the city is going to tax annexed property owners, the city must be able to provide good and valuable services in return.
- There are a multitude of indicators of a city's financial health. One of the major sources of revenue is sales tax. A healthy history with regard to sales tax collections (increasing collections over time) is a positive indicator of a city's financial ability, but this alone doesn't tell a complete story. The city should also consider its fund balances and available bonding capacity when measuring financial health.
- Also factoring into the financial ability test are the actual needs within the proposed annexation area. The city should develop a plan to serve an annexation area to identify the equipment and personnel needs along with a full financial impact. Factors that influence this type of analysis include revenues expected from the annexation area and recent equipment purchases which would enable the city to provide services.

- Finally, the financial ability test doesn't mean a city must have the cash on hand to implement an annexation plan, it simply means it must have the financial ability. Cities have a variety of funding sources from which to borrow money or seek grants. Although unpopular, cities also have the option of raising taxes or increasing fees to generate revenue.

### **Need for Planning and Zoning**

- At present, Pearl River County does not engage in zoning and only utilizes a limited amount of planning. As areas outside the city develop, planning should occur to insure adequate utilities, adequate transportation and access, and an adequate land use relationship. As the likelihood of development increases for areas outside the city, the need for planning will be enhanced.
- Poplarville must also consider future areas to which it may logically provide services. The city should be in a position to control development as it occurs in order to prevent overtaxing utility systems, transportation routes, and the capacity of the city to provide services.
- The presence of incompatible land uses demonstrates a need for planning and zoning. One common example of this is when the manufactured home is placed next to a site built single family home. While many other examples could be given, the idea is that planning and zoning can prevent the incompatibility of land uses.
- The absence of county regulations indicates a need for planning and zoning. It is not uncommon for counties to have virtually no regulations with regard to land use, land subdivision or building construction. The city of Poplarville implements each of these regulatory controls and are beneficial to developing areas. While regulations do create red tape and possibly increased development cost, many regulations, particularly life safety regulations, are worth it.
- The need for planning and zoning has been discussed thus far in the context of new development. There could easily be such a need for areas that have already developed. For example, a built out neighborhood could be headed for a state of decline but with the proper application of codes the neighborhood could be saved from urban blight.

### **Need for Municipal Services**

- Many of the above cited factors translate into a need for municipal services. As areas outside the city develop at urban levels, municipal services will be needed and that need will be illustrated in the form of the use of septic tanks, requests for water and sewage services

### **Natural Barriers**

- The natural barriers factor is a test for any naturally occurring features that would inhibit the city from delivering services to an annexation area. Examples of natural barriers include rivers, creeks, areas of extreme topography and other similar natural features. While natural barriers may exist, they are not necessarily prohibitive with regard to annexation. Barriers which have been overcome, such as a bridge across a river provide a means for the delivery of services to an annexation area.



## **Past Performance**

- Annexations are initiated through the adoption of an annexation ordinance. Necessary components of the annexation ordinance are a statement of the services the city promises to provide to the annexation area and a statement of the improvements the city promises to make within the annexation area. After annexation, the is expected to keep its promises.
- Poplarville has recently annexed territory and now has obligations to those taxpayers. It is important that the city keep its promises or have clear reasons why a certain promise wasn't kept. For example, if the installation of streetlights were promised but a certain neighborhood didn't want the streetlights, then the city should properly document the fact that the taxpayers didn't want the service.

## **Economic or Social Impact upon those within the proposed annexation area**

- Annexations must be approved by the chancery court, which is a court of equity. An annexation must be fair for both the city and those annexed and in making this determination, one factor considered is whether or not those annexed will receive something of value in return for their taxes paid. Poplarville has much to offer in this regard. While city services may change over time, typically Poplarville would provide the following services:
  - Enhanced police protection
  - Enhanced fire protection
  - Reduced fire insurance rates
  - Municipal water and the availability of central sewer service
  - Building code enforcement and inspections
  - Animal and pest control
  - Planning and zoning
  - Street and right-of-way maintenance
  - The right to exercise ballot in municipal elections
  - Parks and recreational services
  - Enhanced garbage and trash collection

## **Impact of annexation upon the minority voting strength**

- After an annexation occurs, it must be submitted for review to the United States Department of Justice under section 5 of the Voting Rights Act. The Voting Rights Act requires that Poplarville not undertake any voting change that has the purpose or effect of denying or abridging one's right to vote on the basis of race, language, religion, etc. Determining compliance with the voting rights act includes a numerical comparison of the racial makeup of an annexation area to that of the city. Ultimately, the existing and foreseeable development of an annexation area should not upset the racial balance of the city.
- Circumstances may exist that make it a practical impossibility to maintain the racial balance of the city. When this occurs, annexation is not necessarily prohibited, as courts have found in the past that so long as minorities are treated fairly Justice Department approval should not be denied.

### **The fair share factor**

- The fair share factor is one that is often misunderstood to be a criticism of those living on the city's periphery. This test is whether people living outside the city benefit from the city without paying their share of taxes, which has been construed in the past as calling these persons freeloaders.
- Often people living on the periphery of the city do benefit without paying their share of taxes, and some of those benefits are as follows:
  - Poplarville is the economic hub of the immediate area. It is likely that people come into the city to shop, worship, seek professional services (doctor, lawyer, and accountant), their children may go to school in the city and enjoy recreational programs offered by the city, adults may even seek higher education within the city from Pearl River Junior College. While interacting inside the city, people enjoy the protection of the city police and fire department, drive on city streets

### **Conclusion**

Annexation is a tool that can allow a city to prosper or it can cause great hardship financially and politically. It is imperative the City understand the full impact of an annexation before pursuing the matter. For example, the annexation of residents only likely will not offset the cost of providing services, thus creating a potential financial strain on the City. Annexation is also typically a politically controversial matter as it results in additional taxes to those annexed. Poplarville should not pursue any annexations without professional guidance.

### **Intergovernmental Cooperation**

The Mississippi Legislature encourages local governmental units to cooperate and in doing so it enacted the Interlocal Cooperation Act of 1974, which enables local governmental units to contract with one another for various reasons. When local governmental units find a mutually beneficial reason to contract with one another, the arrangement is commonly referred to as an *interlocal agreement*. Such agreements are particularly common among emergency service providers, such as mutual aid fire protection agreements.

Within the scope of the Interlocal Cooperation Act of 1974, local governmental units include any county, any incorporated city, town or village, any school district, any utility district, any community college, any institution of higher learning, any municipal airport authority or regional airport authority in the state or any public improvement district created under the Public Improvement District Act. There are a multitude of agencies in and around Poplarville which create the opportunity for cooperation, including Pearl River County, the county utility authority, the local school district and the community college.

The purpose for this intergovernmental cooperation, as set forth by the legislature, is to *permit local governmental units to make the most efficient use of their powers by enabling them to cooperate and to contract with other local governmental units on a*

*basis of mutual advantage and thereby provide services and facilities in a manner pursuant to forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities. See Mississippi Code Annotated §17-3-3.*

## **Poplarville’s History of Intergovernmental Cooperation**

Like many other municipalities, Poplarville has utilized interlocal cooperation methods to provide services to its citizens. The most recent of these arrangements concerns the city’s relations with the Pearl River County Utility Authority and the city’s sewer system. This arrangement is a perfect example whereas the Pearl River County Utility Authority acquired the physical infrastructure as part of its regional utility efforts but did not have to invest in a system to read customer meters, handle customer billing or collections. The City on the other hand, already had these capabilities and thus an agreement was formed for the operation of the system. Although the agreement is contractual, it is nonetheless an example of intergovernmental cooperation.

In addition to its relationship with the Pearl River County Utility Authority, the City of Poplarville has had other intergovernmental cooperative relationships. For example, the city receives emergency dispatch services through the county, and the city’s fire department and police department will respond outside the city limits if needed through mutual aid agreements. The city and county also cooperate with respect to tax collections, street projects and court facilities.

## **Benefit of Intergovernmental Cooperation**

When one thinks about the purpose of government, a multitude of catch phrases come to mind such as “to protect and serve”, or “to provide for the public health, safety and general welfare”, or to “maintain order and security”. While the purpose of government may be a debatable topic, the fact is that local governments such as City of Poplarville are in the business of providing services, and protecting the health and safety and general welfare of the community. In discharging these duties, the city should keep its eye on the following potential benefits of intergovernmental cooperation:

Enhancement of Services and Capabilities: Every city has limitations upon its capabilities to provide services, and those limitations are often caused by financial constraints. A neighboring governmental entity may have a capability (manpower, equipment, knowledge, technology, etc) that could benefit the City of Poplarville. This is particularly true for infrequent or unusual circumstances that may arise within the city.

Cost Savings: Substantial cost savings can be realized from intergovernmental cooperation. For a city to provide good and effective services there is more at play than the policemen, firemen or public works employees that are typically seen out and about through the city. Behind the scenes, there are employees maintaining equipment, managing insurance issues, processing payroll, paying the bills, collecting the money, and many other tasks. If governmental units can consolidate certain functions, then

providing the service becomes more efficient and less expensive. These cost savings can then be converted into enhanced or additional services or reduced expense to the citizens.

Achieve Better End Results: Government not only achieves results through the direct delivery of services (police, fire, street repair), but it also achieves results through the decision making process. This is especially true with regard to land use and development approvals. Through communication and coordinated planning efforts, more compatible land use decisions could be achieved where those proposed developments lie at the fringe of the city. While this is not a significant factor due to the fact that Pearl River County does not engage in zoning, it potentially could some day which would then create this opportunity.

### **Capitalizing on the Benefits of Intergovernmental Cooperation**

The most effective means to leverage opportunities available through intergovernmental cooperation is through good communication. Good communication must exist not only between governmental jurisdictions but also internally within the City of Poplarville. While the city may have periodic staff meetings involving the various department directors, it is important that these meetings include discussions of challenges facing the city so that each department is aware of the city's needs.

Likewise, good communication must exist between the various governmental entities, not only at the political level but also at the staff level. If the public works director, for instance, is aware of the various resources and capabilities of a neighboring public works department, then through a cooperative spirit the two departments may be able to assist each other to overcome challenges. The key is that of awareness.

To ensure open and consistent lines of communication, some type of structured program should be developed. For example, there could be a periodic lunch meeting among the mayors / administrators of the various local government units. Department heads could have a similar arrangement whereby they meet and discuss the interworking of their departments, and neither meeting need be formal as the important goal is that of the exchange of information. A relaxed atmosphere will likely be more conducive to the purpose.

Along the lines of good communication, it would be logical for local governmental units to exchange lists of personnel, equipment and capabilities. A list such as this could prove very efficient when seeking to quickly address an issue. A list of this nature could be invaluable during an emergency situation.

In addition to good communication, another necessary component to the capitalization of intergovernmental cooperation is having a cooperative spirit. Governmental units must be willing to work together, a concept that is sometimes overshadowed by political struggle or a desire to maintain a high level of independence. While the City of

Poplarville has demonstrated a cooperative spirit in times past, the City should strive to maintain that frame of mind.

The City of Poplarville must maintain a level of awareness and recognize the opportunity for intergovernmental cooperation. Certain indicators may arise that reveal the opportunity for the City to seek intergovernmental cooperation as an approach to problem solving or delivery of services. The most obvious of those indicators relate to economics.

Economic Indicators: The City of Poplarville is fortunate to have a stable tax base even during this time of economic recession. Nonetheless, the city must remain aware of the cost for providing services to its residents and property owners. The city currently has in place the necessary personnel and equipment to provide the full array of municipal services to the city. However, as time progresses and conditions change, so may service needs. As this occurs, the city should evaluate the economic feasibility of altering its existing programs versus pursuing any available intergovernmental opportunity in keeping with the State law of maintaining a balanced budget.

Emergency Situations: Unfortunately emergencies will occur. As the name suggests, they will be unexpected and command immediate attention. They may be fairly small scale events or monumental catastrophes. Regardless of their nature, the City of Poplarville can better deal with these unexpected events by utilizing intergovernmental cooperation. Armed with the knowledge of the capabilities or resources of neighboring governmental units, the city could call upon those resources if necessary, or vice versa. This certainly is the case with respect to fire protection and police protection, but there is no need for the cooperation to stop there.

Project or Purpose Specific Opportunities: In some cases, public projects benefit more than just the residents of a single city. For example, to design and publish literature regarding hurricane preparedness is a good and valuable community service. The information, though, is not unique to a single city. In the event of a project of this nature, various governments could work cooperatively on this project and ultimately achieve the same goal at less expense. The City of Poplarville should evaluate its various projects and seek to capitalize on these sharing opportunities.

One item of interest to Poplarville is that of planning. Although there have been discussions of hiring a staff person to serve as planner, it may be more feasible if two jurisdictions jointly hired and shared a planner. This approach offers cost savings to each jurisdiction and potentially generates enough work to justify the expense of the staff person.

## **Capital Improvement Program**

The Capital Improvements Program for Poplarville identifies public improvements needed to support growth of the City over the next five (5) years. In addition, a number of sources of funding for suggested capital improvements are identified. Also included

are approximate costs for recommended facilities. Sources of funding for specific improvements should be reviewed carefully at the time a particular capital improvement is undertaken, taking into consideration the most up-to-date versions of applicable state and federal programs that may be available to assist the City at any given time.

### **Funding Sources**

The following summarizes sources of funding for recommended capital improvements:

General Fund Appropriations – These funds primarily accrue to the City from ad valorem taxes, sales taxes, and other general governmental sources such as road and bridge tax shared revenues and fire insurance rebate monies. Funds can be increased or decreased by adjusting the tax rate, but upward adjustments are limited by state law.

Enterprise Fund Appropriations – Within the structure of municipal accounting, there exist general operations (general fund) and business operations (such as water and sewer operations, or other utilities). These business operations are accounted in an enterprise fund in order to keep finances separated. Enterprise funds can be a source of funding for capital projects, but usually should be limited to a capital project related to the enterprise.

General Obligation Bonds – These bonds are secured by the full faith and credit of the City. General obligation bonds issued by local governments are secured by a pledge of the issuer's ad valorem taxes. The amount of general obligation bonds, which may be issued by local governments, is limited to either 15% or 20% of the assessed value of the city, depending upon the use of the bond proceeds.

Revenue Bonds – Bonds of this type are payable from a designated source of revenue and to which the full faith and credit of an issuer is not pledged. Identified sources of revenue for revenue bonds would include fees from water, sewer, and gas services, among others.

Special Assessment Bonds – These are bonds that are issued by local governments to fund improvements that benefit a particular locality. Such bonds are retired by collection of a property tax imposed against specific properties.

Lease Financing – A municipality is empowered to lease new or renovated public buildings and use the proceeds from such leases to retire debt on a particular facility. For example, in 1997 the City of Southaven purchased a building to utilize as city hall. Because the facility had excess square footage, the city was able to lease space to other users. The lease proceeds were sufficient to pay the debt on the building.

Capital Leasing – A municipality has the authority to lease equipment over a designated period of time with the provision that all or part of the monies paid for leases can be applied to purchase the equipment at the end of the designated period.

Federal or State Programs – Federal and/or State agencies offer a variety of programs that include both grants and loans. The uses of these funds are often limited to specific projects or specific purposes. A complete list of all agencies and programs would be impractical to include; however, some of the more common agencies and programs are as follows:

- Community Development Block Grant Program (CDBG)
- Mississippi Development Authority (MDA)
- Mississippi Department of Environmental Quality (MDEQ)
- Mississippi Development Bank
- Mississippi Department of Wildlife, Fisheries, and Parks
- Mississippi Department of Transportation (MDOT)
- Department of Housing and Urban Development
- Federal Emergency Management Agency
- United States Department of Agriculture
- United States Economic Development Administration

Tax Increment Financing (TIF) – This mechanism is used by cities to encourage economic development projects. The city incurs indebtedness for the purpose of funding infrastructure improvements and the increased tax revenues generated by newly developed projects are used to service the indebtedness.

### **Capital Improvements Program**

The following staged improvement program presents major capital improvements proposed for the City of Poplarville for the next five (5) years. Estimates for costs are general in nature and not necessarily based on detailed engineering investigations. Such costs are intended for generalized budgeting purposes only. General suggestions for funding sources also are included.

Fortunately Poplarville has been proactive in responding to the needs of the community. Recent projects have included sidewalk improvements, utility improvements and the construction of a new fire station. Because of these recent projects, future capital improvements are lessened.

### **Capital Project Listing**

1. Extend water services along Highway 53 and 26 into the recently annexed areas, in accordance with the phasing plans (Phase 1) developed in conjunction with the city's annexation efforts.  
Estimated Cost: \$450,000  
Source of Funds: City enterprise fund; revenue bonds; economic development grants. Highway 53 is currently under contract.
2. Extend sewer services along Highway 53 and 26 into the recently annexed areas.  
Estimated Cost: Undetermined

Source of Funds: The city conveyed its sewer facilities to the Pearl River County Utility Authority and maintains a contractual agreement for sewer extensions at no cost to the city. Poplarville should exercise its agreement to ensure the utility extensions occur.

3. Construct a new public works facility.

Estimated Cost: \$1,000,000

Source of Funds: City general and enterprise fund; combination general obligation and revenue bonds; Other funding sources or opportunities.

4. Construct a public meeting / community center facility.

Estimated Cost: \$1,000,000

Source of Funds: City general fund; general obligation bonds; Other funding sources or opportunities, particularly an opportunity for intergovernmental cooperation.

5. Purchase a new fire pumper truck.

Estimated Cost: \$450,000

Source of Funds: City general fund; general obligation bonds; and grant opportunities.



## **SUMMARY**

Comprehensive plans, by their very nature, are voluminous documents that could easily overwhelm the user. The goals, objectives and policies chapter contain many “to do’s”, some of which may seem to be out of reach financially. It is important to remember that this plan is a 20 year plan, and elements of the plan can be achieved over that time period. Although sooner is better, the perceived magnitude and difficulty of some tasks should not be discouraging.

Poplarville is rich with community pride and citizens who are willing to help better the community. The participation and efforts of the planning committee evidence this. Another community asset is the school district and associated facilities and Pear River Community College. The full range of grade level, teaching facilities and athletic programs serve as an attraction for people to live in Poplarville. The city and school district should work in a collaborative fashion for the betterment of the community.

Poplarville, although a well-established community, is at the beginning of the planning process. This comprehensive plan is broad in that it covers a wide scope of community aspects, but at the same time is narrowly focused on certain task items, serving as a framework within which to plan. As activity increases, community leaders are encouraged to refine this plan to more closely focus on various elements of the community.

The most important element of planning for the community to be aware of is the fact that planning must be continuous. Continuous planning means that past events must be monitored and future outcomes must be anticipated. Failure to do this could render this entire comprehensive planning process useless.