

# Comprehensive Plan 2008-2028 City of Hattiesburg, Mississippi



*City of Hattiesburg Intermodal Facility*



Final Plan  
Adopted December 16, 2008



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~Mayor Johnny DuPree and the Department of Urban Development

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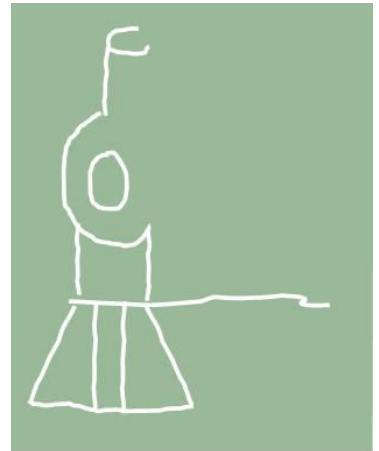
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# Chapter 1: Introduction



***All Aboard!***

# Introduction

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*Photo: Oak trees in the Oaks District.*



*Photo: Hattiesburg City Hall Fountain*

## About Hattiesburg

Hattiesburg is positioned at the confluence of the Leaf and Bouie Rivers, in the heart of South Mississippi's rolling piney woods. Known as the "Hub City," Hattiesburg is located at the intersections of Interstate 59 and U.S. Highways 49, 98 and 11. Hattiesburg is located less than 100 miles from the state capital of Jackson, as well as the Gulf Coast, New Orleans, Louisiana, and Mobile, Alabama. The city of Hattiesburg is located within both Forrest and Lamar counties and is one of the fastest growing areas in South Mississippi. Hattiesburg is home to the University of Southern Mississippi, William Carey University, Forrest General Hospital, Wesley Medical Center, and the Camp Shelby Joint Forces Training Center.

## Rationale for a New Plan

Hattiesburg's most recent comprehensive plan was adopted in 1988. The past twenty years have brought many changes to Hattiesburg and the surrounding region. Since 1988, Hattiesburg's corporate limits have expanded from 24 square miles to 54 square miles. Continued growth in the size of the metropolitan population has resulted in a tremendous economic boom for the retail and service industries, as well as a greater need for public services. Today, the City of Hattiesburg is classified as a *Metropolitan Statistical Area (MSA)* with a Census 2000 population estimate of 123,812 persons.<sup>1</sup>

The most significant change to all aspects of the city's environment occurred when Hurricane Katrina struck the Mississippi Gulf Coast on August 29, 2005, becoming the worst natural disaster ever recorded in the history of the United States. The loss of life and property throughout South Mississippi has forever changed the way we look at our cities, development patterns, construction methods and transportation facilities.

Hattiesburg's current comprehensive plan does not sufficiently address the enlarged corporate limits or the major advances in technology that have changed the way we live, work, and play. This new comprehensive plan for Hattiesburg addresses these and other changes needed to set Hattiesburg's course for the coming 20 years.

## Purpose of the Plan

The purpose of the 2008 Comprehensive Plan is to identify the long-range goals and policies that should be used to guide public and private decision-making related to Hattiesburg's future growth and community development. As a policy statement, the plan expresses the city's desire to affect the physical form of its destiny. By approaching that future in a coordinated and unified manner, Hattiesburg seeks to preserve, promote, protect and improve the public health, safety, comfort, good order and appearance within its jurisdiction.

## Plan Components and Legal Basis

The City of Hattiesburg exercises authority granted by the state under Title 17, Chapter 1, of the Mississippi Code of 1972, as amended, in the interpretation, administration and evaluation of the comprehensive plan.

Consistent with Title 17, Chapter 1, all land development within the incorporated area of Hattiesburg's jurisdiction will be consistent with the adopted comprehensive plan. In addition, all land development regulations enacted or amended will be consistent with the plan. Land development regulations existing at the time of adoption of the plan that are in conflict with this plan should be amended so as to be consistent.

Figure 1 contains the definition of a comprehensive plan as it appears in the Mississippi Code of 1972, as amended. At a minimum, plans in Mississippi must contain four elements—long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan.

## How to Use the Plan

A comprehensive plan is a policy document. It is a vision of what the city will look like and how it will function in the coming years, and it contains strategies to achieve that vision. The comprehensive plan must be adopted by the City Council and, in doing so, the council declares that the plan is the central policy to guide all public decision-making.

### Figure 1. Excerpt of Mississippi Code of 1972. Section 17-1-1 Definitions.

"Comprehensive plan," a statement of public policy for the physical development of the entire municipality or county adopted by resolution of the governing body, consisting of the following elements at a minimum:

- i. Goals and objectives for the long-range (twenty (20) to twenty-five (25) years) development of the county or municipality. Required goals and objectives shall address... residential, commercial and industrial development; parks, open space and recreation; street or road improvements; public schools and community facilities.
- ii. A land use plan which designates in map or policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space, public/quasi-public facilities and lands. Background information shall be provided concerning the ... residential densities; intensity of commercial uses; industrial and public/quasi-public uses... Projections of population and economic growth for the area encompassed by the plan may be the basis for quantitative recommendations for each land use category.
- iii. A transportation plan depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways... Functional classifications shall consist of arterial, collector and local streets, roads and highways, and these classifications shall be defined on the plan as to minimum right-of-way and surface width requirements... All other forms of transportation pertinent to the local jurisdiction shall be addressed as appropriate. The transportation plan shall be a basis for a capital improvements program.
- iv. A community facilities plan as a basis for a capital improvements program including, but not limited to, the following: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage.



# Introduction

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*Photo: Saenger Theater.*

It is vital that all stakeholders—public and quasi-public agencies, private interest groups, neighborhood associations, and residents—are involved in the planning process, so that the policies contained in the plan broadly represent the visions and goals of city residents. The plan cannot be implemented by any one agency alone, such as the City of Hattiesburg. To be successful, all residents must do their part to realize the plan's vision.

The comprehensive plan is implemented in a number of ways. The Hattiesburg City Council adopts local ordinances—the City Code of Ordinances and the Land Development Code—establishes city policies, prepares annual budgets and capital improvement programs, and makes daily decisions that are consistent with the plan. Land use decisions considered by appointed bodies—the Hattiesburg Planning Commission, Land Development Code Board of Adjustments, and Historic Conservation Commission—should be based upon the goals, objectives and policies contained in the plan.

Additionally, the plan contains a vision of how the residents want the city to look and function. Individual citizens develop land, manage businesses and industries, maintain properties, and provide services. The comprehensive plan's collective vision can only be achieved if these activities are undertaken in such a way that is consistent with the plan.

The plan cannot be a static document. Changes in areas such as technology, personal attitudes, social issues, the natural environment, and state and federal policies may require changes to the plan. If the plan is not updated as these changes occur, it may be perceived as irrelevant or obsolete.

When considering land use and zoning proposals, it is important to note the challenges in anticipating changes in development trends, market forces and the future desires of individual property owners. Decision-makers should compare area development trends with the future land use plan and consider whether proposals are consistent with the plan's spirit and intent.

Matters such as new development trends, advances in technology, or evolving neighborhood desires may be used to support amendments to plan text and maps. Area residents and stakeholders should have an



important voice when changes to the plan are being considered. City officials should ensure that any changes to the comprehensive plan are made to achieve of the greatest overall benefit to area property owners.

City leaders must be able to identify and distinguish between policy changes that would benefit individual neighborhoods or the city as a whole, and changes that may trigger neighborhood declines or have unanticipated negative consequences. On one hand, it is important for the city to be flexible to changes in area conditions and be able to accommodate plan amendments that could yield high-quality, creative development proposals that benefit a neighborhood and surrounding community. Land development regulations should be written to allow innovative solutions to be reached through a proactive, inclusive public process.

On the other hand, the decision-makers must be able to recognize proposals that are in conflict with the spirit of the comprehensive plan, and that are not considered to enhance a neighborhood or community. In this situation, decision-makers should be able to identify the underlying principles in the plan that are not flexible to time or market forces, and to identify development options that would be consistent with those principles.

### Sources

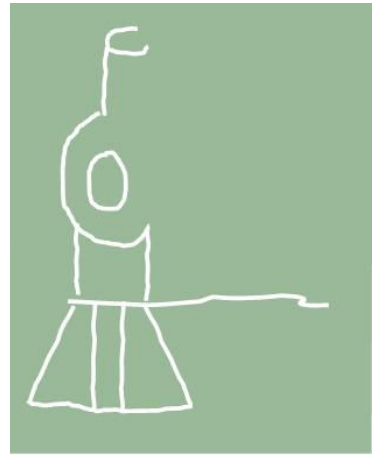
1. Census 2000, Census of Population and Housing, U.S. Census Bureau, 2000.



*Photo: Hattiesburg Convention Center.*



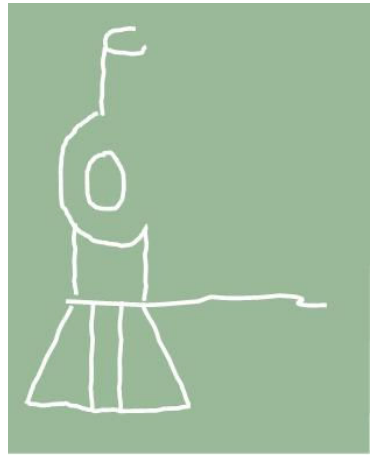
## Chapter 2: Executive Summary



***All Aboard!***



## Chapter 2: Executive Summary



***All Aboard!***

# Executive Summary

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Photo: University of Southern Mississippi's Administration Building.



Photo: Hattiesburg Visitor's Center.

## Overview

Hattiesburg's Comprehensive Plan 2008-2028 is the result of an 18-month grassroots planning process. This plan was citizen-driven through visioning sessions, focus group meetings and neighborhood workshops.

A Vision Advisory Team was appointed by Mayor DuPree, the City Council and the Planning Commission. The team collected technical information, opinions and ideas over a 12-month period. Team members volunteered countless hours to research, analyze, and recommend the policies that form the basis of this plan.

The *Vision Statements* contained in this section represent the collective values and desires of the citizens of Hattiesburg. More detailed plan recommendations—the goals and strategies—are included under Chapter 4 of this document.

## All Aboard!

The theme for Hattiesburg's comprehensive plan is "*All Aboard! Getting on Track for Hattiesburg's Future.*"

The theme is meant to reference Hattiesburg's history as a railroad town and reflect the desire for this plan to be a collaborative effort of all residents, business-owners and community leaders.

To be *All Aboard!* in envisioning Hattiesburg's future, the appointed steering committee—the Vision Advisory Team—involved residents and business-owners through a series of stakeholder interviews, focus group meetings, and city-wide community forums. A full description of Vision Advisory Team activities appears under Chapter 3 of this document.

## Vision Statements

Hattiesburg's citizens have identified 16 *Vision Statements* to serve as the foundation for decision-making. These statements seek to describe the city that Hattiesburg will strive to become in the next 15 to 20 years. The following are the city's *Vision Statements*:

## Community Identity

We envision a progressive city that appreciates the best of the best and is proactive in meeting the challenges of the future. Hattiesburg is a city of neighborhoods, a city with a rich culture and history, a



center for music and entertainment, a college town, a great place to raise a family, and a great place to retire.

### Community Appearance

We envision a clean city where residents appreciate the beauty of the natural and built environments. A city where residents work together to prevent littering, beautify public and private spaces, protect trees, creeks and rivers, and show visitors a well-maintained, attractive community.

### Economy

We envision a diverse economy where it is desirable to locate large businesses and industries, a city that fosters a prosperous environment for small businesses and entrepreneurship. We focus on attracting and maintaining a qualified workforce for a range of industries and specialties. We understand the importance of offering a high quality of life to residents and business-owners and recognize that continued investment in public and private facilities will ensure and sustain our economic prosperity.

### Historic Conservation

We envision a city that values and celebrates its unique history. A city that understands the importance of maintaining the buildings and places that record the city's past; a city that carefully preserves those places for future generations.

### Health Care

We envision a city that is known throughout the Southeast as the outstanding city for health care facilities and skilled health care personnel. A city that attracts the best physicians and specialists and a city where high-quality medical services are available to all. We envision a city that understands the importance of prevention, nutrition, and fitness; a place where the city's commitment to fitness and wellness is displayed through its network of walking and biking trails.

### Education

We envision a city where a high-quality education can be obtained in public and private schools, where public schools consistently attain superior ratings, and where drop-out rates decline and test scores rise. A city that

## Figure 2. Examples of Comments Received at the Plan Kick-Off Event.

Below are examples of comments received at the comprehensive plan kick-off event, held June 1 and 2, 2007. Appendix B contains a complete list of all *Post-It Note* comments.

- "Better opportunities for Edwards Street-Tuscan Avenue residents—grocery store, affordable shopping."
- "Start the library-on-wheels."
- "[Need] smaller version of 'Whole Foods' on east side of town—or some mom and pop grocery store."
- "Put exercise stations in all city walking trails/parks to encourage more exercise."
- "Implement recycling program to benefit local kids/parks."
- "More arts-related programs for all ages."
- "Let's make sure the codes on the books are enforced and disseminated to all citizens."
- "Need regular transportation all over town for senior citizens who should not drive. Need more red lights in high density neighborhoods."
- "Health care in neighborhoods where people can walk to."
- "Community garden? Seniors and kids center designed for interaction?"
- "Hattiesburg needs to become more pedestrian-friendly. Therefore, it is imperative that city officials make this city more accessible for those choosing to walk or ride bicycles by providing sidewalks especially in high-traffic areas."
- "Support USM—they are the economic lifeblood to this Hub City."
- "Give another raise to police. Initiate foot and bike patrol again."
- "Connect neighborhoods to all recreation facilities by sidewalks, pedestrian paths and bike lanes."

# Executive Summary

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*Photo: Townhouses on Second Avenue.*



*Photo: Gordon's Creek*

offers a broad range of higher education and continuing education programs for all disciplines, ages, and income levels. A university town where students live during the week and on weekends; a city where students hope to find a job after graduation to enjoy the high quality of life.

## *Housing*

We envision a city that offers a range of housing types in all sizes, styles and prices, where strong neighborhoods and good planning ensure stable property values, where the dream of home ownership is within reach to all residents. A city that offers high-quality rental properties that are well-maintained by the property owners.

## *Neighborhoods*

We envision a city of safe, attractive neighborhoods that are convenient to schools, neighborhood shopping centers, and city parks. Neighborhoods where it is safe, accessible and enjoyable to walk or ride bicycles. Neighborhoods where residents watch out for one another and work together to achieve common goals.

## *Arts, Entertainment and Culture*

We envision a city that offers the best the region has to offer in the arts and entertainment. A city where residents can take in a play, an opera, or a concert. A city that is known for its local artists and artisans. A city that honors and promotes its music history; a city that upholds that history by cultivating a wide range of music venues for all tastes.

## *Natural Environment*

We envision a city that recognizes and protects its natural environment, a city with clean, scenic creeks, rivers, and streams. A city known for its well-managed urban forest. A city where residents understand how humans impact the natural environment; a city where residents recognize the importance of conserving natural resources.

## *Businesses and Services*

We envision a city that offers a healthy environment for all businesses, large and small. A city that enhances the businesses environment by focusing on education, workforce training, small business development programs, business incubators, and public

partnerships. A city that attracts visitors from across the region to unique shopping and entertainment districts.

### *Downtown Hattiesburg*

We envision a thriving, fully-revitalized downtown that is an attractive, exciting, safe, convenient, accessible place to live, work, shop, dine, and relax. A downtown that draws residents and visitors during and after the workday to active retail, entertainment, office, and public districts. A downtown where small businesses prosper; a place where downtown dwellers can live, enjoy beautiful public spaces, and walk to work, shopping and entertainment venues. A downtown with an arts and museum district that attracts visitors from across Mississippi. An energetic entertainment district that is known throughout Mississippi as a live music destination. A place where a family can walk from a downtown neighborhood to get an ice cream cone on a hot summer afternoon.

### *Transportation*

We envision a transportation system with “complete streets” where equal importance is given to motorists, pedestrians and bicyclists. A city where all modes of travel—pedestrian, bicycle and automobile—are safe and convenient. A city where sidewalks connect neighborhood residents to work, schools, and shopping districts. A city that regularly maintains and improves public streets. A city that uses *context sensitive solutions* to integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals.

### *Public Services, Utilities and Technology*

We envision a city with superior access to basic services—water, wastewater, trash collection, electricity, gas and cable—and a city that provides wireless internet “hot spots,” underground utilities, and curbside recycling programs. A city that recognizes the impact of human activity on the natural environment and invests in alternative energy sources, renewable natural resources, and sustainable infrastructure to ensure that our grandchildren and great-grandchildren will enjoy the same or better facilities and services.



Photo: Walnut Street Park



# Executive Summary

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*Photo: Hattiesburg Depot Fountain.*



*Photo: Mural on Coney Island building in Downtown Hattiesburg.*

## *Parks, Sports and Recreation*

We envision a city that offers a variety of passive and active recreational activities for young children, young adults, families, adults, retirees and persons with disabilities. A city that offers beautiful, well-maintained park areas for the use and enjoyment of residents and visitors. A city where a public park is within a quarter of a mile of every neighborhood. A city traversed by hike-and-bike trails that connect beautiful city parks, neighborhoods, and commercial districts. A city that provides high-quality, well-maintained sports facilities that attract families with young children.

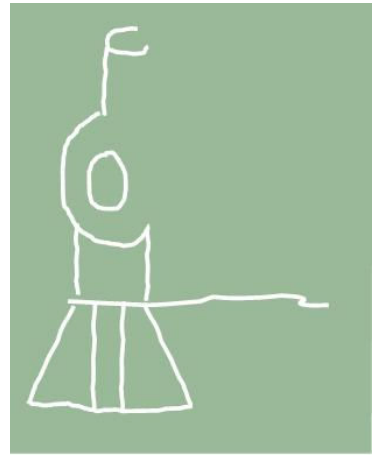
## *Public Safety*

We envision a city with safe streets, neighborhoods, schools, and playgrounds. A city where residents and visitors are protected by a stable, strong police force, a capable, well-equipped fire department, and dedicated, trained first responders. A city where police and fire departments are well-trained, fully-staffed, and competitively compensated.





## Chapter 3: The Planning Process



***All Aboard!***

# The Planning Process

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Photo: Vision Advisory Team meeting.

Figure 3. Vision Advisory Team Members.

Mary Ann Barnes  
Fred Burns  
Richard Conville  
John Delgado  
Kenneth Fairley  
Perry Knight  
Bert Kuyrkendall  
Linda McMurtrey  
Wanda Naylor  
Jim O'Dair  
Johnnie Ruth Owens  
Betsy Rowell  
Micah Scott  
Addie Stover

## Where We Started

Hattiesburg has been working toward a comprehensive plan for almost a decade. The roots of the city's current effort can be traced back to the 1999-2001 neighborhood planning program—*Neighborhoods Building Hattiesburg's Future*.

In June 1999, the City Council officially adopted a "City Resolution for the Neighborhood Planning Program." The program set out to establish an information exchange between the city's governing body and neighborhood residents. The process consisted of three phases: 1) Initiation, 2) Organizing/Outreach, and 3) Visioning/Planning.

Over the course of several years, the city's outreach included two city-wide informational meetings to initiate the planning program, four major training work sessions for residents and city officials, completion of over 1,000 resident surveys, and City planning staff facilitation of over 150 individual neighborhood meetings.

The last phase—Visioning/Planning—concluded in 2001 with the establishment of a city-wide network of 24 neighborhood associations. As a result of the three-year effort, each association had a neighborhood boundary map, demographic profile and a series of vision statements.

Today, there are 37 recognized neighborhood associations and an office of neighborhood planning within the City's Department of Urban Development.

## Getting On Track

### Vision Advisory Team

Hattiesburg's current comprehensive planning efforts formally began in March 2007 with the appointment of the plan's steering committee, the Vision Advisory Team. The team contained 14 members appointed by Mayor DuPree, the Hattiesburg City Council, and the Hattiesburg Planning Commission. Additional information about the team's duties may be found under Appendix B.

The Vision Advisory Team participated in a rigorous schedule of 19 meetings occurring between March 22 and November 29, 2007. At each meeting, the team

was given a presentation by a guest speaker who had expertise in a particular aspect of Hattiesburg's physical, social, and economic conditions. The team was asked to explore issues related to each topic and set policies for future growth and decision-making. The team held four work sessions to discuss and reach consensus on the plan's vision statements, goals and implementation strategies.

## Technical Advisory Team

A Technical Advisory Team was assembled with members representing all city departments. Team members provided technical information to planners and served as a resource to the Vision Advisory Team. A complete list of Technical Advisory Team members appears under page *ii*, *Acknowledgments*.

## Plan Contributors and Focus Groups

Planners and the Vision Advisory Team met with members representing other public, quasi-public, and private entities in the city, including representatives from Forrest County, Lamar County, the University of Southern Mississippi, William Carey University, the Longleaf Trace Rails-to-Trails Commission, Historic Hattiesburg Downtown Association, health care providers, and the Area Development Partnership. These contributors and focus groups assisted with data collection and provided important information on community issues that are not under the authority of the City of Hattiesburg.

## Health Care Providers

A Health Care Roundtable was held September 28, 2007, to discuss local health care issues and the Comprehensive Plan. Participants included representatives from Wesley Medical Center, Forrest General Hospital, Southeast Mississippi Rural Healthcare Initiative, Student Health Services at the University of Southern Mississippi (USM), and a representative from the Mississippi Department of Public Health.

Participants shared information about their facilities and discussed industry-wide issues and challenges. Full details of the roundtable discussion appear under Appendix B.

To conclude the meeting, participants agreed upon a list of issues, challenges and goals that should be

**Figure 4. Vision Advisory Team Meetings.**

### Regular Meetings

- Meeting 1: Welcome and introduction
- Meeting 2: Plan history and program coordination
- Meeting 3: History of "Neighborhoods Building Hattiesburg's Future" neighborhood planning program
- Meeting 4: Storm drainage, environmental protection, floodplains
- Meeting 5: Public schools
- Meeting 6: Population characteristics and housing programs
- Meeting 7: Current and future economic conditions
- Meeting 8: Visioning work session #1
- Meeting 9: Parks and recreation
- Meeting 10: Police and fire protection
- Meeting 11: Bicycle and pedestrian facilities
- Meeting 12: Visioning work session #2
- Meeting 13: Metropolitan Planning Organization (MPO) and city transportation projects
- Meeting 14: Commercial corridors/residential neighborhoods *mobile workshop*
- Meeting 15: Town-Gown: Southern Miss and surrounding neighborhoods
- Meeting 16: SMART partnership and visioning work session #3
- Meeting 17: Downtown Hattiesburg walking tour
- Meeting 18: Visioning work session #4
- Meeting 19: Visioning work session #5

# The Planning Process

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included in the comprehensive plan. These items should be addressed by health care providers in partnership with the City of Hattiesburg to enhance the quality of life for all residents:

- › *Population and Medical Insurance Issues:*  
County health departments no longer serve a majority of the uninsured, particularly the pre-natal care program recipients. As county health departments reduced individual patient health services, the number of visits to local hospital emergency rooms for primary, non-emergency health care has increased.

Continue to enhance existing programs, such as the Southeast Mississippi Rural Healthcare Initiative (SeMRHI) and identify new opportunities to serve those residents who are insured, under-insured, or uninsured find affordable non-emergency health care and reduce the number of visits to local hospital emergency rooms for primary care.

- › *Mass Transit and Special Transportation to Medical Facilities.*  
Undertake public relations and promotional campaigns to improve the perception of the city's mass transit system to promote ridership from a wider range of the population.
- › *Public Awareness and Promotion of Preventive Measures:*  
Expand partnerships with local media to increase awareness of the many health-related events such as community walks, runs and bicycle races.
- › *Partnership Forum:*  
Partner to coordinate a semi-annual meeting of representatives from local health care providers and city officials to discuss current issues, trends and challenges.
- › *City Website Link:*  
Create a link on the City's website, entitled "Health Care," to list all of the local institutions that can assist university students, military personnel, newcomers, and visitors in locating service providers. Create and distribute a health care brochure to local businesses, university campuses, eating establishments, churches, public buildings, and government agencies.



### William Carey University area Town-Gown

The main campus of William Carey University is located at 498 Tuscan Avenue in southeast Hattiesburg. The university was founded in 1906 as Mississippi Woman's College. In 1954, the school was renamed William Carey College, in honor of the founder of modern missions, and became coeducational. The college was renamed William Carey University in 2006.<sup>1</sup>

Planners met with President R. Tommy King on December 6, 2007, to discuss Hattiesburg's comprehensive plan and any plans the university may have developed for its 120-acre campus and the surrounding area. The university has identified the following issues that are important to the overall improvement of the campus environment and that will facilitate the university's plans for future growth:<sup>2</sup>

1. Create a zoning overlay district along Tuscan Avenue to promote neighborhood mixed-use areas and design guidelines for new commercial and multi-family construction.
2. Partner with the City of Hattiesburg to address pedestrian and bicycle connections between the university, Downtown Hattiesburg and the Longleaf Trace.
3. Support existing student-community partnerships and promote new ones, particularly with adjacent neighborhood associations and businesses.<sup>2</sup>

Below is the university's "wish list" of programs and projects that would further enhance student life and the university environment:<sup>2</sup>

1. Encourage new development of safe off-campus housing within walking distance of campus.
2. Continue to acquire dilapidated structures adjacent to campus.
3. Address crime and safety issues around campus.<sup>2</sup>

Full details of the meeting with President King appear under Appendix B.

### University of Southern Mississippi/Forrest

#### General Hospital District

A neighborhood visioning workshop for the University of Southern Mississippi/Forrest General Hospital District was held October 25, 2006. The visioning



*Photo: Chain Garden, William Carey University.*

# The Planning Process



*Photo: Participants discuss plan options at the visioning session sponsored by the Mississippi Chapter of the American Planning Association.*



*Photo: Recommendation for new Hardy Street streetscape design presented at visioning session.*

workshop was a pre-conference event for the 2006 meeting of the Mississippi Chapter of the American Planning Association (MAPA). The focus of the event was to explore ideas and gather input on possible land use, streetscape design, and development options for an area surrounded by the University of Southern Mississippi, Forrest General Hospital and the University Heights neighborhood.

This area was selected because of its tremendous potential to create a unique, mixed-use, pedestrian-oriented district that is an amenity to university students and employees, neighborhood residents, and employees and patients of the hospital, area clinics and medical offices. The purpose of the workshop was to identify a comprehensive vision for the area's design and quality of life.

The study area is bounded to the north by Hardy Street and the university, to the east by U.S. Highway 49, to the south by Arlington Loop, and to the west by South 31st Avenue. The area includes a mix of single-family and multi-family residences, private commercial uses, and university-owned properties.

Approximately thirty people participated, including property owners, developers, neighborhood residents, university, medical, and government representatives. Planners and landscape architects from across the state also participated. Participants separated into three teams to develop design ideas for the study area.

At the conclusion of the MAPA conference, the findings were presented by each group. The three district plans are included under Appendix B. Additionally, a detailed description of land use issues for this area may be found in Chapter 7, page 115.

## Community Forums

A variety of types of community meetings were held to reach as many residents as possible. Planners attended regular functions conducted by the City, such as Council of Neighborhood Meetings and Night Out Against Crime events, and conducted special meetings to gather input on the comprehensive plan. Below is a description of those events.

### Kick-Off Event at the W. U. Sigler Center

Hattiesburg residents attended the June 1 and 2 kick-off event to begin the city's comprehensive planning



process. Upon entering, residents were given a post-it-note pad and pen and asked to write down their opinions on a number of different community issues, including neighborhoods, housing, streets, sidewalks, bikeways, community facilities, land use and education.

More than 400 comments were received. Residents who commented wanted additional code enforcement, new sidewalks and bicycle paths, better street maintenance, more shopping opportunities downtown and east of Highway 49, cultural heritage events, drainage improvements, and recycling programs. A complete list of all comments received at the meeting may be found under Appendix B.

### Night Out Against Crime Events

Since 1991, Hattiesburg has participated in National Night Out Against Crime—a program of the National Association of Town Watch. The city has earned 16 National Night Out Police-Community Partnership Awards recognizing outstanding participation in “America’s Night Out Against Crime.” The awards are presented by the National Association of Town Watch and Target stores. Hattiesburg’s Night Out Against Crime event is a city-wide effort that has grown over the years to include a large number of neighborhood residents and local businesses.

A “Kick-Off” party is held one week in advance of the annual event to provide information to participating neighborhood associations and distribute block party supplies. The 2007 Kick-Off party at Kamper Park and Zoo created an opportunity to *kick-off* the 2008-2028 comprehensive plan neighborhood surveys that were distributed through the end of January 2008. Appendix D contains a sample of the survey and individual neighborhood data.

### Ward Meetings

The City’s Department of Urban Development facilitated a series of five town meetings to review the 2008-2012 draft of the Consolidated plan for housing and community development programs. One meeting was held in each of the five city council wards to solicit comments on the proposed allocation of Community Development Block Grant (CDBG) and HOME Investment Partnerships Program funds.

After the Consolidated Plan hearings, the consultant planners provided information on the comprehensive



*Photo: City residents submit comments at the comprehensive plan kick-off event at the W. U. Sigler Center.*

# The Planning Process

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**Figure 5. Five neighborhood strategies that were favored most by workshop attendees.**

Attendees at the January neighborhood workshop were given an opportunity to “vote” on the preliminary goals and objectives that were proposed by the Vision Advisory Team. Residents were asked to indicate the three goals or strategies they thought were most important to address neighborhood issues. The top five goals and strategies are shown below.

1. Protect the value, safety and stability of neighborhoods by ensuring that local zoning and development decisions do not create potential nuisances—noises, odors, vibrations, increases in non-residential traffic—or allow inappropriate non-residential encroachments.
2. Aggressively enforce property maintenance codes and give neighborhood associations the tools—information, training and public support—to persuade neighborhood residents to respect their neighborhoods by maintaining clean, attractive properties.
3. Continue to demolish dilapidated properties that are creating a blighting influence on neighborhoods.
4. Continue programs to assist neighborhood associations; mobilize neighborhood residents to improve neighborhood conditions and participate in civic issues and community decision-making.
5. Continue to create and distribute brochures regarding property maintenance codes and applicable historic preservation ordinances to neighborhood associations. Provide new residents with the brochures and information when they purchase neighborhood homes.

plan and public involvement opportunities. Neighborhood surveys and comment forms were distributed to participants. The meetings provided an opportunity to inform residents about the comprehensive plan and how they can participate in the planning process.

## Neighborhood Workshops

Neighborhood workshops were held on September 20, 2007, and January 17, 2008. The purpose of the events was to update the information that was obtained through the 1999-2001 neighborhood planning program—*Neighborhoods Building Hattiesburg's Future*—and to identify current issues and concerns. A list of participating neighborhoods is displayed in Figure 6. The neighborhood information is available on the city's website: [www.hattiesburgms.com](http://www.hattiesburgms.com).

At the September workshop, 41 residents participated from 16 neighborhoods. Residents used neighborhood maps to identify landmarks, existing and needed public facilities, and desired improvements. Additional information from neighborhoods was sought through the fall of 2007 and a second neighborhood workshop was held in January 2008.

At the January workshop, 21 residents participated from ten neighborhoods. Residents were grouped at tables with their fellow neighborhood residents. They were given an analysis showing how current neighborhood residents viewed the major issues contained in their neighborhood's 2000 plan. If the neighborhood had not participated in the 2000 planning program, they were given preliminary results from the 2007-08 neighborhood surveys for their neighborhoods.

Residents were also given vision worksheets and asked to write vision statements on the following topics:

- › Overall neighborhood vision;
- › Housing;
- › Appearance and curb appeal;
- › Streets, sidewalks, bicycle paths;
- › Utilities;
- › Retail and service businesses;
- › Parks and recreation;
- › Other city services (police, fire, code enforcement);

and

- › Natural environment.

Results from the 2007-08 neighborhood surveys are contained in each neighborhood's profile. Lastly, proposed goals and strategies related to neighborhood development were posted and residents were asked to vote on the three strategies they favored most. The five responses that received the most "votes" are shown in Figure 5.

### Public Meetings and Hearings

The final period for public input began on May 9, 2008, when the preliminary draft of the comprehensive plan was placed on the city's website. Copies of the draft document were also available to the public at city hall and the Library of Hattiesburg, Petal and Forrest County. A citywide public meeting was held May 22, 2008, at the Jackie Dole Sherrill Community Center, to provide information on the plan and receive public input.

A public hearing was held June 11, 2008, at a special-called meeting of the Hattiesburg Planning Commission. Public comments were received during and after the public hearing and were placed into a comment log for review by a subcommittee of the planning commission. The subcommittee reviewed each comment submitted by city residents and recommended whether or not to edit the plan. The comment log process was approved by the planning commission at the regularly scheduled October meeting. Upon approval of the edited final draft, the planning commission made a recommendation to the Hattiesburg City Council to adopt the comprehensive plan. The Comprehensive Plan 2008-2028 was adopted by the City Council on December 16, 2008.

### Sources

1. About William Carey University. <http://www.wmcarey.edu/about/>. Website accessed March 6, 2008.
2. R. Tommy King, President and Chief Executive Officer of William Carey University. Personal interview. December 6, 2007.

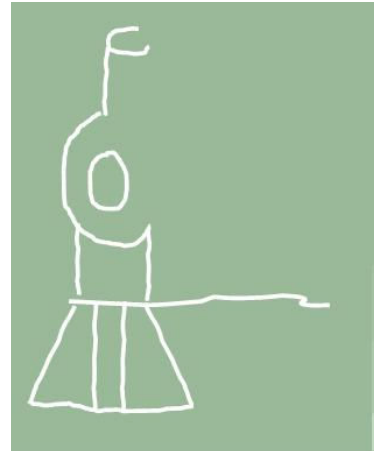
**Figure 6. List of Participating Neighborhood Associations.**

- › Arcadia-Sunset Drive Neighborhood
- › Arledge-Manning Neighborhood
- › Audubon Westwood Neighborhood
- › Baywood Cove Homeowners
- › Bethune-Eastside-Rowan Neighborhood
- › Concerned Citizens of Palmer's Crossing
- › Country Club Lake Estates Homeowners
- › Duane/Myrtle Neighborhood
- › East Jerusalem Enhancement Organization
- › Grace Avenue and Northhills Drive
- › Hattiesburg Historic Neighborhood
- › Hattiesburg Housing Authority
- › The Highlands
- › Hope Drive Neighborhood
- › Innswood Homeowners
- › Irene Chapel Neighborhood
- › Jamestown/Lincoln Road Neighborhood
- › Kamper-Avenues Neighborhood
- › Katie-John-Dabbs Street Neighborhood
- › Midway Subdivision Neighborhood
- › Mobile-Bouie Neighborhood
- › Newman-Buschman Neighborhood
- › North Main Historic Neighborhood
- › Oaks District Homeowners
- › Palmer Heights Neighborhood
- › Parkhaven Neighborhood
- › Pinehills Neighborhood
- › Pinehurst Neighborhood
- › Robertson Place Neighborhood
- › Royal Oaks Tenant Association
- › Southern Heights Neighborhood
- › Timberton Homeowners
- › Timberton Park Neighborhood I
- › Timberton Park Neighborhood II
- › Unified Neighborhood
- › University Heights Neighborhood
- › Westgate Neighborhood
- › Woodhaven Lake Estate





## Chapter 4: Goals and Strategies



***All Aboard!***

# Goals and Strategies

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“If you don’t know where you’re going, you will probably end up somewhere else.”

*Laurence J. Peter*



*Photo: Welcome to Hattiesburg sign.*

## General Description

This chapter—Goals and Strategies—sets forth guiding principles and methods that should be used in public and private decision-making and in resolving community issues. Goals are general statements that describe how community residents want the city to be in the future. Strategies are more specific statements describing the steps the community should take to achieve its goals.

Between June 2007 and January 2008, community residents were asked to describe their visions for Hattiesburg. The opinions and statements gathered at the neighborhood workshops and town meetings were used by the Vision Advisory Team to form the goals and strategies listed below. The goals and strategies should be used by city officials in day-to-day decision-making.

## The Character of Hattiesburg

### Character and Identity

**Goal 1:** *Continue to protect and enhance the city’s quality of life—stabilize and protect neighborhoods, build sidewalks and bikeways, invest in education, public facilities and spaces—in order to uphold Hattiesburg’s reputation as a great place to live, work, retire, shop, and recreate.*

### Strategies:

- A. Invest in public facilities—sidewalks, bikeways, parks and recreation facilities, public spaces—to further enhance residents’ quality of life.
- B. Set a good example for property maintenance by ensuring city-owned properties are clean, attractive and well-maintained.
- C. Continue to maintain landscaped areas in public medians and along public streets; identify new areas for additional landscaping and beautification while seeking partnerships for successful maintenance programs.



## Business and Industry

**Goal 2:** *Continue to make Hattiesburg a great place to own and operate a business, large or small; promote policies and programs to sustain and improve small businesses.*

### Strategies:

- A. Improve the ease of opening small businesses by fostering policies and programs that provide accurate and timely information to prospective business-owners and simplify the start-up process.
- B. Ensure that steps to opening and operating a business in Hattiesburg are understandable and predictable. Make the permitting process—building permits, site plan approval, zoning compliance and privilege licensing—easy to understand with predictable fees and time schedules.
- C. Make public investments in infrastructure in all commercial areas to encourage new development and redevelopment. Improvements in landscaping, sidewalks, lighting and street furniture to create pleasant, safe, attractive shopping districts.
- D. Continue to promote and support business incubators through partnerships with area universities and colleges—University of Southern Mississippi, William Carey University, Pearl River Community College, Antonelli Business College, and other area institutions.
- E. Partner with area agencies to support and strengthen existing business incubators and farmers markets to ensure the success and sustainability of these endeavors.
- F. Ensure that potential business-owners receive accurate and timely information on local business development initiatives by creating a new City position to serve as a liaison to all business-interests and the Area Development Partnership. Coordinate a public information/relations campaign to help citizens understand what business opportunities and information are provided by the City.

**Goal 3:** *Continue to market the many qualities that make Hattiesburg a desirable place to locate a business; identify and enhance the qualities of Hattiesburg's environment that will attract a diverse, sustainable range of businesses and industries.*

## Goals and Strategies

### The Character of Hattiesburg



Photo: Downtown organic market.

# Goals and Strategies

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## Strategies:

- A. Actively seek businesses that complement and utilize the educational strengths, skills and training possessed by Hattiesburg's workforce.
- B. Partner with the Area Development Partnership and Visit Hattiesburg—the area's Convention and Visitors Bureau—to market Hattiesburg as a contender in the global economy.
- C. Showcase the city's unique network of neighborhood associations to potential business interests as a demonstration of the city's commitment to livability and quality of life.
- D. Ensure that new commercial developments and redevelopments enhance the overall appearance and value of the city through building design and landscaping;
- E. Adopt design guidelines for commercial corridors as a component of the Land Development Code; development styles should reflect the architectural elements and quality materials that add value to Hattiesburg's built environment.

## Education

**Goal 4:** *Make improvement of Hattiesburg's public schools a community-wide priority; strive to make the Hattiesburg Public School District synonymous with superior education.*

## Strategies:

- A. Engage the community to find solutions to problems such as student drop-outs and discipline problems.
- B. Strengthen and expand partnership opportunities with programs such as the University of Southern Mississippi's School of Social Work to provide delinquency-prevention programs to youth in at-risk communities.
- C. Identify the reasons why Hattiesburg parents are electing to enroll children in private schools as opposed to the public school system. Undertake efforts to integrate similar advantages into the public school system.
- D. Investigate the possibility of providing a vocational high school in Hattiesburg to provide students who are not college-bound with an opportunity to obtain skills in traditional and emerging trade/technological industries.



Photo: N. R. Burger Middle School.

**Goal 5:** *Private schools in Hattiesburg make great investments in land, buildings and facilities and provide education and related services to many city residents. Make efforts to ensure that public facilities—utilities, streets and traffic controls, public safety, etc.—complement the efforts of private schools to create safe and pleasant learning environments.*

### Strategies:

- A. Coordinate with local private schools on future facility and infrastructure planning to ensure that investments by private school entities are in harmony with public improvement programs and neighborhood enhancement efforts.
- B. Recognize and promote the benefits offered by local private schools in providing parents with a diverse range of education choices.

## Town-Gown Community Relations

Town-Gown community relations programs seek to bring together community stakeholders from cities, local governments, and universities to discuss and resolve items of mutual and overlapping interest. “Town” refers to the local government or city residents and “gown” refers to representatives of the college or university.

**Goal 6:** *Market Hattiesburg as a college town; identify, enhance and promote the qualities that make student living outside the classroom interesting and enjoyable.*

### Strategies:

- A. Make public improvements to off-campus student districts to create a unique, safe and enjoyable environment to live, study, work and play.
- B. Create partnerships between student activities administrators, business district merchant associations, the Convention and Visitors Bureau and related business and entertainment interests to offer and promote events and activities that will make students choose to spend weekends in Hattiesburg.
- C. Create open communications between the public relations coordinators for each entity; meet quarterly as a group to exchange information on upcoming community events; use websites to cross-promote activities.

## Goals and Strategies

### The Character of Hattiesburg



Photo: Parkhaven neighborhood entrance archway.

# Goals and Strategies

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- D. Aggressively market downtown entertainment events and venues.
- E. Facilitate an incubator of new ideas for downtown events and venues that would interest/attract the student population.
- F. Promote student life downtown with residential, transportation and recreational opportunities.
- G. Create public transportation connections between the two university campuses (University of Southern Mississippi and William Carey University) and Downtown Hattiesburg.
- H. Promote/create affordable student housing opportunities in Downtown Hattiesburg.
- I. Aggressively market the cultural opportunities afforded by the two universities.
- J. Partner to aggressively market the universities' athletic events.
- K. Strengthen university programs that interest/attract retirees.
- L. Encourage the extension of classrooms and studio/lab space to Downtown Hattiesburg.

**Goal 7:** *Promote greater collaboration between the City of Hattiesburg, the University of Southern Mississippi, and William Carey University on land use, transportation/circulation, community events, and community building initiatives.*

## Strategies:

- A. Coordinate planning activities between the City and the universities so that each institution can capitalize on the capacity and strengths of partner institutions in realizing community and university goals.
- B. Expand opportunities for collaboration with universities on major projects, community initiatives, community education and empowerment.

## Housing and Community Development

**Goal 8:** *Promote the construction of high-quality housing in a range of housing types, prices and densities. Preserve existing housing stock that is in good condition.*

## Strategies:

- A. Promote the construction of high-quality, safe, clean affordable housing.



Photo: Hattiesburg Clinic Women's center.



- B. Provide incentives for high-quality infill housing construction in existing residential areas to stabilize neighborhoods and enhance property values.
- C. Ensure that housing development regulations allow and encourage the neighborhood and housing trends that are desirable to retirees, including housing on small, low-maintenance lots, condominiums, townhomes, and independent-living and assisted-living facilities.

**Goal 9:** *Promote home ownership opportunities and downpayment assistance programs to enable more residents to achieve the American Dream of owning a home.*

### Strategies:

- A. Continue to use Community Development Block Grant (CDBG) and HOME Investments Partnerships Program (HOME) funds to repair and rehabilitate homes and build new affordable housing.
- B. Continue to use grant and entitlement funds to offer the homebuyers downpayment assistance program to provide downpayments to eligible first-time homebuyers.
- C. Continue to partner with area social service and community housing organizations to assist low- and very low-income residents with repairs to owner-occupied homes.
- D. Inform and educate residents of public housing and the general public of the services offered to assist with home ownership.

## Neighborhoods and Historic Districts

**Goal 10:** *Protect the value, safety and stability of neighborhoods by ensuring that local zoning and development decisions do not create potential nuisances—noises, odors, vibrations, increases in non-residential traffic—or allow inappropriate non-residential encroachments.*

### Strategies:

- A. Continue to demolish dilapidated properties that are creating a blighting influence on neighborhood.
- B. Make zoning decisions consistent with the adopted future land use plan and comprehensive plan.

**Goal 11:** *Empower neighborhood residents to take active roles in improving neighborhood conditions and furthering neighborhood plans through participation in*

## Goals and Strategies

### The Character of Hattiesburg

# Goals and Strategies

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*neighborhood associations; mobilize neighborhood residents to improve neighborhood conditions and participate in civic issues and community decision-making.*

## Strategies:

- A. Continue programs to help neighborhood associations mobilize residents to improve neighborhood conditions and participate in civic issues and community decision-making.
- B. Continue to work with neighborhood residents to establish new neighborhood associations and reinvigorate associations that are defunct.
- C. Include a special neighborhood section on the City's website to highlight neighborhoods and announce neighborhood activities, contact information and meeting dates.

**Goal 12:** *Preserve, protect, and promote officially-designated and otherwise well-recognized historic districts and resources.*

## Strategies:

- A. Support existing officially-designated historic districts through enforcement of the historic conservation ordinance and the operation of the Historic Conservation Commission.
- B. Extend local historic district designation to include identified historic districts and resources to provide design review and other protections of the historic ordinance.
- C. Continue to identify and provide protection for previously unidentified historic resources, i.e., conduct new surveys of potential districts and resources.

## Certified Retirement Community

**Goal 13:** *As a certified retirement community, provide residential development options and quality of life amenities that are attractive to retirees.*

## Strategies:

- A. Provide housing options such as planned residential developments, garden or patio homes on small, low-maintenance lots, condominiums, townhomes, and independent-living and assisted-living facilities.
- B. Continue to promote Hattiesburg's state-of-the-art medical community as an amenity to retirement living.
- C. Promote Hattiesburg's health and fitness opportunities.

- D. Continue to promote the arts and cultural events, historic downtown and neighborhoods, churches, continuing education, recreational choices, shopping, restaurants, and nightlife.

## Health Care and Social Services

**Goal 14:** *Strive to be the outstanding city in Southeast Mississippi for health care facilities and skilled health care personnel. Ensure that all residents have access to quality health care and medical services.*

### Strategies:

- A. Ensure that access to emergency medical and trauma services from all areas of Hattiesburg is not inhibited by physical barriers, such as at-grade railroad crossings.
- B. Strive to meet the health care needs of all residents by supporting Southeast Mississippi Rural Healthcare Initiative (SeMRHI) and other agencies that provide services to uninsured and under-insured residents.
- C. Partner with area agencies to promote/provide information about the city's health care services and agencies to area college and university students, the military, non-English speaking, newcomers and visitors.
- D. Highlight the importance of good nutrition, healthy eating habits and walking as illness/disease prevention and wellness measures.
- E. Continue initiatives such as the smoking ban and "Get Healthy Hattiesburg" to highlight the importance of a healthy lifestyle as illness/disease prevention and wellness measures.

## Civic Pride and Beautification

**Goal 15:** *Create and maintain clean, attractive public and private spaces in Hattiesburg; make the appearance of the city something that is recognized and admired by visitors and a source of pride for residents.*

### Strategies:

- A. Promote community pride among property owners to encourage owners to maintain clean, attractive private properties.
- B. Set a good example for property maintenance by ensuring city-owned properties are clean, attractive and well-maintained.
- C. Promote a sense of pride among the owners of rental properties in Hattiesburg; impress upon owners that

## Goals and Strategies The Character of Hattiesburg

# Goals and Strategies

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their properties are within someone else's neighborhood and, as owners, they have a responsibility to ensure their properties are clean, well-maintained and comply with the city's codes and ordinances.

- D. Continue to maintain landscaped areas in public medians and along public streets; identify new areas, such as entrances and gateways to neighborhoods and special districts, for additional landscaping and beautification.
- E. Promote a clean city by aggressively enforcing litter laws, encouraging recycling, and establishing neighborhood and city-wide clean-up events.
- F. Aggressively enforce property maintenance codes and give neighborhood associations the tools—information, training and public support—to persuade neighborhood residents to respect their neighborhoods by maintaining clean, attractive properties.
- G. Protect the scenic character of the external gateway at U.S. Highway 11/Veterans Memorial Boulevard; utilize land development regulations and design guidelines to prevent adverse development impacts.
- H. Create a U.S. Highway 49 corridor beautification plan; involve private stakeholders, landscape architects, planners, and engineering professionals.

**Goal 16:** *Celebrate and promote the city's beauty, history and culture by holding community events, honoring people and events that have influenced the city's culture, and protecting the city's cultural and historic places and structures.*

## Strategies:

- A. Continue to promote and strengthen community and cultural events in Hattiesburg that show the city's diversity and wealth of art, history and culture.
- B. Recognize and celebrate important people and events in the city's diverse history.

## Natural Environment

### General

**Goal 17:** *Protect the distinctive qualities of Hattiesburg's natural environment—longleaf pine trees, scenic rivers and creeks—for the use and enjoyment of future generations.*



## Strategies:

- A. Ensure that the City of Hattiesburg sets a good example of stewardship of the natural environment by employing current best management practices to address stormwater management, tree planting and maintenance, chemical usage, recycling, energy usage, and other areas of environmental protection and natural resource management.
- B. Restore concrete-lined creeks and waterways to their natural state. Use modern best management practices to control velocity, reduce sedimentation and handle peak volumes.
- C. Promote policies and adopt regulations to protect the natural features of Hattiesburg's environment—the urban forest, creeks and rivers, wetlands, and topography.

## Sustainability

**Goal 18:** *Recognize that the policies and actions undertaken today in Hattiesburg will have a lasting impact on future generations. Embrace the principles of sustainable development to conserve and protect natural resources, improve air and water quality, enhance public health and well-being, and ensure prosperity and a high quality of life for all current and future residents.*

## Strategies:

- A. Research sustainable development principles and programs; evaluate how Hattiesburg can modify its policies and practices to advance those principles.
- B. Utilize an advisory board comprised of local citizens and professionals, such as the “Green Initiatives Committee,” to initiate a sustainability program, create a vision of a sustainable Hattiesburg, and collect baseline data.
- C. Identify a set of sustainability indicators (performance measures) that can be used to evaluate the city's progress in moving toward sustainability.
- D. Integrate “green design” standards into the Land Development Code.
- E. Give ecological and environmental conditions substantial weight when considering land use and zoning decisions.
- F. Identify incentives to encourage developers to integrate energy-efficiency and energy conservation features into building and site designs. Aggressively promote the use of incentives to developers and property owners.

## Goals and Strategies

### Natural Environment

# Goals and Strategies

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- G. Make sustainability and environmental considerations an important factor in rating capital improvement projects. Give preference to projects that advance sustainability goals.
- H. Evaluate the energy-efficiency of city-owned buildings and invest in energy-efficient systems.
- I. When replacing vehicles in the city's fleet, purchase hybrids or vehicles with a high rating for fuel efficiency.
- J. Expand the use of solar energy to provide electricity to City-owned properties.

## Soils and Topography

**Goal 19:** *Hattiesburg is a city of rolling terrain covered with longleaf pines and other native trees and vegetation. Preserve and maintain the beauty and character of Hattiesburg by preserving the region's distinctive topography.*

### Strategies:

- A. Require site development plans to include an analysis of pre-development topography; encourage developers and property owners to preserve the topography and mature vegetation in areas that will not be covered by buildings and parking areas.
- B. Promote best management practices in land development and the control of erosion and sedimentation.

## Floodplains and Waterways

**Goal 20:** *Promote land use and development practices that consider the environment's natural stormwater drainage and clarification systems—creeks, streams, watercourses, wetlands, and floodplains. Discourage new development in wetlands and floodprone areas.*

### Strategies:

- A. Discourage new development within the 100-year floodplain.
- B. Encourage and support the creation of recreational uses—parks, sports facilities, walking trails, campgrounds, etc.—within the 100-year floodplain.
- C. Continue the program of enclosing open ditches in residential neighborhoods. Construct curbs and sidewalks at the same time to improve the appearance and walkability of neighborhoods.

- D. Address stormwater management on a city-wide basis as opposed to development-by-development; investigate establishing a system of regional wet-pond detention basins to coordinate stormwater management, make efficient use of urban land, and ensure proper facility construction and maintenance.

## The Urban Forest

**Goal 21:** *Hattiesburg has a well-established urban forest. Preserve and maintain the beauty and character of Hattiesburg by promoting policies to protect and preserve the city's tree canopy.*

### Strategies:

- A. Restore and protect Hattiesburg's urban forest through a coordinated program of tree replanting, land use planning, development regulation, and construction management.
- B. Adequately fund, staff and equip the Urban Forestry Division; support programs and initiatives that support urban forestry best management practices and maintain and protect the city's urban forest.

## Sites of Environmental Concern/Brownfields

**Goal 22:** *Strive to protect residents and property owners from environmental hazards.*

### Strategies:

- A. Identify and remove environmental hazards from residential neighborhoods.
- B. Actively work to ensure the safety of our community from environmental hazards.
- C. Encourage the redevelopment of abandoned or underutilized industrial or commercial properties where redevelopment is hindered by real or perceived environmental contamination and potential liability. Aggressively seek grant monies for the assessment, clean-up and reuse of these properties.
- D. Cross-train city employees such as code inspectors, firefighters, police officers, and street crews to recognize potential environmental hazards.

## Goals and Strategies

### Natural Environment

# Goals and Strategies

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## Hazard Mitigation

**Goal 23:** *Protect the residents of Hattiesburg by lowering the risks and reducing the effects of disasters on critical facilities; identify and implement mitigation strategies that will reduce or prevent catastrophic damages, casualties, physical and/or financial losses.*

### Strategies:

- A. Reduce the loss of life and property due to natural disasters.
- B. Eliminate, mitigate and minimize the impact of natural disasters on city residents.

## Land Use and Development

### General

**Goal 24:** *Plan appropriately for the orderly arrangement of land uses to create a city with safe, convenient, attractive, sustainable, healthy neighborhoods and districts.*

### Strategies:

- A. Adopt, implement and regularly update the city's Future Land Use Plan.
- B. Amend the Land Development Code to address current trends in planning and development and ensure that land use and development regulations achieve the visions, goals and strategies contained in this plan.
- C. Research ordinances and best practices designed to implement Smart Growth principles.
- D. Research ordinances and best practices designed to implement well-established urban design standards to create and maintain attractive neighborhoods and business districts.
- E. Educate the local residents, children and private developers on the importance of preserving our green spaces and natural features. Promote an understanding of the value of natural areas to economic development, community quality of life, and sustainability for future generations.
- F. Continue to educate the public about Smart Growth principles and how to integrate Smart Growth policies into the city's land development code.
- G. Establish an Environmental Court system to enforce violations of the Land Development Code Ordinance



and the City's Code of Ordinances.

## Residential Uses

**Goal 25:** *Encourage the formation and maintenance of healthy, complete residential districts with a range of appropriate housing types, public uses, and neighborhood-serving retail and service businesses; protect neighborhoods from encroachment of incompatible land uses and developments.*

### Strategies:

- A. Mix housing styles and densities in a manner that creates seamless, complete neighborhoods by ensuring that the physical design, appearance and intensity of higher-density residential developments is consistent with and compatible to lower-density residential developments.
- B. Consider the appearance, bulk and massing of apartments or attached dwellings that are proposed near single-family residential neighborhoods. Require building and site designs to imitate and be compatible with the character of existing neighborhoods.
- C. Identify possible locations for neighborhood-serving commercial uses, such as grocery stores, in areas that are currently underserved.

**Goal 26:** *Encourage a wider range of multi-family housing options, such as second-floor apartments above storefronts, townhomes, and condominiums, as alternatives to conventional apartment complexes.*

### Strategies:

- A. Ensure that the Land Development Code permits mixed-use developments and non-traditional multi-family uses—townhomes, condominiums, second-floor apartments above storefronts, accessory apartments—to be located in and around commercial districts and employment centers.
- B. Establish design guidelines for multi-family uses to ensure that the appearance and impact of such uses is compatible with neighboring developments.

**Goal 27:** *Direct student housing to locations that are accessible to area colleges and universities without negatively impacting established, stable residential neighborhoods.*

### Strategies:

- A. Encourage the construction of a wider range of student

## Goals and Strategies

### Land Use and Development

# Goals and Strategies

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housing options—including second- and third-floor apartments in mixed-use developments, townhouses and downtown dormitories—in proximity to or easily accessible to colleges and universities and student-oriented shopping and commercial districts.

- B. Update the city's apartment survey every three to five years to understand the availability and demand for student housing in Hattiesburg.
- C. Permit high-density residential land uses in community and regional commercial zones.

## Mixed-Use Developments and Districts

**Goal 28:** *Promote high-quality, well-designed, sustainable mixed-use developments.*

### Strategies:

- A. Use land use and development ordinances, tax incentives and public-private partnerships to encourage the construction of high-quality developments that provide a range of housing, business and public uses and amenities to tenants and patrons.
- B. Identify traditional mixed-use districts in Hattiesburg, such as Downtown Hattiesburg or the University of Southern Mississippi/Forrest General Hospital university-medical district, and use development ordinances, design guidelines, tax incentives, and public-private partnerships to fund improvements and ensure the sustainability of those districts.

## Commercial Uses

**Goal 29:** *Provide a range of retail and service businesses that are accessible and convenient to all areas of Hattiesburg.*

### Strategies:

- A. Ensure that new commercial developments enhance the overall appearance and value of the city through building design and landscaping; promote development styles that reflect Hattiesburg's unique identity.
- B. Identify areas that are underserved by retail and service businesses and create incentives for locating businesses in those areas.

## Industrial Uses

**Goal 30:** *Foster industrial development in industrial parks and in designated industrial districts in Hattiesburg; attract and encourage a diverse mix of research and technology enterprises and light industries.*

### Strategies:

- A. Provide adequate transportation and utility service to areas designated for industrial development.
- B. Market the skills, education and training of Hattiesburg's workforce to attract a diverse, sustainable mix of research and technology businesses and light industries.

## Public and Quasi-Public Land Uses

**Goal 31:** *Provide adequate space for public and quasi-public land uses in Hattiesburg. Ensure that public and quasi-public uses are appropriately sited to be accessible to city residents and visitors.*

### Strategies:

- A. Consider traffic generation, visual compatibility, building scale, pedestrian facilities, and location when siting public and quasi-public land uses to ensure that the facilities enhance neighborhoods and do not negatively impact neighborhood quality of life.

## Downtown Hattiesburg

**Goal 32:** *Downtown Hattiesburg is the historic center of our community's civic, banking, entertainment, and retail activity and is surrounded by the city's oldest residential neighborhoods. Promote and advance Downtown Hattiesburg as the city's central business district—the heart of civic activities, entertainment, commerce, banking, specialty retail, urban residential, arts and culture.*

### Strategies:

- A. Locate major civic buildings (Fire Department, Police Department, other local, state and federal offices) in and around Downtown Hattiesburg to anchor public activity in the heart of the city.
- B. Amend the Land Development Code to require appropriate design and development standards in Downtown Hattiesburg to preserve the downtown's historic character and pedestrian-friendly environment.

# Goals and Strategies

## Land Use and Development

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- C. Ensure the ease of traveling to, circulating around, parking in and walking around Downtown Hattiesburg. Make Downtown easy to navigate and pedestrian-friendly.
- D. Protect the quality of visitors' and residents' experiences and perceptions of Downtown Hattiesburg by ensuring a pleasant, clean, safe, and attractive environment.
- E. Promote the establishment of new housing downtown in a variety of sizes and price ranges to contribute to downtown street life, provide an attractive housing option, and strengthen the perception that Downtown Hattiesburg is a safe, exciting place to live, work, shop, and recreate.
- F. Study the land uses and transportation connections (pedestrian, bicycle and vehicular) between the center of Downtown Hattiesburg and adjacent activity centers—Mobile Street, the Hattiesburg Depot, the old Hattiesburg High School, Eureka School, the East 6th Street USO Club, the future Chain Park at Twin Forks, and the Longleaf Trace extension. Ensure that sidewalks, streets, lighting and street amenities provide desirable connections to these areas; ensure that land uses support, strengthen and ensure the sustainability of public and private investments in these locations.
- G. Continue to implement the recommendations contained in the Downtown Parking and Wayfinding Study.

## Community Development Renewal District

**Goal 33:** *Promote and advance a Community Development Renewal District to promote a healthy balance of homes, services, and work opportunities inside the district and based on the principle that all segments of the population deserve healthy vibrant places to live and work and recreate. These urban neighborhoods, once active and vibrant by virtue of active neighborhood business districts, have fallen into disrepair or been eliminated over the past 30-40 years due to suburban sprawl and a regional economy. Some areas within these traditionally African-American neighborhoods are situated in flood plains and are now home to a diverse group of residents, mostly low to moderate income.*

### Strategies:

- A. Conduct a planning study and propose a redevelopment plan for the Community Development Renewal District.

- B. Compile an inventory of the existing physical conditions within the district.
- C. Identify areas of concern and opportunities for healthy redevelopment of infrastructure, comprehensive transportation (roads, sidewalks, bike lanes, public transit, etc.), affordable housing, neighborhood services, economic and cultural development, and employment opportunities.

**Goal 34:** *Ensure opportunities for local cultural interaction within the Community Development Renewal District to address a variety of planning elements that bring people together in public spaces and venues.*

**Strategies:**

- A. Include elements in the Community Development Renewal Plan such as neighborhood parks, community centers, and neighborhood business cultivation.
- B. Acknowledge that the existing local cultural values and the diversity of the residents are crucial in addressing the unique cultural and functional needs of the citizenry.
- C. Address walkability as a major aspect of the renewal plan. Connections, both within the district and between the district and other parts of town, should be clarified and enhanced for ease and affordable mobility.

**Goal 35:** *Promote “Green” building and development throughout the Community Development Renewal District. Provide solutions that bring about a cleaner, healthier, and greener natural environment. Discourage activity and development that destroys, degrades, or pollutes the natural environment.*

**Strategies:**

- A. Educate the residents on thinking “Green”; conduct workshops for citizen to hear and see the health and economic benefits of living a greener lifestyle.
- B. Make environmental impact a prime consideration for all Community Development Renewal Plans.

## Goals and Strategies Infrastructure



# Goals and Strategies

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## Infrastructure

### Transportation

**Goal 36:** *Maintain a safe, efficient and convenient network of streets and sidewalks that are well-constructed, well-maintained; build transportation facilities that are designed to reflect the character of surrounding land uses and provide the amenities desired by pedestrians and the motoring public.*

#### Strategies:

- A. Use *context-sensitive solutions* (CSS) to balance the desires of community residents and stakeholders with standard engineering practices. Identify road construction and improvement options that integrate and balance community, aesthetic, historic, and environmental values with transportation, safety, maintenance and performance goals.
- B. Install adequate street and pedestrian lighting along public streets and sidewalks.
- C. Continue to assess the condition of streets and roads in Hattiesburg; repair streets and roads that are found to be in poor condition.
- D. Make the City's street maintenance program and schedule more accessible to the public.
- E. Repair and maintain existing sidewalks; upgrade any sidewalks that are found to be inaccessible to persons with disabilities.
- F. Incorporate new sidewalks and landscaping into roadway designs when widening major city streets and highways to make the city more attractive and walkable.
- G. Promote consistent and attractive sign development that provides appropriate wayfinding for vehicular and pedestrian traffic.

**Goal 37:** *Treat walking and bicycling as viable transportation modes as opposed to amenities only to be funded when grant monies are available. Adopt a "Complete Streets" policy as a guide for all future transportation decisions.*

#### Strategies:

- A. "Complete" new arterial and collector streets by constructing sidewalks and bicycle lanes; ensure that existing and new facilities are accessible to persons with disabilities.

- B. Amend the Land Development Code to require sidewalks to be constructed in all new residential subdivisions and commercial developments.
- C. Construct sidewalks along existing streets where there is a demonstrated or expected high level of usage by pedestrians.
- D. Construct sidewalks to connect neighborhood streets to neighborhood shopping areas, schools, parks, public buildings, and medical facilities.
- E. Construct sidewalks from major employment centers—University of Southern Mississippi, Forrest General Hospital and Hattiesburg Clinic, Wesley Medical Center, Downtown Hattiesburg and others—and the surrounding neighborhoods to provide a safe path for pedestrians to walk to work, shopping, and medical services.
- F. Partner with area educational institutions to make traveling to school/work by bicycle an attractive option for students and employees. Identify corridors that are used to access major student housing areas, provide bicycle racks on campuses and in student activity areas, consider equipping certain building restrooms with facilities for cyclists to shower or clean-up before class/work.

## Utilities

**Goal 38:** *Provide adequate utility service—electricity, natural gas, telephone, telecommunications, internet, and cable television services—to all residents of Hattiesburg.*

### Strategies:

- A. Require underground utilities for new construction and promote the placement of utilities underground in existing sites.
- B. Coordinate with utility and communication companies to establish an annual program for placing utility lines underground in existing business and residential areas.

## Technology

**Goal 39:** *Embrace new technologies and be proactive in using and supporting technologies and technology-based industries to enhance Hattiesburg's quality of life.*

### Strategies:

- A. Maintain support of the I-59 Regional Technology

## Goals and Strategies

### Community Facilities and Services



Photo: William Carey University sign.

# Goals and Strategies

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Corridor from Meridian to NASA's John C. Stennis Space Center to encourage technology industries along Interstate 59.

- B. Support development of USM's Innovation and Commercialization Park and create an environment to support similar projects.
- C. Continue efforts to create an Internet "hot spot" in Downtown Hattiesburg to allow residents and visitors to work and access the Internet from any downtown park, public office and outdoor seating area.

## Community Facilities and Services

### Parks, Community Centers and Cultural Facilities

**Goal 40:** *Provide adequate community facilities in all areas of the city. Supply sufficient funds and personnel to ensure that adequate community services are provided in all areas of the city.*

#### Strategies:

- A. Provide community centers in areas of the city that do not have access to public meeting areas.
- B. Locate major civic buildings in and around Downtown Hattiesburg to anchor public activity in the heart of the city (See also Goal 31, Strategy A).
- C. Locate satellite facilities such as parks, community centers, police substations and fire stations in neighborhood centers where they are easily accessible and provide the greatest benefit to residents.

**Goal 41:** *Provide a wide variety of passive and active recreational activities in Hattiesburg for young children, young adults, families, adults, retirees, and persons with disabilities.*

#### Strategies:

- A. Provide neighborhood parks, pocket parks and tot lots that are within walking distance from all neighborhoods in Hattiesburg.
- B. Build upon the existing multi-use trails in Hattiesburg—the Longleaf Trace Rails-to-Trails and Chain Park at Twin Forks—to create an interconnected system of trails throughout the city.

**Goal 42:** *Realize the full potential of the Hattiesburg Zoo—the only city-owned and operated zoo in the state of Mississippi. Continue to build the zoo’s reputation as a respected environmental education center. Market and promote its educational programs and school partnerships.*

### Strategies:

- A. Continue to develop and offer education and conservation programs to inform residents and visitors about the value of our natural environment and all its inhabitants.
- B. Achieve and maintain Association of Zoos and Aquariums (AZA) accreditation.
- C. Continue to upgrade and maintain all zoo exhibits to provide a clean, safe, pleasant environment for the animals and for zoo visitors.

## Public Safety

**Goal 43:** *Ensure the safety of city residents and visitors by providing adequate police and fire protection in all areas of Hattiesburg.*

### Strategies:

- A. Ensure that fire stations are appropriately located to serve all areas of Hattiesburg.
- B. Ensure that the police and fire departments are adequately staffed. Identify and resolve any challenges to hiring and maintaining qualified employees.
- C. Provide adequate police and fire department facilities and stations. Construct new facilities where existing facilities are obsolete or beyond repair; extend the useful life of facilities that are currently adequate by providing regular maintenance and upkeep.
- D. Strive to acquire the latest technological capabilities available for police operations and investigations to reduce crime.

## City Services and Intergovernmental Relations

**Goal 44:** *Ensure that the 2008-2028 Comprehensive Plan is a living document that is implemented through day-to-day public decision-making, public budgeting, and through the actions of the many public, quasi-public*

## Goals and Strategies

### Community Facilities and Services

# Goals and Strategies

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## Goals and Strategies

### Community Facilities and Services

*and private agencies and individuals that impact the city's form and function.*

#### Strategies:

- A. Establish a program of implementation and performance measurement to ensure that the 2008-2028 Comprehensive Plan is fully implemented and to annually review and revise goals, strategies and implementation actions as programs are implemented and new initiatives are identified.
- B. Utilize a capital improvements program to identify, prioritize and fund capital improvements. Use the CIP as an annual budgeting tool; revise and adopt the annual CIP at the time of budget adoption each fiscal year.

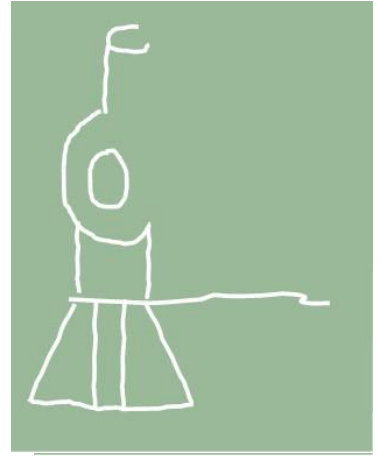
**Goal 45:** *Develop an integrated geographic information system (GIS) designed to manage geo-referenced data from all city departments and provide access to map data (zoning, flood zones, tax parcel information, etc.) to the citizens via the City's website.*

#### Strategies:

- A. Purchase hardware and software needed to efficiently store, manage, and retrieve GIS information on the City's website.
- B. Maintain qualified technicians to update and manage the GIS and ensure that its information is current and accurate.
- C. Link information from the GIS to the City of Hattiesburg website; provide an easy-to-use, interactive format for the public to acquire up-to-date property information and maps.



## Chapter 5: The Character of Hattiesburg



***All Aboard!***

# The Character of Hattiesburg

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Figure 7. A Timeline of Hattiesburg's Early History

1882	Hattiesburg founded by Captain William H. Hardy
1884	Hattiesburg incorporated with a population of approximately 400
1884	Southern Railway System built from Meridian through Hattiesburg to New Orleans
1890	Hattiesburg petitioned Mississippi legislature for a city charter <sup>10</sup>
1894	J.J. Newman Lumber Company Founded
1897	Gulf and Ship Island Railroad completed from Gulfport to Jackson
1908	Forrest County created from Perry County <sup>10</sup>
1910	Hattiesburg Depot Constructed

## Overview

Hattiesburg, the “Hub City,” can be described in many ways: a college town, a railroad town, a retirement community, a Tree City. The strength of Hattiesburg lies in its diversity. The city is home to a strong medical community; two universities; a community college; a municipal zoo; a healthy, historic downtown; successful businesses and industries; quality housing; and a friendly, civic-minded community. Because of its success and diversity, it is difficult to describe all the special details that define Hattiesburg without the risk of omission. The following is a snapshot of those elements that make Hattiesburg a great place to call home.

## The Hub City—History and Culture

Hattiesburg has a rich history as a Southern lumber and railroad town. A settlement called Twin Forks was established by early French explorers at the fork of the Leaf and Bouie rivers. The settlement was later named Gordonville, then renamed Hattiesburg by Captain William H. Hardy. Captain Hardy was a pioneer lumberman and civil engineer; he named the town in honor of his wife, Hattie. The city still maintains a major thoroughfare called Hardy Street and three collector streets—Mamie, Adeline, and Corinne—that are named after Hardy’s three daughters.

Important dates in Hattiesburg’s early history are displayed in Figure 7. Since its founding, Hattiesburg has continued to grow and prosper, capitalizing on its strengths in rail and water transportation, natural resources, higher education, and a diverse range of industries. The city survived and was strengthened by experiences during the turbulent Civil Rights era, now celebrating events such as the 1964 Freedom Summer campaign to register African-Americans residents to vote. Hattiesburg strives to preserve and protect its historic and cultural resources through public and private investments and an active historic conservation program.

Hattiesburg is also strengthened by the diversity of its citizenry, drawing university and college students, young professionals, families, and retirees. As shown in Figure 9, the age groups of Hattiesburg’s residents are evenly balanced. Truly, it is diversity—economic, social, racial—that makes Hattiesburg a great city.

## Conservation of Historic Resources

Hattiesburg is home to a large number of historic sites, structures and districts that reflect its period of early development from the 1880s through 1930s. More than 1,000 historic structures or sites in Hattiesburg have been surveyed and designated as individual listings or as part of historic districts. These resources were shaped by the topography of the area and its natural resources, i.e., abundance of Southern pine, as well as early settlers and economic activity such as railroad development and the harvesting of the timber. The architecture and materials of the commercial and residential structures give the city its unique “face.”

In the late 1970s, the first efforts were made to preserve and protect the community’s valuable resources. Through the identification, survey, and official historic designation, the number and scope of these resources began to emerge. In the late 1970s, the first Federal Building, ca. 1910, 200 West Pine Street, and the Saenger Theater, ca. 1929, 200 Forrest Street, were listed in the National Register of Historic Places. In response to requests from civic leaders and residents, the Mississippi Department of Archives and History assigned a field surveyor to identify and describe other resources and also districts for nomination. Two districts were nominated and listed in 1980 in the National Register—Hattiesburg Historic Neighborhood (one of the first residential neighborhoods) and Hub City Historic District (downtown commercial).

In 1985, the City Commissioners passed a local historic conservation ordinance that established the Historic Conservation Commission, followed by establishment in 1986 of the city’s first local historic conservation district. The district—Hattiesburg Historic Neighborhood District—was thus protected by the local ordinance from inappropriate changes to its structures. During the same period, the City sought and received designation as one of the first six “Main Street” communities in the state. The Main Street program seeks to promote and revitalize the downtown and its historic resources. Started as a City program, Main Street continues to improve and revitalize Downtown Hattiesburg through the operation of Historic Hattiesburg Downtown Association, affiliated with Mississippi Main Street Association.

## The Character of Hattiesburg

### Conservation of Historic Resources



Photo: Hattiesburg Bottling Company.



# The Character of Hattiesburg

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*Photo: Old Hattiesburg High School prior to May 2007 fire. Reconstruction plans are underway.*

In 1989 the City received Certified Local Government status. This is a federal program of the National Park Service that operates through the state historic preservation offices (SHPOs). Hattiesburg was the seventh such designated city in the state. In addition, more local historic districts were designated for protection: North Main Street Historic District, 1994; Oaks Historic District, 1997; and Newman-Buschman Railroad Historic Neighborhood District, 1999.

The Mobile Street District was surveyed, but ruled not eligible for national listing in the early 1990s and again in 2000). However, the East 6th Street USO Club was individually-nominated and listed in the National Register. Following its rehabilitation, now under way, that facility will be considered for designation as a National Historic Landmark as it is one of only two surviving facilities constructed to serve as USO clubs for African-American military personnel. The city has a number of other structures, including the ones noted above, listed individually in the National Register.

Parkhaven Neighborhood and an additional portion of Historic Downtown were surveyed in 2002 with the result that both were listed in the National Register. Parkhaven is now seeking local historic designation. Also in 2002, the City was designated a Preserve America City. Hattiesburg was among the first five in the state and first 25 in the nation so designated.

The city has a number of buildings that have been designated as Mississippi Landmarks under the protection of the Mississippi Antiquities Act. These structures are of notable architectural as well as historic significance to the city and the state. Examples include the Hattiesburg Depot, Saenger Theater, City Hall, Forrest County Courthouse, Masonic Temple, Hattiesburg Cultural Center, Jefferson Davis School, Old Hattiesburg High School, Eureka School, East 6th Street USO Club and more.

While many of the city's historic buildings have been continuously used and maintained, others, both public and private, have been rehabilitated for future use and enjoyment by the generations of residents and visitors to come. A number of these projects have received statewide awards from Mississippi Main Street Association and Mississippi Heritage Trust.

The true significance of the city's extensive collection of historic resources, however, is that their preservation and protection places the city in its place and time of development. In addition, the maintenance of the historic structures not only gives the city its identity, but conserves the natural resources used in their construction. The wooden houses of the historic residential neighborhoods are a showcase for the increasingly rare heart pine cut from the virgin timber found in the region. The clusters of shops and cottages built alongside the railroad tracks show how and where early entrepreneurs and workers lived their lives.

And last, but not least, historic preservation is the prime tool for sustainability. To conserve, protect and re-use resources—instead of using them up or throwing them away—is to make it possible to sustain the community and its people into the future.<sup>1</sup>

## Population and Economy

Today, Hattiesburg is a growing city that offers a high quality of life to its residents. With an estimated population of around 50,000, Hattiesburg has seen many changes in recent years.

From the mid-20th century to 2000, Hattiesburg saw a modest but steady increase in population growth, with a population gain of only 6,681 persons from 1970 to 2000. Between 2000 and 2005, Hattiesburg's annual growth rate was around 1%.<sup>2</sup>

The event that had the greatest influence on Hattiesburg's population in recent years was Hurricane Katrina. The storm occurred in August 2005. In the aftermath of Hurricane Katrina, Hattiesburg saw a brief population boom as contractors and temporary relief workers used the city as a staging area for recovery efforts in Hattiesburg and on the Mississippi Gulf Coast.

The storm may not have had a significant permanent impact on Hattiesburg's population, but the economic impact to Hattiesburg was tremendous. Figure 13 shows the city's sales tax diversions from 2005 to 2007.

Following Hurricane Katrina, retail sales peaked in January 2006 with a diversion in the amount of \$2,813,162.98. In 2007, retail sales were below the

**Figure 8. Hattiesburg Population by Race**

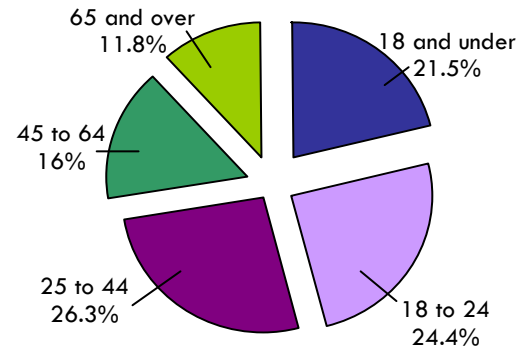
Source: Census 2000, [www.census.gov](http://www.census.gov)

### Race Categories:

White	22,365	49.9%
African American	21,200	47.3%
Native American	68	0.2%
Asian	547	1.2%
Other	240	0.5%
Two or More Races	359	0.8%
Hispanic/Latino (any race)	630	1.4%

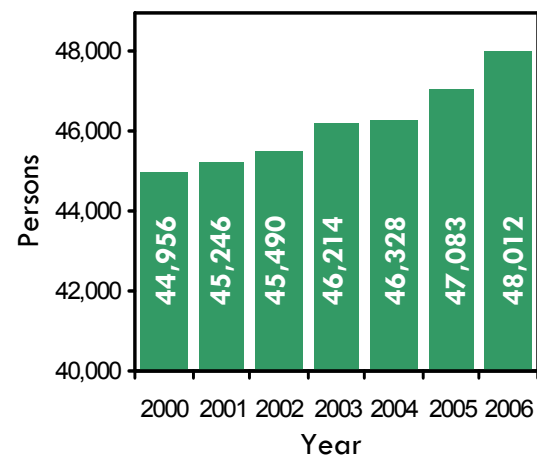
**Figure 9. Hattiesburg Population by Age**

Source: Census 2000, [www.census.gov](http://www.census.gov)



**Figure 10. Population Estimates from 2000 to 2006.**

Source: <http://www.census.gov/popest/cities/tables/SUB-EST2006-04-28.xls>





# The Character of Hattiesburg

prior year, but were still 20-30% above pre-Katrina levels.<sup>2</sup> According to the U. S. Census Bureau, building permits from 2001 through 2007 peaked during 2004.<sup>2</sup>

## Growth in the Region

The city of Hattiesburg is located within Forrest and Lamar counties in Southeast Mississippi. The Hattiesburg Metropolitan Statistical Area (MSA) consists of three counties: Forrest, Lamar, and Perry.

**Figure 11. Population Estimates 2001 to 2006.**

Source: [www.census.gov](http://www.census.gov)

Year	City of Hattiesburg	Hattiesburg MSA	Forrest County	Lamar County
2001	45,246	125,434	73,065	40,158
2002	45,490	126,686	73,309	41,125
2003	46,214	128,124	74,051	41,857
2004	46,328	129,629	74,269	43,166
2005	47,083	131,402	74,915	44,429
2006	48,012	134,744	76,372	46,240

All jurisdictions in the Hattiesburg MSA were experiencing steady population growth prior to 2005. It is projected that the population growth trends that were in place prior to Hurricane Katrina will be accelerated.<sup>2</sup> Figure 11 compares Census Bureau's

**Figure 12. Hattiesburg Metropolitan Area 2030 Planning Data Forecast—Population**

Year	Forrest Co.	Lamar Co.	Totals
2000	67,470	23,655	91,125
2030	88,427	39,298	127,725
Change	20,957	15,643	36,600
% Change	31.1	66.1	40.2
% of Total	57.3	42.7	100

Source: *Hattiesburg Metropolitan Transportation Plan 2030*.

annual population estimates for the years between 2001 and 2006 for the city of Hattiesburg, the Hattiesburg MSA, Forrest County and Lamar County.

Population growth continues north of the city limits along U.S. Highway 49.<sup>2</sup> It is projected that the greatest population increases will continue to occur at the western fringes of the city limits and within the Oak Grove area of Lamar County.<sup>2</sup>

Figure 12 provides a population forecast from the MPO Hattiesburg Metropolitan Transportation Plan 2030. See a summary of this plan in Appendix C.

## Economic Trends

One of Hattiesburg's greatest strengths is the diversity of its economy. With two universities, two hospitals, a range of medical specialists, an expanding retail sector, and a healthy mix of small businesses and large industries, Hattiesburg's economy provides an effective buffer to market changes and outside influences.

The economy of Hattiesburg and the surrounding region does not experience the highs and lows that can cause significant problems for other cities. Diversity is the reason that Hattiesburg is a great city.<sup>3</sup>

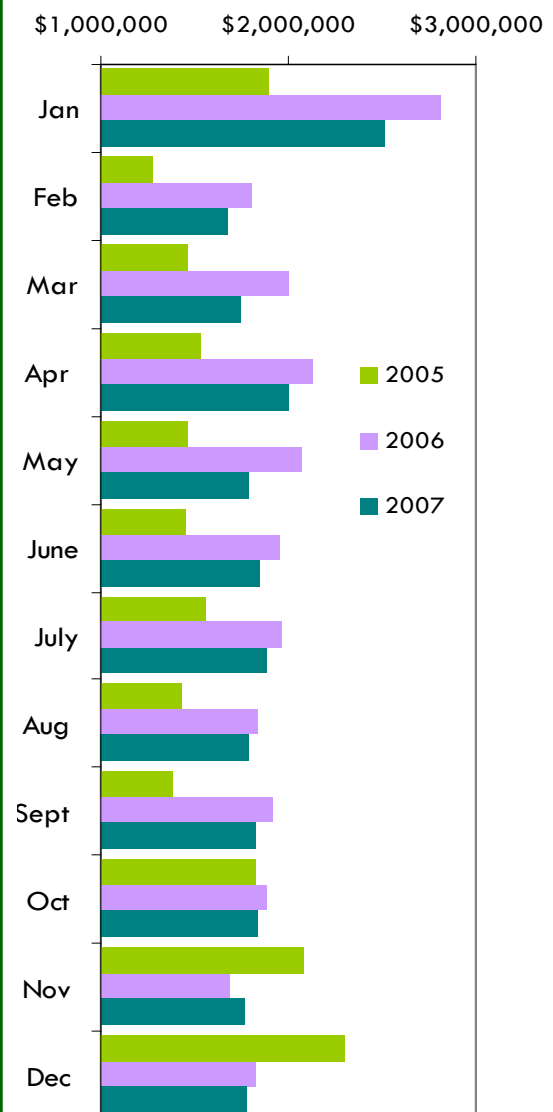
The area's primary employers fall within one of four categories: health care, education, military, and manufacturing/distribution. Some of Hattiesburg's top employers include the following: Forrest General Hospital, the University of Southern Mississippi, Camp Shelby, Wesley Medical Center, Koch Cellulose, Hattiesburg Paper Company, and Kohler Company.<sup>4</sup>

The Area Development Partnership—the area's regional economic development agency—is another asset to Hattiesburg's economy. The agency is charged with promoting, recruiting and supporting new and existing businesses and industries at a regional level. The Area Development Partnership provides a forum for all jurisdictions in the Hattiesburg MSA to collaborate on economic development opportunities.

According to the Area Development Partnership, Hattiesburg is a strong competitor in a global economy. The partnership works hard to market the strengths of the Pine Belt and attract new industries and employers to the area.<sup>3</sup>

**Figure 13. Sales Tax Diversions from 2005 to 2007.**

Source: Mississippi State Tax Commission



# The Character of Hattiesburg

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Hattiesburg's economic outlook for the coming 20 years is very positive. The city has an ideal geographic position with excellent highway and rail access. Also, with continued investments in areas such as downtown revitalization, infrastructure, parks, recreation, and education, the city will maintain its competitive edge over other communities in the state and region.

## Education

### Hattiesburg Public School District

#### Overview

A majority of the land area in Hattiesburg is within the Hattiesburg Public School District. Detailed information on the district's school buildings is included under Chapter 9 (Community Facilities and Services) of this plan.

#### Issues and Challenges

Priorities for the school district include improving test scores and increasing student attendance and graduation rates. Issues with student attendance and drop-out rates are not unique to Hattiesburg's schools.<sup>5</sup>

A recent statewide dropout prevention awareness campaign—“On The Bus”—has been launched to provide information to students, families and communities about the drop-out problem in Mississippi.<sup>6</sup> The program is funded by State Farm in cooperation with the Public Education Forum of Mississippi and the Mississippi Department of Education.<sup>7</sup>

According to the campaign, Mississippi's drop-out rate is 26% . The goal of the “On the Bus” campaign is to reduce drop-out rates by 50% by the year 2012.<sup>6</sup>

In Hattiesburg, administrators noted that there is a decline in enrollment between the ninth and tenth grades, due either to drop-outs or transfers to other schools. The district notes that boys are more likely to drop-out than girls.

Additionally, there has been a steady district-wide enrollment decline of almost 400 students between the 2002/2003 and 2006/2007 school years. This could be attributed to increasing enrollment in private schools.<sup>5</sup>

Average daily attendance (ADA) dropped by 568.<sup>7</sup>

between the 2002-2003 and 2007-2008 school years.<sup>5</sup> The district is funded based on this figure and loses money when ADA drops.

The district has identified the following issues that should be addressed in partnership with the community to improve the environment of public education:

- › Increase enrollment in public schools; make public schools more competitive with area private schools;
- › Address issues such as attendance and discipline through community partnerships; it is not possible for the district, alone, to resolve these issues;
- › Ensure that the housing supply in Hattiesburg is competitive with housing options outside the district. The school district cannot expand its boundaries, so it is dependent upon the stability and growth of the population of Hattiesburg to provide students;
- › Educate the public about issues in the school district. There is a perception that problems, such as discipline, are greater than they are; and
- › Provide children with the skills and resources to break the cycle of poverty.<sup>5</sup>

### Adept Diversity in Education and Program Technology (ADEPT) Corporation

The non-profit ADEPT Corporation was created in Hattiesburg in April 2006. The organization established a trade and technology school for high school drop-outs and at-risk youth. The school officially opened February 26, 2008. Students range in age from 16 to 20.<sup>8</sup>

ADEPT seeks to develop a more effective education and training model for the youth of Forrest County who do not attend school regularly, have failed more than one year, or who are no longer in school. Students will work toward earning a high school diploma/GED and/or earn certified construction training.<sup>8</sup>

During discussions on education, Hattiesburg's Vision Advisory Team expressed concerns about the city's drop-out prevention programs and strongly supported vocational/technical opportunities (see Goal 4, Strategies A and B, page 29). The ADEPT program has a great potential to effectively provide a needed service in Hattiesburg/Forrest County. Every effort

## The Character of Hattiesburg

### Colleges and Universities

# The Character of Hattiesburg

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*Photos: Graphics from USM's Master Plan PowerPoint Presentation*

*"The Hattiesburg campus Master Plan will address comprehensive facility and landscape needs and guide us through the next ten to twenty years and beyond."*

*Dr. Martha D. Saunders  
President*

should be made to ensure the program's success and establish strong partnerships with other education and social service providers.

## Colleges and Universities

### University of Southern Mississippi

#### Location

118 College Drive, Hattiesburg, Mississippi

#### President

Dr. Martha D. Saunders

#### History

The University of Southern Mississippi, formerly known as Mississippi Normal College, was founded by a Legislative Act on March 30, 1910. The college was Mississippi's first state-supported teacher training school. In 1962, Gov. Ross Barnett signed the bill that made Mississippi Southern College a university: The University of Southern Mississippi. <sup>9</sup>

#### Enrollment

12,000 students (Hattiesburg Campus)

#### Campus Plans

The USM campus Master Plan was completed in May 2007. The plan was prepared by a professional consulting firm in collaboration with the university's steering committee, faculty and staff, city and county officials, and focus groups. The Master Plan promotes walkability, sustainability, greenspaces for student interaction and leisure, construction of new buildings with elements reflecting existing historic structures, and improving overall general circulation for pedestrians and vehicular traffic. Additional information on the campus master plan is included under Appendix B.

### William Carey University

#### Location

498 Tuscan Avenue, Hattiesburg, Mississippi

#### President

Dr. R. Tommy King

#### History



The university was founded in 1906 as Mississippi Woman's College. In 1954, the school was renamed William Carey College, in honor of the founder of modern missions, and became coeducational. The college was renamed William Carey University in 2006 and operates as a private university.<sup>10</sup>

#### Enrollment

2,700 students (Hattiesburg campus)

#### Campus Plans

William Carey University is currently involved in the strategic planning process. Preliminary information on the plan, including proposals for academic programs and facility improvements, are included under Appendix B.

### Pearl River Community College

#### Location

5448 Highway 49 South, Hattiesburg, Mississippi

#### President

Dr. William A. Lewis

#### History

Pearl River Community College began offering freshman college courses in 1921, becoming Mississippi's first publicly-funded two-year college in 1923.<sup>12</sup> The college's main campus is in Poplarville, Mississippi. The construction on the Hattiesburg campus—a vocational-technical center—began in 1969.

#### Campus Plans

The campus recently completed building expansions on its Hattiesburg campus.

### Antonelli College

#### Location

1500 North 31st Avenue, Hattiesburg, Mississippi

#### Campus Director

Karen Gautreau

#### History

Antonelli College opened in Cincinnati, Ohio, in 1947. Branches in Hattiesburg and Jackson, Mississippi, opened in January 1996. The school offers programs

## The Character of Hattiesburg Neighborhoods



*Photos: Pearl River Community College*

# The Character of Hattiesburg

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in business and information technology and training for careers in the medical industry.<sup>13</sup>

## Neighborhoods

Hattiesburg's neighborhood planning efforts began in 1999. Details about the history of the *Neighborhoods Building Hattiesburg's Future* program may be found under Chapter 3, page 17.

Today, there are a total of 37 organized neighborhood associations in the city. Of the total number of associations, 25 groups actively meet to pursue neighborhood improvement strategies.

The City of Hattiesburg employs a Neighborhood Planner to act as a liaison between city government and the neighborhood associations. The planner provides associations with information on proposed zoning changes, planned infrastructure improvements, and other issues that will affect the neighborhood.

The Neighborhood Planner also partners with neighborhood associations on several annual activities, including the annual Night Out Against Crime (see full description on page 22) and quarterly meetings of the Council of Neighborhoods.

The Vision Advisory Team favored a strong neighborhood focus in developing the comprehensive plan's goals and strategies. The team realized that by strengthening and stabilizing neighborhoods, the overall health of the city would be improved.

Through the comprehensive planning process, information was gathered on each participating neighborhood in Hattiesburg. Neighborhood surveys were distributed to residents and the information was analyzed for each neighborhood. *Neighborhood profiles* containing this information appear under Appendix D of this plan.

To strengthen all neighborhoods in Hattiesburg, city officials should place great importance on the opinions and desires expressed in each *neighborhood profile*.

## Implementation Actions

- › Adopt neighborhood plans as public policies; make public decisions that are consistent with neighborhood plans and that advance neighborhood visions and goals.

- › Work with neighborhood associations to identify and evaluate the need for zoning changes; facilitate the submittal of amendments to the Planning Commission, where appropriate.
- › Encourage the development of high-quality infill housing to replace houses that have been demolished.
- › Make public investments in neighborhoods—sidewalks, curbs and gutters, street resurfacing—to encourage investments in private properties.
- › Partner with neighborhoods to address problems with illegal dumping and littering.
- › Continue efforts to protect neighborhoods from the conversion of single-family homes to university student rental housing; continue to strengthen city codes, ordinances, and enforcement efforts to eliminate the negative impacts of university student rental housing in neighborhoods.
- › Aggressively enforce property maintenance codes and give neighborhood associations the tools—information, training and public support—to persuade neighborhood residents to respect their neighborhoods by maintaining clean, attractive properties.
- › Make every effort to work with owners of dilapidated historic properties to restore and rehabilitate properties instead of allowing them to be demolished through neglect or public action.

## The Character of Hattiesburg

### Public Health

### Public Health

A Health Care Roundtable was held September 28, 2007, to discuss local health care issues and the Comprehensive Plan. Additional information about the meeting is provided under Chapter 3, page 18; full details of the roundtable discussion appear under Appendix B.

The issues listed below are the recommendations agreed upon by participants at the meeting. These items should be addressed by health care providers, in partnership with the City of Hattiesburg, to enhance the quality of life for all residents:

- › Continue to enhance existing programs, such as the Southeast Mississippi Rural Healthcare Initiative (SeMRHI) and identify new opportunities to serve those residents who are insured, under-insured, or uninsured;

# The Character of Hattiesburg

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**Figure 14. Keep Hattiesburg Beautiful Activities.**

Below is a list of many of KHB's regular programs, services and events.

- › *Drop-off Recycling Program*—The City of Hattiesburg operates three drop-off recycling facilities. Cardboard, paper, plastic, and aluminum are accepted. The facilities are open to the public seven day per week.
- › *Elementary Environmental Education Program*—KHB conducts an environmental education program in Hattiesburg's elementary schools that focuses on anti-litter, recycling and environmental awareness.
- › *Anti-Litter Radio Campaign*—KHB has recorded public service announcements that are aired on seven local radio stations. These messages focus on litter prevention and the consequences and fines if you do litter.
- › *Litter Line*—KHB, in conjunction with the Hattiesburg Police Department, has established a "litter line"—a phone number citizens can call when they see someone littering. The number is (601) 545-4913.
- › *Keep Hattiesburg Beautiful Award Incentives Program*—Each month, KHB commission nominates a business, citizen, civic group, school group or other organization that has in some way enhanced their community. The winner is presented a plaque at a City Council meeting and a sign is placed in the recipient's yard.
- › *"Great American Clean-Up" Program*—The Great American Clean-Up is a national program through Keep America Beautiful that designates the time period between March 1 and May 31 for communities to hold clean-up and beautification projects.
- › *Christmas Tree Recycling Program*—KHB and the City's urban forestry division provide drop-off sites across the city for citizens to bring Christmas trees after the season ends. The trees are used in area lakes as wildlife and fish habitat and chipped to make mulch that is available to the citizens of Hattiesburg.

- › Identify affordable non-emergency health care options to reduce the number of visits to local hospital emergency rooms for primary care;
- › Expand partnerships with local media to increase awareness of the many health-related events such as community walks, runs and bicycle races;
- › Partner to coordinate a semi-annual meeting of representatives from local health care providers and city officials to discuss current issues, trends and challenges;
- › Create a link on the City's website, entitled "Health Care," to list all of the local institutions that can assist university students, military personnel, newcomers, and visitors in locating service providers;
- › Create and distribute a health care brochure to local businesses, university campuses, eating establishments, churches, public buildings, and government agencies.
- › Provide information for the non-English speaking population.

## Civic Pride and Beautification

Civic pride simply refers to a pride in one's city or community. Civic pride can be expressed in the care we take in maintaining our properties, in designing attractive public spaces for the use and inspiration of the community residents, and in holding public events that celebrate the pride we feel in our community.

The residents of Hattiesburg desire to live in a beautiful, clean and well-maintained city. This can be achieved through designing public events and programs, investing public and private funds, and by promoting the special qualities of Hattiesburg to fellow residents and visitors.

## Civic Events

Civic and cultural events can serve not only to express the residents' pride in a community, but also to educate citizens, forge relationships across social and geographic boundaries, enhance economic activity, and provide activities for residents.

A number of successful civic events are held in Hattiesburg each year. The following is a list of annual and seasonal events:

- › HUBfest —HUBfest is held annually in the Spring in Downtown Hattiesburg and focuses on fine art, crafts, local cuisine and entertainment.
- › Hub City Farmer's Market—seasonal market in Downtown Hattiesburg.
- › Victorian Candlelit Christmas—Hattiesburg Historic Neighborhood.
- › Historic Mobile Street Renaissance Festival—Festival designed to celebrate the rich musical and cultural heritage of Mobile Street—the historic black business and entertainment district.

### Keep Hattiesburg Beautiful

Hattiesburg is very fortunate to have an active and well-established affiliate chapter of Keep America Beautiful. The Keep Hattiesburg Beautiful (KHB) program is facilitated through the Parks and Recreation Department. Department staff work with an appointed committee on a number of projects that promote civic pride and beautification. Figure 12 contains a list of the organization's annual activities.

### Arts and Entertainment

Hattiesburg has a growing number of cultural and entertainment offerings for residents and visitors. The Historic Hattiesburg Downtown Association presents three annual Art Walks featuring original works by local and regional artists. In addition, the Hattiesburg Arts Council presents the "Fall Brown Bag Concert" series each October. In addition, the list of live music and performing arts venues is growing. Figure 13 shows a list of performing arts opportunities.

#### Sources

1. Linda McMurtrey. Comprehensive Plan Notes. Written Correspondence. May 28, 2008.
2. Brian Richard, Economic Development Resource Center Director, University of Southern Mississippi. Presentation to the Vision Advisory Team. June 14, 2007.
3. Angeline Godwin, Ph.D., Area Development Partnership. Personal Interview. February 25, 2008.
4. Employment information. [www.TheADP.com](http://www.TheADP.com)
5. Alan Oubre, Hattiesburg Public School District.

### Figure 15. Arts and Entertainment Opportunities in Hattiesburg.

Below is a list of the organizations that provide visual and performing arts, music, and other entertainment opportunities to city residents and visitors:

- › Hattiesburg Civic Light Opera  
<http://www.hclo.org/>  
Performs at the Saenger Theater, Downtown Hattiesburg
- › Southern Miss Symphony Orchestra  
<http://www.usm.edu/symphony/>  
University of Southern Mississippi
- › Southern Miss Theatre  
<http://www.usm.edu/theatre/>  
University of Southern Mississippi
- › Roots Reunion  
Southern Mississippi Oral History Department  
Stage show and live radio broadcast on WUSM 88.5 FM Traditional forms of Mississippi music played by South Mississippi artists. For information call 601.266.5606
- › Meistersingers  
<http://www.hccca.org/home.html>  
Performances held at the Saenger Theater, Downtown Hattiesburg.

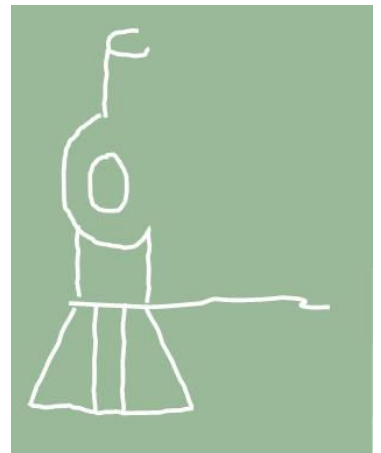


# The Character of Hattiesburg

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## Chapter 6: The Natural Environment



***All Aboard!***

# The Natural Environment

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## Overview

The first settlers to establish the Twin Forks settlement were drawn by the lush virgin forests covered in Longleaf pines. The area, formerly Choctaw Indian territory, was rich in commodities needed to support the settlers and, later, to build a town.

The confluence of the Bouie and Leaf Rivers provided a major transportation corridor within the Pascagoula River Basin. Gordon's Creek and Gillis Creek provided fresh water tributaries for the settlers' water supply.

The rise of the natural topography granted dry building sites less than one-half mile from the river. The push for development into the South around the mid to late 1800s brought continued growth in population and the timber market.

Today, the residents of Hattiesburg and the surrounding region enjoy many benefits from our natural environment and geographic location. Below are some of the area's attributes:

- › There is an abundant water supply available to residents of the region. The wells are located in the Lower Catahoula sand strata, protected from contaminants by a significant depth of red clay which lies under the topsoil.<sup>1</sup>
- › Residents of the region enjoy mild mean temperatures. The average temperature in January is 48 degrees and the average temperature in June is 80 degrees.
- › There are many beautiful, enjoyable natural features that increase the quality of life for residents, including the Bouie and Leaf rivers, Duncan Lake, majestic stands of Longleaf pine trees, and a well-maintained and protected urban forest.



*Photo: Gordon's Creek at Walnut Street.*

## Floodplains and Waterways

The Leaf River is a part of Mississippi's Pascagoula River Basin and is the last unregulated major river system in the lower forty-eight states. The Leaf River at Hattiesburg is known as the "Pine Belt" portion of the basin.<sup>2</sup>

Geographically, Hattiesburg's northern and eastern city limit boundaries are the Bouie and Leaf Rivers.

Hattiesburg's first settlement, appropriately named Twin Forks, occurred at the confluence of the two stream systems. Below is a description of the origins and paths of the Leaf River and the major creeks found in the city.

### Leaf River

The Leaf River originates in the southeast quadrant of Scott County, collecting minor tributaries namely Ichusa Creek, West Tallahala Creek, and Fisher Creek in Smith County; Oakohay Creek in Covington County; and Big Creek in Jones County. In Forrest County, the Leaf River receives the Bouie River at Hattiesburg. Bouie Creek originates in the south portion of Simpson County and the Okatoma Creek originates in Smith County at Magee. The two converge into the Bouie River at the northwest corner of Forrest County.

The Leaf River continues through Forrest, Perry and Greene Counties. In the northwest corner of George County, the Chickasawhay River, originating in Clarke County, meets the Leaf River to form the Pascagoula River and continues on through George County and Hancock County to the Gulf of Mexico at Pascagoula.

### Gordon's Creek

Gordon's Creek begins near the intersection of Interstate 59 and Lincoln Road to the east, crossing U.S. Highway 49 at the south end of the interchange. The creek flows north, crossing Hardy Street at 19th Avenue, and continues in an east-northeasterly direction through Downtown Hattiesburg and into the Leaf River.

### Burkett's Creek

Burkett's Creek begins in the Richburg Road area flowing in a southeasterly direction. The creek changes course to the northeast before crossing U.S. Highway 11, Bonhomie Road, and U.S. Highway 49 (near Pearl River Community College). The creek continues northeast across Edwards Street at County Drive, travels northeast across James Street to the sewer lagoon, and follows around the lagoon to the river.

### Priest's Creek

Priest's Creek originates near Interstate 59 (south exit) between U.S. Highway 11 and Bonhomie Road. The creek flows in an easterly direction across U.S. Highway 49, through the Forrest County Industrial



Figure 16. What is a floodway?

"A 'Regulatory Floodway' means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available."

Source: <http://www.fema.gov/plan/prevent/floodplain/nfipkeywords/floodway.shtm>.

# The Natural Environment

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Park/Hattiesburg Bobby L. Chain Municipal Airport. Priest's Creek crosses James Street below the J.M. Tatum Industrial Drive and flows into the Leaf River.

## Mixon's Creek

Mixon's Creek begins in Lamar County at Lake Thoreau near Gravel Pit Road north of U.S. Highway 98. The creek travels in an easterly direction and parallels the south side of West 4th Street to Interstate 59. Mixon's Creek turns north, crossing Interstate 59 and U.S. Highway 49 into the Lake Terrace Convention Center property and flowing easterly on to the Bouie River at Glendale. For more information, refer to the Floodplain and Waterways map in Appendix C.

## Floodplain Management

For many years, the City has worked to stabilize Hattiesburg's creeks with gabions, loose rip-rap and grouted rip-rap to control erosion. A priority project is the completion of bank stabilization along Gordon's Creek from East Hardy Street to Interstate 59.<sup>1</sup> Another near-term need is the stabilization of sections of Mixon's Creek. Because of development to the west, water volumes and erosion along the creek have increased.<sup>1</sup>

The Vision Advisory Team discussed environmental issues related to stormwater and floodplain management and strongly advocated a policy of returning, as much as possible, the city's creeks and streams to their natural states. The banks of many creeks have been "hardened" with concrete or other impervious stabilization methods to prevent the erosion.

In recent years, alternative "best management practices" have been identified that prevent erosion and reduce sedimentation and yet allow waterways to remain in a more natural state. There are many environmental advantages to these best management practices, including fostering a better habitat for plant and animal species, recharging groundwater through the infiltration of stormwater, reducing thermal pollution of waterways, and improving the appearance of Hattiesburg's creeks and streams. Hattiesburg should employ these methods in all future projects and, where possible, return the hardened waterways to a more natural state.



## Soils and Topography

### Hattiesburg Soils

This section provides a snapshot of the many types of soils found within Forrest and Lamar counties. Of the many soil characteristics provided in the county soil surveys, only two common attributes are described herein: 1) drainage and 2) slope. More detailed information about area soils is available from the USDA Soil Conservation Service office in Hattiesburg.

A map showing the soil types found in Hattiesburg is shown on page 76. The map highlights six areas of the city for soil identification:

Area 1 – Hattiesburg Proper (Forrest County)

Area 2 – Palmer’s Crossing (Forrest County)

Area 3 – Timberton (Forrest County)

Area 4 – Classic Drive (Forrest County)

Area 5 – U.S. Highway 98 West (Lamar County)

Area 6 – Lincoln Road Extension (Lamar County)

The Table of Soil Types on page 77 reflects only the most predominant occurrences of soil types within each area. The following is a brief overview of information observed by using the map and table together; this is provided as an example to use in interpreting the soil characteristics in Areas 2 through 6.

#### Area 1-Forrest County Soil Classifications - Hattiesburg proper.

**Soil Type BcA (Blue):** The right hand side of Area 1, lying adjacent to the Bouie and Leaf Rivers, shows that a majority of the properties east of Main Street are classified as an area that is occasionally flooded. This soil pattern also coincides with the AE zone found on the Floodplain map in Appendix C. The AE zone—a flood hazard zone based on a 100 year flood event—has strict development guidelines and requires flood insurance for all structures within this zone.

**Soil Type Ur (Green):** This soil type appears in the following areas: Downtown Hattiesburg; the area between 4th and 7th Streets; the Hercules site on 7th Street; and the Broadway Drive/West Pine Street area. This soil type is described as “Urban Land –

## The Natural Environment

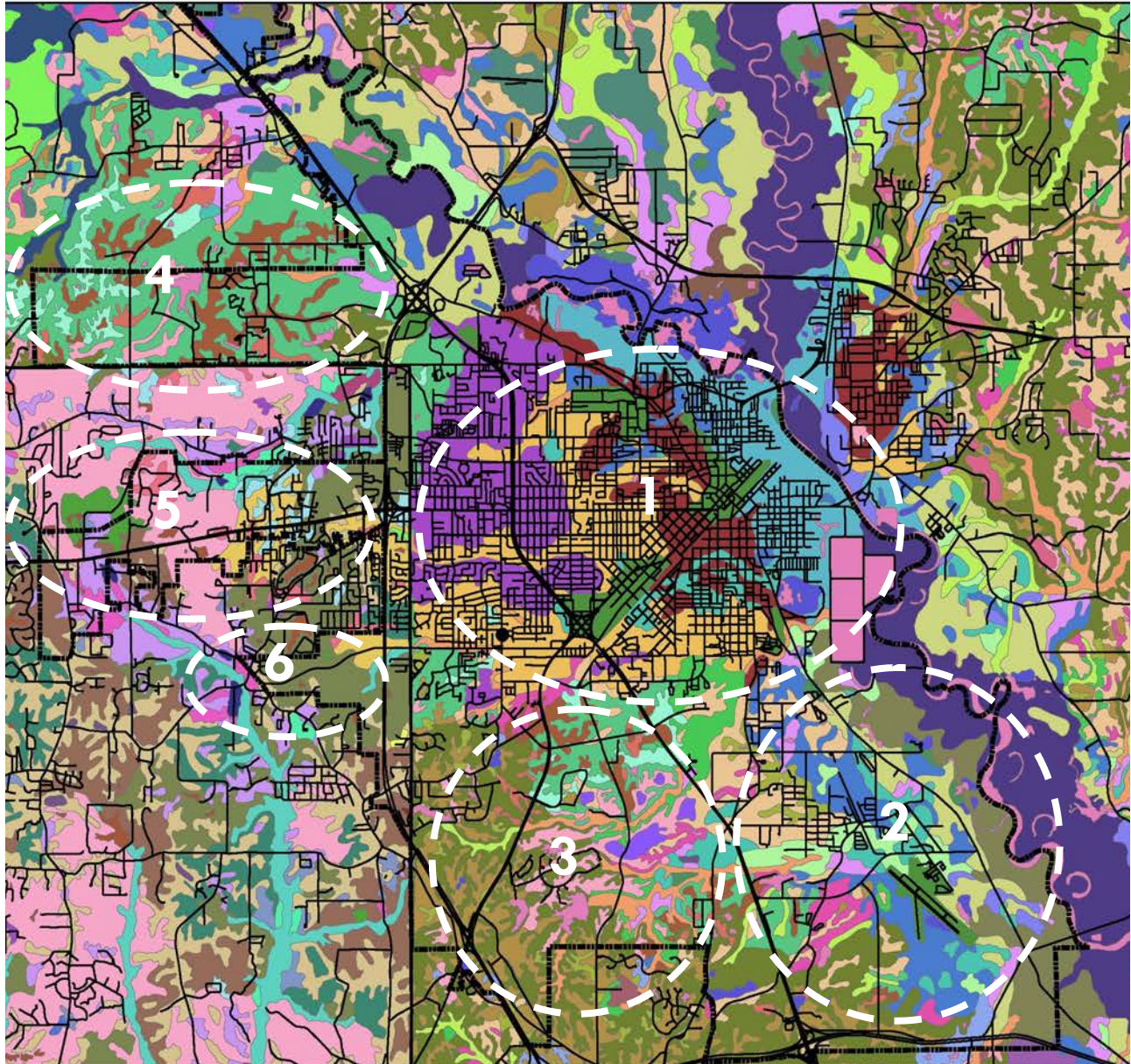
### Soils and Topography



Photo: Hattiesburg Tree Nursery.

# The Natural Environment

Map 1. Hattiesburg Soils



City of Hattiesburg— Predominant Soil Classifications

**Soil Classification Areas:**

1. Hattiesburg Proper
2. Palmer's Crossing
3. Timberton
4. Classic Drive
5. U.S. Highway 98 West
6. Lincoln Road Extension
























**Methodology:**

The city was divided into six areas due to the overall varying degrees of Forrest and Lamar Counties soil classifications. The area soil classifications were selected by choosing the most predominant occurrences in each area. Each classification also provides general attributes of the soil type. This report is for planning purposes only and not intended for any other applications.

Source: Soil Map Data: from [www.GISCouncil.ms.gov](http://www.GISCouncil.ms.gov).



## Table of Soil Types

Area 1—Forrest County		
	BbA	Bassfield-Urban land complex (0-2% slopes) Well drained soils
	BcA	Bassfield-Urban land complex, (Occasionally flooded)
	FsB	Falkner-Susquehanna-Urban land complex, (2-5% slopes) Poorly drained soils
	Ur	Urban land, (heavy development has altered/obscured soil; no longer can be identified within the soil series).
	Pu	Prentiss-Urban land complex, (Moderately well-drained)
Area 2—Forrest County		
	JN	Jena-Nugent association, (Frequently flooded)
	LT	Latonia-Trebloc association, (Occasionally flooded)
	PtB	Prentiss loam, (2-5% slopes) Moderately well drained soils
	Tb	Trebloc silt loam, (Poorly drained soils)
Area 3—Forrest County		
	BeB	Benndale fine sandy loam, (2-5% slopes) Well drained soils
	HeE	Heidel sandy loam, (12-30% slopes) Well drained soils
	MbB	McLaurin loamy sand, (2-5% slopes) Well drained soils
	PtA	Prentiss loam, (0-2% slopes) Moderately well drained soils
	SuD	Susquehanna silt loam, (5-12% slopes) Poorly drained
Area 4—Forrest County		
	HeE	Heidel sandy loam, (12-30% slopes) Well drained soils
	SuB	Susquehanna silt loam, (2-5% slopes)
	SuD	Susquehanna silt loam, (5-12% slopes)
Area 5—Lamar County		
	FmC	Freestone-McLaurin-Susquehanna association (rolling) poor to moderate drained soils
	MIC	McLaurin-Lucy association (Rolling) Well drained soils on uplands
	FsD	Freestone, Susquehanna, and Prentiss soils, (5-12% slopes) Poor to moderate drained soils
Area 6—Lamar County		
	FsD	Freestone, Susquehanna, and Prentiss soils, (5-12% slopes) Poor to moderate drained soils
	MIC	McLaurin-Lucy association (Rolling) Well drained soils on uplands
	SuC	Susquehanna silt loam, (5-12% slopes) Poorly drained

Source: Soil Classifications: Soil Survey of Forrest County, Mississippi, Soil Survey of Lamar County, Mississippi; U.S. Department of Agriculture, Soil Conservation Service and Forest Service in cooperation with Mississippi Agricultural and Forestry Experiment Station.

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heavy development has altered/obscured the soil; no longer can be identified within the soil classification series.”

**Soil Type BbA (Brown):** Most all of the brown areas are residential, surrounding the downtown district on the west side of Main Street and also along both sides of North Main Street. This soil type is considered “well drained” with a relatively flat topography and ideal for residential development.

**Soil Type Pu (Gold):** This soil type represents a partial mix of Urban Land complex and provides a moderately well-drained classification. The soil type is found in the following areas: north and south of the central portion of Hardy Street; the Forrest General Hospital site; a portion of West 7th Street at U. S. Highway 49, Lincoln Road west of U. S. Highway 49, and the William Carey University/Helveston Road area.

**Soil Type FsB (Purple):** This soil type occurs north and south along U. S. Highway 49 between the Interstate 59/U.S. Highway 49 and the U.S. Highway 49/ Highway 11 interchanges. The land use is mostly residential with commercial corridors and the University of Southern Mississippi campus. The attributes of the areas are poor-draining soil and moderately-sloping topography.

The map of soils uses some of the same colors in Forrest and Lamar Counties. Even though the colors may be the same, the soils and scientific names are different. When using the Table of Soil Types to identify soils depicted in the map, it is important to refer to the correct county.

## Topography

Elevations in Hattiesburg range from 140 feet above sea level to 343 feet above sea level. The lowest point occurs along the Leaf River and highest point is around the Sullivan/Killrain Crossing at the intersections of US Highway 11 and Interstate 59.<sup>1</sup>

## The Urban Forest

With its history rooted in the timber industry, Hattiesburg has made the management and preservation of its urban forest a priority. Prior to Hurricane Katrina (August 29, 2005), many of the city’s

streets were shaded by mature oaks and pine trees. An estimated 30% of the city's tree canopy was lost or heavily damaged during the hurricane, and even more trees were removed in the months that followed. Falling trees caused widespread property damage and prompted many wary property owners to remove additional trees as a precaution.<sup>3</sup>

Much of Hattiesburg's tree cover is over-mature water oaks. To protect the safety and welfare of the citizens of Hattiesburg, the City's forestry crews remove 200 to 300 hazard trees annually. These trees pose a public safety risk along streets, public rights-of-way, and city properties. Purchasing 250 trees each year to replace the trees being removed requires an investment of \$17,000 to \$20,000.<sup>3</sup>

### City Tree Nursery

To meet the need for a reliable and cost-efficient source of new trees, the City established its own tree nursery in 2003.<sup>3</sup> Half of the cost to establish the nursery was provided by the Mississippi Forestry Commission under its Urban and Community Forestry Assistance Grant program. The half-acre nursery is now capable of producing 200 trees annually, thus saving the City thousands of dollars.<sup>3</sup>

The nursery's first trees were potted in February 2003. The trees are grown in the nursery for 3 to 4 years before being planted.<sup>3</sup> Most of the species grown in the nursery are large shade tree species such as Live oak, Willow oak and Nuttall oak. Other tree species being grown include Green Ash and Red Maple.<sup>3</sup>

The City currently has between 700 and 800 trees in the nursery at different stages of growth. Within the last two years, approximately 100 nursery trees have been planted in Hattiesburg. The City anticipates having between 200 and 300 trees of a size appropriate for planting in 2008.<sup>3</sup> In the nursery there is a continuous cycle of tree planting, transferring younger trees to larger pots, and planting the next generation of new seedlings.<sup>3</sup>

Having a City-owned and operated nursery allows significantly more trees to be planted at the same costs currently spent on tree planting, and allows for the flexibility of growing other species as the need arises.

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### The Urban Forest



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## Urban Forestry Programs

The department focuses on three key areas of urban forestry: preventive maintenance, hazardous tree recognition, and new tree planting.<sup>3</sup>

- › *Preventive maintenance:*  
City workers routinely inspect every street in the city once a month and trim or remove any elements that could pose future concerns.
- › *Hazard tree recognition:*  
Workers remove any hazard on City-owned property or public rights-of-way and make private property owners aware of tree safety issues by working with code enforcement officers to address private tree hazards.
- › *New tree planting:*  
The only way to restore the city's urban forest is by planting new trees. Through the urban forestry department's annual tree planting program and by requiring developers to provide green space and trees, the City hopes to improve and restore the city's tree canopy.<sup>3</sup>

Additionally, Hattiesburg's Code of Ordinances is designed to protect and preserve an important natural resource. The department finds that, to appropriately oversee and enforce the city's tree protection ordinances, penalties and fines must be put into place to effectively deal with non-permitted tree removal, clear-cutting, and unapproved land clearing.<sup>5</sup>

## Water Oak Replacement and Tree Hazards

There are still many older water oaks located throughout the city. The urban forestry department continues to perform regular maintenance to these trees, such as deadwooding (removal of diseased, broken or weak branches), trimming and tree assessments, until removal is the only option. In 2007, City workers removed eight water oaks in the Oaks District and replaced them with Willow Oaks.<sup>3</sup> A large section of the water oaks in this area are past maturity and will be removed when the trees are no longer sustainable.<sup>3</sup>

Another primary concern of the urban forestry department is hazard trees on private property. By working with code enforcement officers, the City is able to require property owners to remove trees due to

safety hazards. Other challenges to maintaining a healthy urban forest include illegal or inappropriate land clearing methods and a resistance on the part of developers to invest in landscaping for new or existing developments.<sup>3</sup>

### Hattiesburg Tree Board

The Hattiesburg Tree Board—inactive between January 2006 and October 2007—has been reappointed and began meeting in January 2008. The Tree Board is a group of concerned citizen volunteers appointed by the Mayor to work with the Urban Forestry division in developing and administering a comprehensive urban forestry management program. The board is focused on the development and implementation of public education and training programs to promote conservation and improve urban forestry.<sup>4</sup>

### Tree City USA

Additionally, Hattiesburg has participated in the Arbor Day Foundation's Tree City USA program since 1992.<sup>3</sup> The recognition from the Arbor Day Foundation brings credibility and a positive influence to the Urban Forestry Program. It is a benchmark that reflects the city's commitment to tree planting and improving its urban forest.<sup>3</sup>

### Implementation Actions

- › Continue and strengthen successful urban forestry programs.
- › Strengthen ordinances and enforce landscaping and tree planting requirements.
- › Prohibit clear-cutting—removing all trees and vegetation from a lot—prior to marketing or construction. Instead, require appropriate site planning and design to protect and preserve mature trees.
- › Employ adequate staff to perform inspections and enforce penalties for violating land clearing ordinances.
- › Provide information, such as brochures, to residents and business-owners on land development and land clearing ordinances. Educate residents and land developers on the importance of protecting natural features and the environment's natural systems.
- › Provide educational programs and materials to citizens for tree and landscape care.

## The Natural Environment

### The Urban Forest

# The Natural Environment

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- › Initiate awards programs such as “Developer of the Year” to recognize special efforts.
- › Create neighborhood and pocket parks in residential areas that do not have access to parks and open spaces.
- › Consider how tree protection and the health of the urban forest can be improved through amendments to the tree ordinance or improvements in administration and enforcement.
- › Require site development plans to include an analysis of existing mature trees and adopt policies for tree protection, preservation and maintenance.

## Short-Term Facilities, Equipment and Program Needs

- › Replace existing bucket truck. Estimated cost: \$128,000.
- › Provide additional training for the City’s tree crew to stay up-to-date with safe work practices, new techniques and other related fields.

## Brownfields and Environmental Issues

As in many communities, Hattiesburg’s citizens are concerned about the existence of contamination at current and former industrial sites. There are a number of sites in Hattiesburg that have been determined to be contaminated or have a possibility of being contaminated.<sup>7</sup> Below is a description of those sites and any current or needed actions to restore the health of the environment and protect nearby residents.

- › *Former Gulf States Creosote site (West Pine Street).*

The Mississippi Department of Environmental Quality (MDEQ) and the U.S. Environmental Protection Agency (EPA) have determined that this former wood treatment site was contaminated with creosote. As it did not meet the requirements to be classified a Superfund site, MDEQ exercised jurisdiction over the remediation process.<sup>7</sup> In 1996, Kerr McGee, owner of the property, and MDEQ entered into an “Agreed Order” to remediate the site.<sup>7</sup> Tronox, a spin-off corporation of Kerr McGee, is the current landowner. The City acts as a conduit for information between MDEQ and area residents. Under the terms of the Agreed Order, if additional contamination is found at any time that

exceeds acceptable levels determined by either EPA or MDEQ, Tronox will be responsible for clean-up.<sup>6,7</sup>

The City will continue to be a resource to individual residents and environmental citizen groups to ensure that the public is informed about the current status of the site.<sup>6</sup>

› *James Street Landfill.*

This site on James Street was used as a landfill for organic material, such as wood chips. Phase 1 clean-up and a portion of Phase 2 clean-up has been completed, including the drilling of test wells to determine if there is contamination.<sup>6</sup>

This landfill site was closed in the 1980s. Prior to the 1980s, there were no federal regulations that covered this type of operation. At this time, testing has revealed that no contamination has been found that exceeds the allowed levels.<sup>6</sup>

› *Mississippi Central Railroad site (17 ac.) near Shemper and Son's on Bouie Street.*

The City of Hattiesburg is working with the Mississippi Department of Transportation (MDOT) and hopes to purchase this property. MDOT will not assume title of the property until they are assured that no environmental issues exist.<sup>6</sup>

Shemper's—a scrap metal recycling business—had been storing vehicles on the site for 50 years. If acquired, this land will be incorporated into Chain Park at Twin Forks (see description on page 169). Engineering work on the park site should be completed in 2008; park construction is scheduled to begin in late 2008 or early 2009.<sup>6</sup>

Environmental testing on the Mississippi Central Railroad site will be performed by the Army Corps of Engineers. The property is proposed to be used as a passive recreational site adjacent to Chain Park at Twin Forks.<sup>6</sup>

› *Former Forrest County Co-op and Meridian Fertilizer Plant, Jackson and 4th Streets (Mobile-Bouie area).* Phase 1 has been completed. MS Department of Environmental Quality will authorize the engineers to begin Phase 2 in the near term. Phase 2 involves drilling soil samples for testing

## The Natural Environment

### Brownfields and Environmental Issues

# The Natural Environment

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purposes.<sup>6</sup>

- › *Former Davis Timber site, Jackson Road.*  
The former Davis Timber site, located in the Hattiesburg Country Club area, was on the superfund list. The City of Hattiesburg has not been involved in any part of the testing and remediation of this site.<sup>6</sup>

City officials are continuously seeking grant opportunities for additional identification and assessment programs. The City should continue to be proactive in seeking outside funding sources for identification, assessment and remediation.

In addition, the City should continue to pursue safe uses for these properties that have real or perceived contamination. The Mississippi Central Railroad property, described above, is a successful example of how contaminated properties can be put to use to enhance the quality of life for surrounding property owners and area residents.

## Hazard Mitigation

Hattiesburg, in partnership with Forrest County and the City of Petal, recently adopted a Multi-Jurisdictional Hazard Mitigation Plan for the purpose of eliminating, mitigating and minimizing the impacts of disasters on city and county residents. The following are the primary types of hazards identified in the plan that could potentially impact Hattiesburg: hurricanes and coastal storms, thunderstorms and tornadoes, flooding and potential flood events, wildfires, and manmade hazards such as hazardous material spills. The plan also contains a list of goals, objectives and strategies that will minimize the impacts of these hazards to local residents.

## Sources

1. Bennie Sellers, PE, Director of Public Services. Personal interview. March 7, 2008.
2. Pascagoula River Basin. <http://www.deq.state.ms.us/OpenDocument>. Website accessed April 26, 2008.
3. Andy Parker, City Arborist. Personal correspondence. January 3, 2008.
4. Andy Parker, City Arborist. Personal correspondence. March 17, 2008.
5. Andy Parker, City Arborist. Comments submitted July 8,



2008.

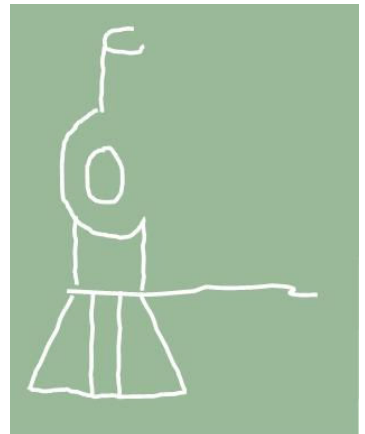
6. Bennie Sellers, PE, Director of Public Services. Presentation to the Vision Advisory Team. May 10, 2007.
7. Franklin Tate, Department of Public Services. Comments submitted July 18, 2008.

## The Natural Environment

### Hazard Mitigation



## Chapter 7: Land Use and Development



***All Aboard!***

# Land Use and Development



Photo: Town Square Park and Bay Street Presbyterian Church.

**“A neighborhood is a unit that matches the daily scale of most people’s lives.”**

*John M. Levy, Contemporary Urban Planning*

## Overview

This chapter contains a description of the current land uses and development characteristics in Hattiesburg, as well as recommendations on future land use and development patterns.

Included in this section are a future land use map (also provided in Appendix C) and text describing strategies the city residents can use to achieve the overall future land use vision.

This chapter should be used to identify what land uses are desired in the city, to determine how much land should be devoted to each use, and where land uses could be located to bring the most value to the community.

## Existing Land Uses

Hattiesburg has a rich and colorful history that is displayed visually through its historic buildings, neighborhoods and development patterns. The early mixed-use development patterns can be seen today in Downtown Hattiesburg and the historic residential districts. Many second-floor spaces in downtown commercial buildings housed apartments. Also, there were neighborhood corner grocery stores in the historic neighborhoods surrounding Downtown Hattiesburg.

The street patterns of older sections of the city remain unchanged. For the most part, the grid system with rear service alleys is still in place and brick underlies asphalt in many areas.

Until recently, existing land use patterns have been guided exclusively by the Euclidean form of zoning, promoting the separation of land uses and thus supporting a more automobile-dependent way of life.

Minor changes have been integrated into development policies and ordinances, though major changes are still needed to support the creation of walkable, livable neighborhoods and mixed-use districts. These qualities are characteristic of the city’s earliest neighborhoods and reflect a return to the development patterns that Hattiesburg residents treasure most.

## Agricultural Lands

There are few agricultural uses in the city of Hattiesburg. Areas that have been zoned for agricultural use provide

locations for farming, livestock and very low-density residential development. In these areas, there is a desire to protect the rural character of land and to restrict urbanization and higher-density land uses.

## Residential Uses

As residential development moved farther from Hattiesburg's city center, the architecture and development patterns of neighborhoods reflected the times, styles, and technologies of each successive period. Four locally-recognized historic neighborhood districts were built around the city center between the late 1800s and the 1920s.

From the 1920s through the 1950s, residential development had spread north to 7th Street and south as far as Adeline Street. Development along the city's eastern border spread from the north end at Highway 42, following the river south through the city and to the community of Palmer's Crossing. Residential development continued to move west along Hardy Street and the "Avenues" to the westernmost residential neighborhood boundaries along 40th Avenue.

### Existing Residential Zones

With the city's 1988 Land Development Code, which is currently in effect, single-family residential uses were classified in three density levels: R-1A (10,000 square foot lots), R-1B (7,500 square foot lots), and R-1C (5,000 square foot lots). An R-2 classification allows two single-family units attached by a common wall.

High-density residential/multi-family zones include the R-3 and R-4 classifications. The current Land Development Code provides options for Planned Unit Developments and Planned Residential Developments to offer the developer more flexibility in site development and residential density (lot sizes). Condominiums are a new concept in Hattiesburg and are gaining in popularity for retirees and young professionals.

## Commercial Uses

Commercial development in Hattiesburg also began at the city's center, supported by transportation corridors provided by the Leaf River and early rail lines. Downtown Hattiesburg was the city's retail center until the 1960s, when strip commercial development and the

## Land Use and Development

### Existing Land Uses



Photo: Walnut Street



# Land Use and Development

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*Photo: Residence located on West Fourth Street.*

Cloverleaf Mall began to draw businesses out of the city center.

## Existing Commercial Zones

The current Land Development Code offers five commercial zoning classifications. The Professional Office district, B-1, provides a location for offices and non-retail activity with a maximum building size of 10,000 square feet. This district is suitable for the neighborhood fringe areas because these uses do not typically generate a large volume of traffic and operating hours do not extend beyond 5 p.m.

Neighborhood Business uses are classified in the Land Development Code as B-2. This district provides a location for businesses designed to cater to neighborhood residents, but is usually located at a busy node or intersection along the edge of the residential district. The Community Business district, classified as B-3, provides locations for commercial uses that serve the entire community and generate a medium to high volume of traffic. These uses typically encompass more land area than neighborhood business uses, with larger parking lots, larger business signs, and larger buildings.

The Regional Business District, classified as B-5, provides a location for the largest, most land-intensive commercial uses, including regional “big box” retail stores, large strip commercial centers, shopping malls, and automobile sales businesses. These districts are primarily located along major corridors such as U.S. Highway 49, U.S. Highway 98, U.S. Highway 11 and U.S. Highway 42. The largest regional business area within the city is in western Hattiesburg along U. S. Highway 98 in Lamar County.

## **Industries and Industrial Park**

Industrial land uses are found in the Forrest County Industrial Park and on scattered sites in certain areas of the city. The 1988 Land Development Code established two industrial zones: the I-1, Light Industrial district and the I-2, Heavy Industrial district. Industrial corridors within the city include portions of U.S. Highway 49, Highway 42, Bouie Street, Edwards Street, James Street, and Dixie Pine Road.

The Forrest County Industrial Park and the Bobby L. Chain Municipal Airport is located in southern Hattiesburg, east of U. S. Highway 49.

## Public and Quasi-Public Uses

Public land consists of areas occupied by educational and governmental facilities or land that is owned by federal, state, or local units of government. Parks and recreational facilities are also included in this category. A majority of the civic buildings for the City of Hattiesburg and Forrest County remain in Downtown Hattiesburg, with satellite city and county facilities throughout the city.

Quasi-public areas include land that is occupied by privately-owned uses that are generally open to the public, such as churches, cemeteries, lodge halls and similar uses. These land uses are located on scattered sites throughout the city.

## Future Land Uses

### Overview

In moving forward, the 2008-2028 future land use plan seeks to be a policy tool to be used by local property owners, developers, the Hattiesburg Planning Commission, Land Development Code Board of Adjustments, and City Council to make decisions that consider the overall benefit to Hattiesburg's residents and land owners. The future land use plan seeks to accomplish the following:

- To promote economic revitalization and/or enhancement;
- To protect and strengthen each district's desirable and unique history, character, and identity;
- To reduce conflicts caused by the introduction of incompatible land uses;
- To stabilize and improve property values;
- To promote and strengthen civic pride; and
- To encourage harmonious, orderly and efficient growth and development.

## Land Use and Development

### Future Land Uses



Photo: Masonic Lodge, Downtown Hattiesburg.

# Land Use and Development

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## Land Use Issues and Challenges

### Neighborhoods and Residential Districts

Certain neighborhoods in Hattiesburg are threatened by encroaching commercial development, unregulated student housing, landlord negligence, and/or incompatible multi-family development. The future land use plan seeks to identify neighborhoods faced with these challenges and prescribe solutions through land use planning and development regulation.

To address these threats, new land use designations have been created to attempt to resolve these issues and to stabilize neighborhoods and property values.

### Commercial Districts

Land use challenges are not limited to residential areas. Many of Hattiesburg's commercial districts face distinct challenges to long-term health and viability. The improvement of certain districts is stifled by property owner negligence in allowing buildings to fall into disrepair. Unused and dilapidated buildings can blight commercial districts and stymie revitalization efforts.

Additionally, the frequent and widespread approval of variances to bypass the appropriate and beneficial site planning standards can drastically limit a commercial district's potential, perpetuate and reinforce low property values and building rents, and undermine other property owners' attempts to create attractive, viable business properties.

Lastly, certain districts of Hattiesburg have tremendous potential to create exciting, unique, attractive commercial or mixed-use centers. Without an area-specific land use plan and development regulations, the districts are unable to fulfill this potential.

### A New Beginning

The future land use plan seeks to take on these challenges for residential and commercial districts by redefining the city's land use classifications. Special land use categories and descriptions have been created to provide more guidance to decision-makers, property owners, and developers.

In order for the city to realize its future vision, the city must view the future land use plan as a "new day," and funnel all efforts and actions into implementing the

comprehensive plan. This will require the creation of new district regulations and the rezoning of certain areas of the city. Additionally, the City must greatly reduce the number of variances that are issued, as the frequent use of variances can undermine the integrity of new ordinances. The result will be the creation of districts which are convenient, attractive, and a source of pride for all city residents.

### Implementation Actions:

- › Revise the city's Land Development Code to address needed changes and to implement the vision, goals and strategies of the 2008-2028 Comprehensive Plan.
- › Closely consider the appropriateness of new development proposals that do not conform to the future land use plan. Require amendments to the future land use plan prior to or concurrent with zoning map amendments where proposals conflict with the comprehensive plan.
- › Ensure that any proposed amendments to the comprehensive plan and future land use plan meet strict review standards; reject any proposals that do not conform to the spirit and intent of the comprehensive plan and individual neighborhood plans.
- › Adopt design guidelines for commercial corridors.
- › Create public-private partnerships to beautify the city's gateways and corridors.

## Future Land Use Plan

The future land-use plan for Hattiesburg includes two components: a narrative of the land-use classifications and policy recommendations, and a map showing where land-use policies should be applied geographically in the city.

The narrative description of future land-use policies begins on page 97. The narrative, together with the 2008-2028 Future Land-Use Map (see page 106), comprises the city's plan for governing how land should be used, re-used, and developed. The following is a description of how the map should be interpreted to develop policies, amend land use and development regulations, and guide public and private decision-making.

## Land Use and Development Future Land Use Plan

# Land Use and Development

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## What is the Future Land-Use Map?

A future land-use map depicts the long-range plan for the desirable use of land within the city. The map designates how land should be used or re-used and should serve as a guide for decision-making by property owners, developers, appointed boards (Land Development Code Board of Adjustments and Hattiesburg Planning Commission), and the Hattiesburg City Council. The future land use plan, including the narrative and map, should be the reference used to update the current land development code and the existing zoning map in order to provide the regulations needed to implement the goals and objectives of the 20 year plan.

Upon adoption of the comprehensive plan by the Hattiesburg City Council, the map and narrative become the city's guiding land-use policy. If any petitions (zoning changes, use or development permits, subdivisions, ordinance amendments, etc.) are approved by the city that are not consistent with the future land use plan, an amendment to reflect the change(s) to the future land use plan and future land use map should be adopted by the city.

## How Should The Plan Be Implemented?

### 1. Amend the Land Development Code

The land use classifications contained in the narrative beginning on page 97 describe the desired character of the districts and the types of land uses that would be appropriate in each district. The first step toward implementing the future land use plan should be to create new development standards and to ensure that any requested re-zonings are in conformity to the Future Land Use Map.

The future land use classifications are broad and contain descriptions of the overall character of a district. The future land use classifications should be used as a guide if new zoning districts are created and for rezoning land. In most cases, more than one zoning district will be required to make up a future land use classification. For example, the following land uses are described under Neighborhood Conservation District #1 (NCD #1):

- › Single-family residential land uses;



- › Certain types of two-family and multi-family residences, subject to use, density, and design guidelines;
- › Public and quasi-public uses such as churches and schools; and
- › Small offices and retail uses clustered along collector streets or at the edges of neighborhoods and constructed to the same character as the surrounding residences.

To appropriately permit all these land uses in the NCD #1, zoning districts can be created and mapped according to the above descriptions. One district would be a single-family residential district containing lot size, setback, and building height standards that are characteristic of the existing neighborhoods.

Two-family and multi-family residences could be allowed in one of three ways: permitting two-family and multi-family residences as uses permitted upon review by the planning commission, subject to stringent review standards; creating an overlay district and identifying certain areas where two-family and multi-family residences could be allowed, subject to stringent design review standards; or creating a separate zoning district with appropriate use, development, and design standards, and mapping areas of neighborhoods for two-family and multi-family residents. Appropriate methods for permitting uses should be decided through an inclusive public process involving residents of the affected areas.

Certain public- and quasi-public uses can be permitted as of right in the land development code, subject to special lot size and street access requirements. Lastly, a special zoning district can be created for offices and retail uses that abut and serve neighborhoods. The specific uses, design of buildings, size of buildings and parcels, and pedestrian accessibility should be addressed to ensure that offices and retail uses do not have a negative impact on neighborhoods. Additionally, the zoning district description should be written to specify that vehicular access to these properties must be from collector streets or at the edges of neighborhood to protect residential streets from

## Land Use and Development

### Future Land Use Plan

# Land Use and Development

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non-local traffic.

## 2. Amend the Official Zoning Map

After new zoning districts are created, the city's Official Zoning Map should be amended to incorporate the new districts. The future land-use map should be used as a guide for drawing new zoning district boundaries. If new issues or preferred methods are identified at any time during the process of amending the land development code, the future land use plan should be amended to incorporate those issues.

## Future Land Use Classifications

### Special Residential Districts

#### Neighborhood Conservation District 1 – Downtown/Historic Neighborhoods

This Neighborhood Conservation District is primarily a residential district located adjacent to Downtown Hattiesburg and in older, established neighborhoods east of U.S. Highway 49. In this district, predominantly-residential land uses may be found that exhibit certain types of development patterns.

##### › *District Characteristics*

The characteristics of this district include the following: moderate-density single-family residences or residential lands along the city's original street system; certain two-family and multi-family uses constructed to the character of the surrounding neighborhood; buildings with shallow front and side yards; certain neighborhood business land uses that are compatible in design to the surrounding residential areas; and a higher overall density of development than modern or suburban neighborhoods.

##### › *District Land Uses*

The following land uses should be found in this district: single-family residential uses; certain two-family and multi-family residences, subject to use, density, and design guidelines; public and quasi-public uses, such as churches and schools; and small offices and retail uses clustered along collector streets or at the edges of neighborhoods and constructed to the same character as the surrounding residences.

#### Neighborhood Conservation District 2 – Suburban Neighborhoods

This Neighborhood Conservation District is primarily a

residential district located in conventional subdivisions. In this district, large tracts of land were platted as single-family residential neighborhoods. Other than schools and churches, non-residential land uses are not typically found in these districts.

› *District Characteristics*

The characteristics of this district include the following: low-density or moderate-density single-family residences; building lots with front and side yards with standard depths; and a lower overall density of development than downtown or historic neighborhoods.

› *District Land Uses*

The following land uses should be found in this district: single-family residential uses; public and quasi-public uses, such as churches and schools; small neighborhood parks and tot lots.

## Residential District Policies

As residential zoning district regulations are created or revised, the following considerations should be included:

1. Adopt policies for regulating the creation of new multi-family residential zoning districts. Address issues such as the proximity of new multi-family developments to single-family neighborhoods and the capacity of adjacent transportation corridors.

## Commercial Land Uses

### Neighborhood Business District

The Neighborhood Business District is primarily a residential district located along the city's collector, minor arterial, and certain local streets. In this district, certain residential and low-intensity business uses may be found that exhibit development patterns that complement the residential, pedestrian-oriented character of surrounding neighborhoods.

› *District Characteristics*

The characteristics of this district include the following: moderate-density single-family residences and certain two-family and multi-family uses; mixed-use buildings and developments; smaller, lower-intensity business developments that provide services to the neighborhood and community; and less-intensive commercial uses than are found in the Community Business District. Site development standards should include maximum building sizes, maximum residential densities, minimum and maximum building setbacks, building and site design elements, and provisions for pedestrian comfort and accessibility.

## Land Use and Development

### Future Land Use Classifications

# Land Use and Development

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## › *District Land Uses*

The following land uses should be found in this district: single-family residential uses; two-family and multi-family residences, subject to use, density, and design guidelines; public and quasi-public uses, such as general indoor retail, specialty retail, service and office land uses that do not require the outdoor storage of goods or equipment.

## Community Business District

The Community Business District is primarily a non-residential district located along the city's major roadways. In this district, certain residential and non-residential land uses may be found that exhibit suburban development patterns.

## › *District Characteristics*

The characteristics of this district include the following: moderate-density single-family residences and certain two-family and multi-family uses; mixed-use buildings and developments; suburban-style, higher-intensity business developments that provide services to the entire community; and less-intensive commercial uses than are found in the Regional Business District.

## › *District Land Uses*

The following land uses should be found in this district: residential uses; public and quasi-public uses, such as churches and schools; and general indoor retail, service and office land uses that do not require the outdoor storage of goods or equipment.

## Regional Business District

The Regional Business District is primarily a non-residential district located along major arterial streets and highways. Limited types of residential uses—apartment complexes and second-floor housing in strip commercial or lifestyle centers—are allowed and encouraged to locate in this district. The nature and volume of traffic along these corridors are different from the traffic along other commercial corridors, and therefore, the land uses require special consideration. The land uses in this district may generate a higher volume of regional traffic and/or require frequent access by large trucks and commercial vehicles.

## › *District Characteristics*

The characteristics of this district include the following: suburban-style commercial centers and big-box buildings; well-positioned and screened outdoor uses; mixed-use buildings and developments; high-density residential developments such as apartment complexes; large, private parking areas; and light industrial

campuses and employment centers. Regulations should be established to promote development patterns for these uses that enhance the streetscape, screen outdoor storage and equipment areas from public view, and enable safe circulation among neighboring properties without requiring travel on the street or highway corridor.

➤ *District Land Uses*

The following land uses should be found in this district: high-density residential uses; public and quasi-public uses; hotels and motels; general indoor and outdoor retail uses; heavy commercial and light industrial uses; service and office land uses; and light industrial campuses and corporate offices.

## Commercial District Policies

As commercial zoning district regulations are created or revised, the following considerations should be included:

1. Establish policies and regulations to improve interconnectivity between commercial developments on linear community and regional business corridors. Create incentives in the Land Development Code for connecting off-street parking facilities, sharing off-street parking, and providing pedestrian and bicycle connections between developments.
2. Integrate form-based standards into the Land Development Code; address such elements as streetscape, density, building mass, building form, pedestrian comfort and accessibility, and on-street and off-street parking.

## Special Mixed-Use Districts

Mixed-Use Districts provide locations where complementary residential, public, and commercial properties can locate in a manner that creates complete, livable, walkable “neighborhoods.” To be successful, site development and urban design standards must be adopted to enable a single developer or many individual property owners to coordinate the arrangement of buildings, parking areas, streets and sidewalks. Buildings and land uses in the district should relate to one another and to the streets and pedestrian corridors. The comfort and accessibility of all users—residents, shoppers, diners, employees, and visitors—should be considered when designing site development plans and individual site elements.

Four mixed-use districts—the Downtown District, Medical District, Neighborhood Center Mixed-Use District, and Planned Mixed-Use District—are defined as follows:

# Land Use and Development

## Future Land Use Classifications



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## Downtown District

The Downtown District is the historic central business district. In this district, land uses are promoted that are consistent with the special character and quality befitting the historic center of commerce and public activity. The historic development patterns and building arrangements are promoted and should be reinforced through amendments to the Land Development Code.

### › *District Characteristics*

The characteristics of this district include the following: buildings that are constructed to the front property line and share common walls with adjacent buildings; on-street parking areas or shared parking in public lots; mixed land uses, including residential uses, within the same building; a higher percentage of publicly-owned buildings and lands; public parks and small private courtyards and green spaces; and an overall higher density of development.

### › *District Land Uses*

The following land uses should be found in this district: various types of retail and service businesses, such as specialty shops and restaurants; anchor businesses, such as grocery stores, that draw residents to the district; public uses, such as city, county, state and federal offices, public parks and community centers; higher density residential uses, including condominiums and second-floor apartments; arts-related businesses, museums and cultural centers; and offices and employment centers.

## Medical District

Medical districts provide locations for high-quality medical-related development and have site development and land use regulations designed to ensure compatibility between medical uses and adjacent residential and non-residential uses.

In this district, a limited mix of land uses may be found that complement and support primary medical and health care industry uses.

### › *District Characteristics*

The characteristics of this district include the following: a mix of building types, sizes and heights; large private parking areas serving individual buildings or groups of buildings; parking garages; linear green space along roadways and driveways, walking trails between business entrances or connecting to public use areas; landscaped buffers, increased building setbacks, and special site development requirements between medical uses and adjacent residential neighborhoods.

› *District Land Uses*

The following land uses should be found in this district: hospitals; clinics, medical and dental offices and laboratories; compatible retail and service businesses that serve the employees and patients of the medical district, such as restaurants or drug stores; hotels and motels; and public offices.

**Neighborhood Center Mixed-Use District**

Neighborhood Mixed-Use Districts provide locations for a range of compatible uses that primarily serve neighborhood residents, area businesses and employment centers, and visitors drawn to the special district. In this district, a mix of land uses may be found that complement the character of the surrounding neighborhoods and/or employment centers, and allow the extension of certain non-residential land uses to properties that had previously been used as residences.

Areas with this designation contain residential properties in transition and a mix of existing types. Residential properties in transition are considered to be properties that are vacant, abandoned, or temporarily rented until a viable use is identified. Minor changes in these areas, such as increases in traffic, encroachment of non-residential uses, and high vacancy rates, give the perception that single-family, owner-occupied housing is no longer sustainable.

This description does not include areas characterized as follows: a majority of the properties are occupied as residential properties; non-residential uses have not yet penetrated the residential block; and non-residential uses are only proposed to satisfy the desires of the owner(s) of a single property.

› *District Characteristics*

The characteristics of this district include the following: a mix of building types; residential buildings that have been converted to non-residential uses, such as offices; buildings with shallow front and side yards; small private parking areas and shared parking in public lots; green space in the form of smaller private yards and courtyards; and buildings with both residential and commercial uses.

› *District Land Uses*

The following land uses should be found in this district: single-family residential uses; accessory apartments; small townhome developments (six to eight units per acre; development sizes no greater than two acres); second-floor apartments over retail or service businesses; smaller, low-intensity retail and service businesses, such as specialty shops, delis and cafes; public and quasi-public uses, such as churches, schools

## Land Use and Development

### Future Land Use Classifications

# Land Use and Development

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and public offices; arts-related businesses; and small offices in converted residences or new buildings constructed to the same character as the surrounding neighborhood.

## Planned Mixed-Use District

Planned Mixed-Use Districts provide locations for a range of compatible uses that are planned and constructed as a single, cohesive development. This district includes planned unit developments and any other mixed-use properties planned and constructed in a similar manner. In this district, a mix of residential, office, public and commercial land uses may be found that create a unique destination for living, working and shopping.

### › *District Characteristics*

The characteristics of this district include the following: a mix of building types; single-family and multi-family residences; buildings and uses connected with sidewalks and pedestrian pathways; shared parking in public lots; green space in the form of smaller public parks, plazas and courtyards; and buildings with both residential and commercial uses.

### › *District Land Uses*

The following land uses should be found in this district: single-family residential uses; townhomes; second-floor apartments over retail or service businesses; apartment buildings integrated into the fabric of the development (as opposed to being positioned on out-parcels); low-intensity retail and service businesses, such as specialty shops, delis and cafes; public and semi-public uses, such as churches, schools and public offices; arts-related businesses; and anchor businesses such as grocery stores, movie theaters, and department stores.

## Industrial Districts

### Industry and Corporate Office District

The Industry and Corporate Office District is a district suitable for locating industrial campuses, corporate offices or major employment centers. The land uses in this district may generate a higher volume of regional traffic and/or require frequent access by large trucks and commercial vehicles.

### › *District Characteristics*

The characteristics of this district include the following: *campus-style* development patterns—landscaped sites with well-positioned, visually-compatible planned building groups—should be promoted for this district. The desire for this district is to include a range of land uses and amenities that will attract and sustain

businesses and employers. Therefore, certain retail, service and residential land uses may be considered to enhance the use and enjoyment of employees in the district.

› *District Land Uses*

The following land uses should be found in this district: general industrial uses; industrial parks; light industrial and corporate office campuses; and certain residential, public, retail, service and office land uses.

### Industrial Land Uses

Industrial land uses include properties where the principal use of land is to operate manufacturing, production or assembly activities and related businesses. These lands may also include warehousing and wholesaling activities, businesses with outdoor storage of products and materials, and uses that produce noises, vibrations, dust and odors that are not typically found in neighborhoods or business districts.

### Industrial District Policies

As industrial zoning districts are created or revised, the following considerations should be included:

1. Enhanced landscaping and buffering provisions be created to provide protection to adjacent land uses from noise, dust and other nuisances.
2. Adjacent or on-site creeks and waterways should be protected from all types of contamination, including sedimentation.
3. Any new heavy industrial uses and districts that require access by large trucks and/or that produce noises, vibrations, dust and odors should be located along principal arterial streets and highways and buffered from neighborhoods and residences by commercial land uses and business districts.

### Other Districts

#### Rural Residential/Agricultural

Lands designated as Rural Residential/Agricultural are sparsely developed residential lands or undeveloped lands. Properties in this district are expected to transition from undeveloped or very low-density residential lands to large estate residences or suburban neighborhood residential developments.

#### Open Space Lands

Lands designated as permanent open space or areas protected from development. These lands may be located in the floodway (see Figure 16) or in a special hazard AE

## Land Use and Development

### Future Land Use Classifications

# Land Use and Development

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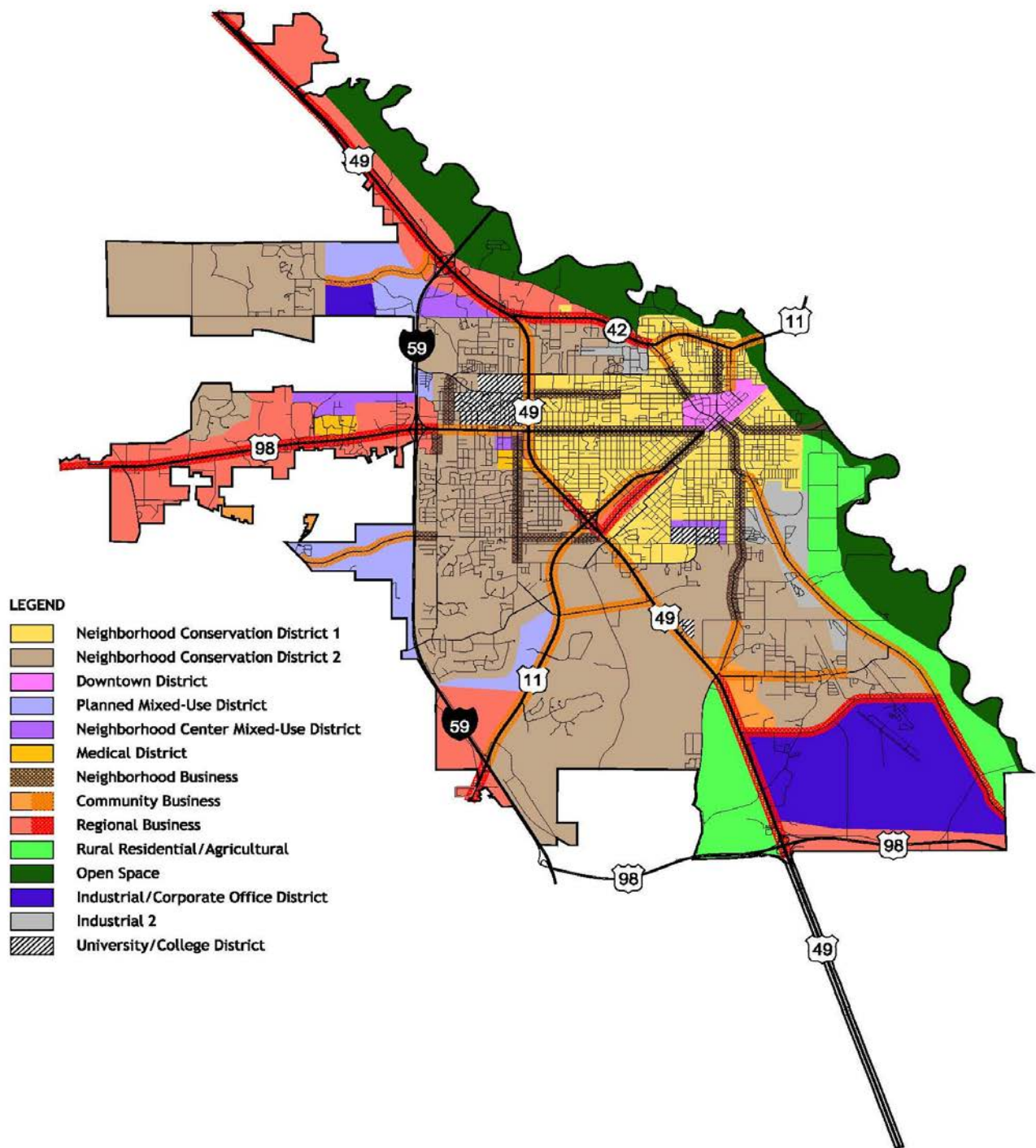
Agency's Flood Insurance Rate Map (FIRM). Development should be restricted to non-residential and passive recreational spaces.

## University Districts

This includes properties owned or controlled by colleges or universities, both public and private.



## Map 2. Future Land Use



See Appendix C for larger view.

# Land Use and Development

## Hattiesburg's Districts and Corridors

Hattiesburg has a number of important districts and corridors that create places for residents to work, shop, recreate, and live. Each district and corridor has its own character and unique set of opportunities and challenges.

For the purpose of this plan, districts are considered to be areas of the city that have some or all of the below characteristics:

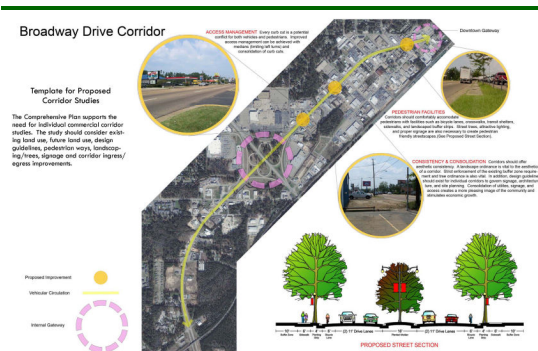
- › Areas identified by a distinct character or history;
- › Areas where properties that are used for similar purposes—residential properties, businesses, etc.—face the same issues and challenges; and
- › Places where positive or negative impacts to either group—residences or businesses—have an impact on the other.

Corridors are considered to be groups of commercial properties that are identified by the street or highway along which they are located. Corridors are defined and influenced by geography—where they are located in the city—and the character and condition of the road or highway. The quality of a corridor influences the experience of human movement, the value of real estate, and the day-to-day perception of the city by its residents and visitors.

A snapshot of the issues facing many of these districts and corridors is included in this chapter of the plan. Districts and corridors with special challenges/opportunities created by the presence of both residential and non-residential uses were selected to be described in the plan. Though, to effect meaningful change in these areas, a detailed study of each district and corridor should be conducted.

Additionally, there are many other neighborhoods and special districts in Hattiesburg that warrant a detailed study. These district, corridor, and neighborhood studies should be conducted using an open, participatory process involving all neighborhood residents, property owners, and stakeholders. Techniques such as neighborhood surveys, visioning sessions and workshops, and charrettes should be used to develop specific recommendations. Using graphic imagery to illustrate improvements to a study area (see template in Appendix C) will generate more visioning

**Figure 17. Template for Corridor Studies**



Template Design by Russ Bryan, ASLA  
Neel-Schaffer, Inc.

and enthusiasm for the participants. Studies should include at a minimum the following:

- › A detailed description of the area's history, existing conditions, land uses, and structures;
- › An evaluation of current trends, challenges, and opportunities; and
- › Specific land use, streetscape, building design, and development policy recommendations.

## Downtown Hattiesburg District

### General Description

The downtown district is located in the northeast quadrant of the city. Downtown Hattiesburg is bordered by the Leaf River to the east, the North Main Street Historic Neighborhood to the north, Hattiesburg Historic Neighborhood to the south, and The Oaks Historic District to the west.

### History

This area was first recognized as a point of commerce along the Leaf River and quickly grew into a railroad hub for South Mississippi. The settlement known as Twin Forks, later to be called Gordonville, continued to grow due to the lumber industry, medical field and opportunities for higher education.

During the early 1900s, commercial and residential structures were built with the quality and architectural flair befitting that era. Today, many of the buildings are well-maintained or are being restored to their original state.

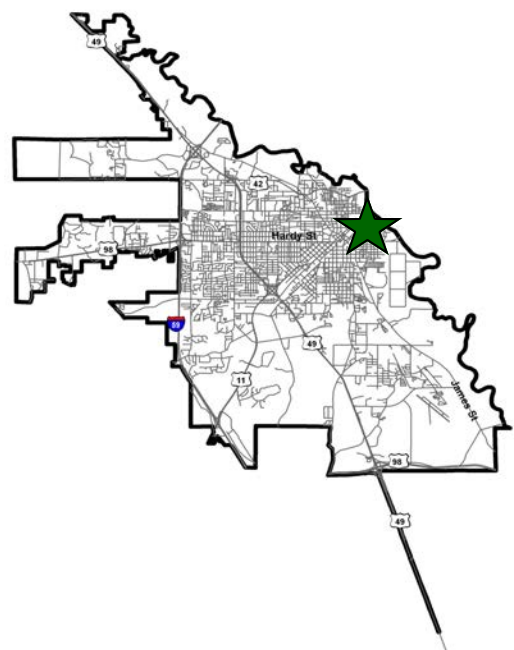
Downtown Hattiesburg was the foremost shopping destination for over sixty years. As the population grew, new neighborhoods were created and expanded north, south and west of the downtown area. In the 1950's, retail strip centers like the Broadway Drive Shopping Mart—the “new” trend—located near the newer neighborhoods along commercial corridors such as Broadway Drive, West Pine Street, Hardy Street and U. S. Highway 49.

By the 1970s, residential growth had continued in a southwesterly pattern to Interstate 59. Cloverleaf Mall—Hattiesburg's first enclosed, air-conditioned shopping mall—opened in 1974 at Broadway Drive and U.S. Highway 49. Major downtown anchor stores such as Sears, J. C. Penney's, Fine Brothers, Waldoff's

## Land Use and Development

### Hattiesburg's Districts and Corridors

Location: Downtown Hattiesburg



# Land Use and Development

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and The Vogue moved to the new shopping mall. Without retail activity, Downtown Hattiesburg became a district of banks, government offices, limited eateries, and personal service businesses.

## Current trends

Revitalization efforts have created a renewed interest in all that Downtown Hattiesburg has to offer, attracting new restaurants, entertainment venues, specialty retail and arts-related businesses. The renaissance is a result of the efforts of the Mississippi Main Street Program, the City of Hattiesburg, private investors/entrepreneurs, and most importantly, the Historic Hattiesburg Downtown Association (HHDA).

The downtown district is currently a destination for the arts, specialty shops, fine dining and night life. Vacant second stories have been turned into residential lofts to promote downtown living. Between 2000 and 2007, over \$60 million in public and private funds has been spent toward downtown improvements and the renovation/restoration of historic downtown buildings.<sup>1</sup>

## What is working

The HHDA Executive Director, a full-time, paid position, plays a major role in the success of the district. The day-to-day tasks of maintaining and promoting existing businesses while seeking new business interests is a full time effort.

HHDA also benefits from the support of active directors, members, and volunteers. The HHDA website ([www.downtownhattiesburg.com](http://www.downtownhattiesburg.com)) provides an event calendar, information on businesses, downtown events, night life, availability of downtown real estate, and links to individual association members.

Additionally, the City of Hattiesburg uses certain Community Development Block Grant (CDBG) funds received each year to provide grants for façade restoration. The Façade Improvement Program has been a vital tool to enhance the appearance and values of properties in Downtown Hattiesburg and spur economic growth. See Downtown Façade Improvement Grant boundaries map in Appendix C.

### Challenges

Downtown Hattiesburg has enjoyed many recent successes, including the renovation of the Hattiesburg Depot and a commitment from the City to install new pedestrian lighting. The main challenges for future revitalization include the following:

- › Improving circulation around Downtown Hattiesburg and the surrounding neighborhoods by constructing two railroad overpasses;
- › Increasing the number of parking spaces by constructing a third parking garage;
- › Creating incentives for the owners of vacant and deteriorating buildings to sell or renovate their properties;
- › Expanding downtown housing opportunities;
- › Eliminating through truck traffic on Main, Front and Pine streets; and
- › Continuing to educate area residents about the value of the downtown in terms of historic preservation and economic development.

### Implementation Actions

- › Seek and select a design and obtain funding for wayfinding signage to be placed in Downtown Hattiesburg and at internal and external gateways to ensure that visitors are able to locate Downtown Hattiesburg and travel to needed or desired services and facilities.
- › Install and maintain landscaping and entrance signage at internal gateways to Downtown Hattiesburg.
- › Remove parking meters in Downtown Hattiesburg. Allow visitors to park free of charge for the time limit specified (30 minutes, 1 hour or 2 hours) in each parking zone.
- › Investigate the conversion of Pine and Front Streets from one-way to two-way traffic.
- › Amend the designated truck route ordinance to eliminate through-travel by commercial and industrial trucks.
- › Establish and implement a Downtown Traffic Calming program to ensure that Downtown Hattiesburg is a safe and pleasant environment for walking, shopping, and outdoor dining and recreating.

## Land Use and Development

### Hattiesburg's Districts and Corridors



# Land Use and Development

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- › Identify a location for a downtown plaza to hold community civic and cultural events and allow places for residents and visitors to gather.
- › Install and maintain appropriate pedestrian lighting, landscaping and street furniture.
- › Identify a location and funding source for construction of a new parking garage east of Main Street. Use a cooperative finance agreement between several stakeholders (City of Hattiesburg, downtown business and property owners).
- › Improve existing parking areas with landscaping, new surfacing, pedestrian connections, and lighting; complete construction of proposed new parking areas.
- › Partner with the Historic Hattiesburg Downtown Association, Forrest County, and other downtown property owners to fund public improvements and amenities; partner with property owners to establish a business improvement district (BID) to provide additional funding for improvements and maintenance.
- › Designate Downtown Hattiesburg a local conservation district or adopt design guidelines.
- › Identify Hardy Street and/or Broadway Drive/U.S. Highway 11 as main corridors to Downtown Hattiesburg and seek funding for improvements such as sidewalks, landscaping, signage, and boulevards.

## Mobile Street District

### General Description

Historic Mobile Street is located in the northeast quadrant of the city. The street connects U. S. Highway 42 to Downtown Hattiesburg. It lies between Main Street and Bouie Street in the northeast quadrant of the city.

### History

Mobile Street has played a significant role in the lives of African-American residents, not only at the local level, but at the national level as well. The early twentieth century found a thriving black business community along Mobile Street with residences and neighborhood businesses radiating out for several blocks.

In the 1960s, Mobile Street became famous on the national scene for the role it played in the Civil Rights movement. In 1964, Mobile Street residents welcomed

local and outside supporters from other states, north and south, to register African-American voters during the Freedom Summer campaign. The success of this event is a landmark, even though some of the contributing buildings are gone. The special places, people, and the oral history of this district are a notable treasure for all city residents.

### Current trends

Today the Mobile Street area is primarily a residential district. There are only a few clusters of neighborhood businesses (like beauty and barber shops, cafes) left to serve the residents.

### What is working

Many of the district's successes are due to the actions and involvement of area residents. Within the last ten years, the Mobile-Bouie Street neighborhood association was organized, empowering residents to collectively plan for the future and speak in a unified voice. The historic character of the district brought opportunities like Mississippi State University's Carl Small Town Center study and plan. Having a plan in place elevates a potential funding recipient to the top of the list.

Additionally, a Freedom Summer Trail brochure was created by the 2004 Leaders for a New Century class. District residents should seek partnerships with the City, the Convention and Visitor's Bureau, and other tourism and historic preservation entities to implement programs or projects that capitalize on the area's unique past.

Lastly, Chain Park at Twin Forks (see description on page 169) will be constructed along the eastern boundary of the Mobile-Bouie neighborhood. This will be an incredible asset not only for the neighborhood and district, but for the entire city.

The current and future endeavors of the residents, entrepreneurs, city officials, and investors should prove positive for energizing and revitalizing this unique district.

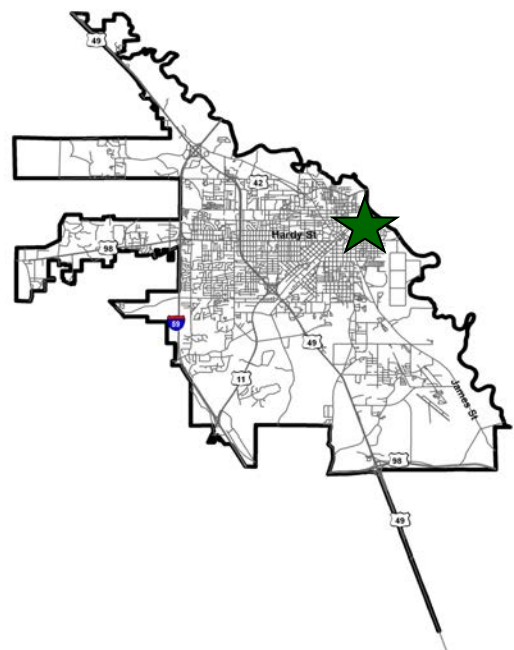
### Challenges

The Mobile-Bouie District faces a number of challenges to future enhancement and sustainability. One major issue that has hindered redevelopment efforts is the district's flood classification. According to the area's

## Land Use and Development

### Hattiesburg's Districts and Corridors

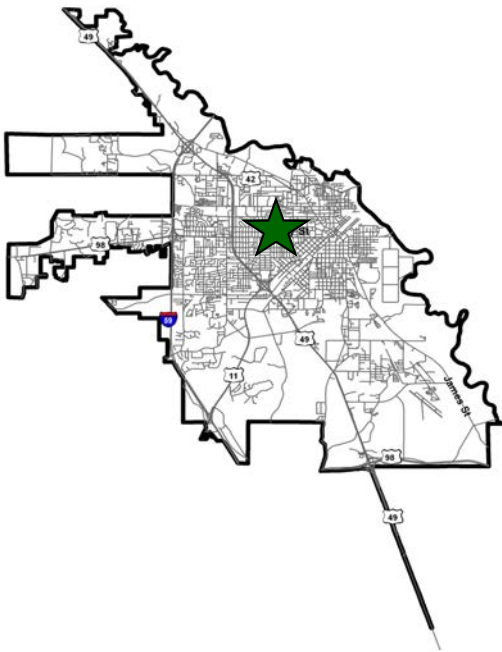
Location: Mobile Street District



# Land Use and Development

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Location: The Avenues/  
Hardy Street District



Flood Insurance Rate Map, much of the district is located within the AE flood zone. Construction is permitted in this flood zone, provided the finished floor is one foot above base flood elevation. The City expects to receive new flood maps before the end of 2008, and residents of the district are hopeful that the City's stormwater management efforts will have improved the district's classification.

Additionally, Mobile-Bouie District residents must deal with the many nuisance issues—noise, dust, vibrations—associated with the presence of heavy industrial businesses operating adjacent to residences.

## The Avenues/Hardy Street District

### General Description (Location)

The Avenues/Hardy Street District is located along the north and south sides of Hardy Street, between U.S. Highway 49 and Downtown Hattiesburg. The district is compact and walkable, though many streets lack sidewalks, curbs and gutters. There are many retail businesses, restaurants, and personal service business located along this segment of Hardy Street, making it very convenient for neighborhood residents.

### History

The “Avenues”—between U.S. Highway 49 and West Pine Street—were subdivided between the 1920s and the 1940s. A majority of the streets were laid out on a traditional “grid” system with service alleys. Subdivision lots were platted in 50-foot wide lots with sizes ranging from 6,000 to 8,000 square feet.

Gordon's Creek meanders through the Avenues both north and south of Hardy Street, interrupting the interconnectivity of certain neighborhood street grids.

Kamper Park and the Hattiesburg Zoo are located between South 17th and South 19th avenues, and there are a number of churches located both north and south of Hardy Street. The Avenues have a diverse housing inventory dating from the late 1920s to the 1950s.

### Current trends

Houses in the Avenues are being purchased and remodeled as owner-occupied homes and as rental properties. Rental properties—especially homes rented to university students—are a source of great

concern for many neighborhood residents (See Appendix D, Neighborhood Profiles).

Overall, the housing stock has been well-maintained and is in good condition. A majority of residents maintain clean, landscaped yards with mature trees. Single-family homes have been converted to rental properties in the Avenues north and south of Hardy Street. Many of these serve as student housing.

Existing neighborhood associations in the Avenues are growing stronger and new associations are forming. Active neighborhood associations are an asset to attract potential homeowners and reinforce the trend for maintaining owner-occupied residential dwellings.

### What is working

Certain commercial properties on Hardy Street have made significant investments in landscaping and the appearance of buildings and site features. This will help sustain the health of the commercial district and provide stability to adjacent neighborhoods.

The continued mobilization of residents in neighborhood associations is a great benefit to this district. Neighborhood residents realize that they can have more input and influence by working together as associations. The associations strive to stay informed about any upcoming zoning issues that may impact the neighborhood's quality of life, such as the encroachment of inappropriate commercial uses.

Existing neighborhood associations in this district include the following: Parkhaven Neighborhood Association; Kamper/Avenues Neighborhood Association; The Oaks.

### Challenges

As with certain other neighborhoods in Hattiesburg, the Avenues face challenges to improvement and sustainability. Because only one of the neighborhoods in the district —The Oaks—has the benefit of design guidelines, the quality of the district is threatened by the following:

- › Disconnected strip commercial development that is inconsistent with the character of the district;
- › Inappropriate encroachment of non-residential uses, such as stand-alone surface parking lots in interior residential blocks;

## Land Use and Development

### Hattiesburg's Districts and Corridors

# Land Use and Development

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As new development continues to be drawn westward to the fringes of the city limits, extra efforts should be made to stabilize and revitalize Hattiesburg's core business districts.

- › The conversion of single-family residential housing to student rental housing; and
- › A perception of an increase in crime.

To address these challenges, neighborhood associations must partner with business owners to envision a plan for the future enhancement of the district. In addition, business and property owners along Hardy Street should organize a *business district association*, similar to a neighborhood association, to address issues and challenges specific to this corridor.

At a minimum, design guidelines should be adopted for this segment of Hardy Street. This area is important not only to its business owners and adjacent neighborhood residents, but it also serves as a major gateway to Downtown Hattiesburg. As new development continues to be drawn westward to the fringes of the city limits, extra efforts should be made to stabilize and revitalize Hattiesburg's core business districts.

In addition, adjacent neighborhoods should seek protection from deterioration by continuing to pursue historic district designation and partnering with the City to ensure that land use and development regulations stabilize neighborhoods and enhance property values.

## Palmer's Crossing Community District

### General Description

The Palmer's Crossing community is located in southeastern Hattiesburg, encompassing an area south of Barkley Road and north of the Forrest County Industrial Park. The main east-west thoroughfare through the community is Old Airport Road/Tatum Road. Old Airport Road intersects with U.S. Highway 49 and extends eastward to connect with Tatum Road as it intersects with James Street. The primary land use is low-density to moderate-density single-family residential dwellings. Commercial uses are limited to small neighborhood services. A relatively new medical facility offers primary health care to the community and region.

### History

Annexed in 1991, the community of Palmer's Crossing is an area rich in African-American history, a thriving



rural quality of life, and a community with opportunities for commerce and recreation.

In earlier days, prior to the 1970s, the Hudson's Salvage Stores opened in the heart of Palmer's Crossing. Each building provided a different category of upscale, brand name "smoke damaged" merchandise, such as food, clothing, dry goods, furniture, and appliances. Clientele came from all over the region to shop at the bargain center. In late 1970s, the Hudson's stores moved into the city, leaving empty buildings and a loss of economic opportunity for the residents.

This corridor would benefit from a study of the condition of existing structures and buildings and a market study to provide an economic analysis based on current land use.

### Current trends

Very little new commercial development is occurring. The medical industry is providing quality buildings and services to the area. There has been moderate activity for new residential construction. New techniques using modular construction have created a monotonous streetscape appearance due to the repetition of a single house plan. This type of neighborhood development style does not add value to adjacent properties nor does it reinforce the upward trend pursued by other residential developments in Palmer's Crossing.

### What is working

This community's greatest strengths are its active, dedicated residents and organized neighborhood associations. Continued public involvement and attention to community issues will enable the residents to make the most of available opportunities. There are a number of other benefits for Palmer's Crossing, including the continued upgrading of public infrastructure, the expansion of medical services, and increasing employment opportunities.

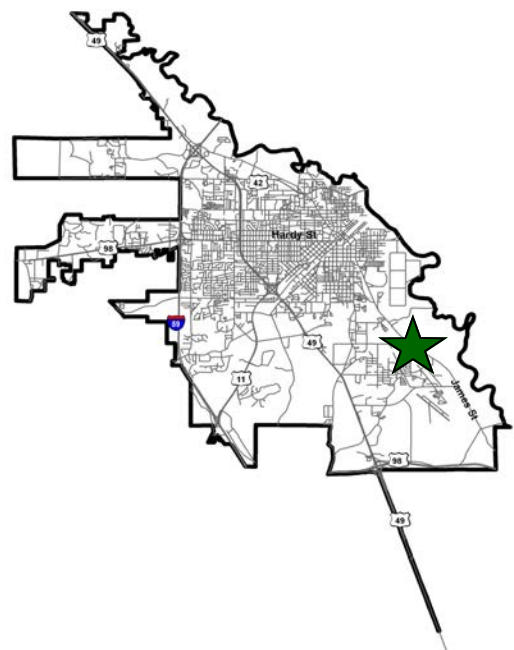
### Challenges

Neighborhood residents are ready to meet challenges and ensure that they have a voice in community issues. Residents wish to ensure that new housing adds value to the community and is constructed to minimum standards in terms of appearance and quality. In addition,

## Land Use and Development

### Hattiesburg's Districts and Corridors

Location: Palmer's Crossing  
Community District

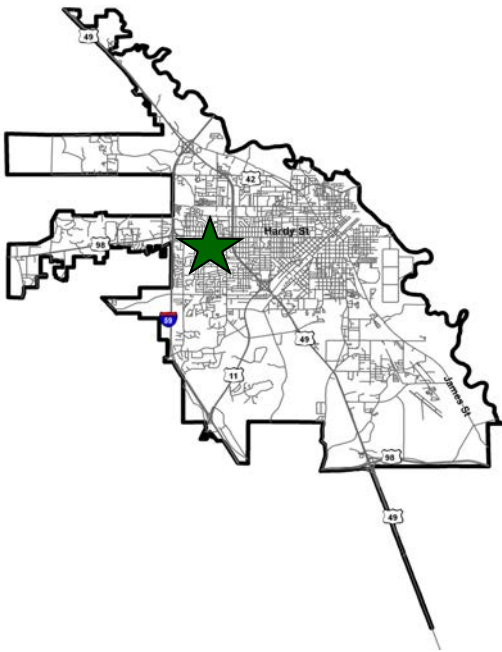


# Land Use and Development

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## Location: University of Southern Mississippi/Medical District

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residents desire to be served by retail and service businesses, such as grocery stores and drug stores, as residents must drive to other areas of Hattiesburg for basic goods and services.

More mass transit opportunities are desired, especially for elderly and disabled residents. Finally, residents realize they have a great opportunity with the location of vacant commercial buildings along Tatum Road. Revitalization efforts—tax incentives, grant opportunities, and streetscape improvements—should be targeted to this “community center” to fulfill its tremendous potential.

## University of Southern Mississippi/ Medical District

### General Description

This district is bounded to the north by Hardy Street and the University of Southern Mississippi (USM), to the east by U.S. Highway 49, to the south by Arlington Loop, and to the west by South 31st Avenue. The area includes a mix of single-family and multi-family residences, private commercial uses, and university-owned properties.

### History

Forrest General Hospital opened in 1952 at the intersections of U.S. Highway 49, Mamie Street, and South 28th Avenue. Much of the area was originally residential and, over time, business uses and multi-family properties began to extend into single-family neighborhoods.

### Current trends

The northern campus boundaries of Forrest General Hospital and Hattiesburg Clinic are enlarging through property acquisitions of existing businesses and residences. The structures are renovated or razed for new construction. New commercial strip developments have been constructed to cater to university employees and students, medical district employees and patients, and neighborhood residents.

### What is working

In October 2006, a visioning workshop was held by the Mississippi Chapter of the American Planning Association during the group’s state conference in Hattiesburg. Details of the workshop are included

under Chapter 3 (The Planning Process). The workshop concluded with three concepts for a mixed-use overlay district. These concepts can be used to create a master plan for a prosperous, attractive, pedestrian-oriented, mixed-use district. A summary of the workshop, design concepts, and policy recommendations was published in a document entitled 2006 Charrette Exercise Report.

### Challenges

The challenges for this area include maintaining and enhancing the quality of life in the adjacent neighborhoods, agreeing on boundaries for a new mixed-use district, educating and informing stakeholders about urban design principles, and reaching consensus among residents and property owners for an overall plan.

As a result of the visioning workshop, common elements have been identified that would add value to the district:

- › Creating and improving sidewalks and pedestrian corridors;
- › Encouraging mixed-use buildings with two and three stories;
- › Initiating and coordinating street tree planting/landscaping;
- › Installing pedestrian and street lighting;
- › Creating a multi-use path for walking and biking;
- › Strengthening district identity through design standards;
- › Protecting waterways and adopting sustainable land use and development practices;
- › Beautifying gateways and entrances with landscaping and signage;
- › Placing utilities underground; and
- › Developing a district-wide plan for on-street and off-street parking that supports the needs of businesses.

### Policy Recommendations

The following policies were recommended in the 2006 Charrette Exercise Report to be included in the comprehensive plan:

- › Encourage and foster development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating

# Land Use and Development

Figure 18. Gateways

Gateways are key entrances into Hattiesburg and its unique districts and neighborhoods. Hattiesburg's external and internal gateways are listed below.

*External gateways* are entrances in and out of the city. These locations inform visitors that they are entering the city of Hattiesburg.

1. U.S. Highway 49 at north city limits
2. Interstate 59 at U.S. Highway 49
3. U.S. Highway 49 at U.S. Highway 98
4. Interstate 59 at U. S. Highway 11
5. U. S. Highway 98 at Old Highway 11 / King Road
6. MS Highway 42/U.S. Highway 11 at Leaf River
7. East Hardy Street at Leaf River
8. U. S. Highway 98 at southeast city limits

*Internal gateways* are entrances to Hattiesburg's unique districts and neighborhoods. Internal gateways guide visitors to districts such as Downtown Hattiesburg, university campuses, residential neighborhoods, or other special districts.

9. Interstate 59 at U.S. Highway 98 West / Hardy Street
10. U.S. Highway 49 at 4th Street
11. U.S. Highway 49 at Hardy Street
12. U. S. Highway 49 at Broadway Drive
13. U. S. Highway 49 at Edwards Street and Old Airport Road
14. U. S. Highway 49 at J.M. Tatum Industrial Drive
15. Lincoln Road Extension at intersection with Sandy Run Road.

uses.

- › Enhance the business economy by strengthening and protecting the image, identity, and unique character of the university, medical district, and neighborhood areas.
- › Promote building design that complements surrounding developments and streets in an effort to create a cohesive visual identity.
- › Create a unique streetscape with trees, sidewalks, attractive buildings, underground utilities, lighting and signage/gateway markers.
- › Construct an efficient pedestrian and bicycle network that connects the university, hospital, residences and business uses.
- › Ensure vehicular parking and connectivity that supports a pedestrian environment and does not inhibit walkability.
- › Promote and market workforce housing.
- › Enhance natural features and sustainability.

## Gateways and Corridors

### Gateways

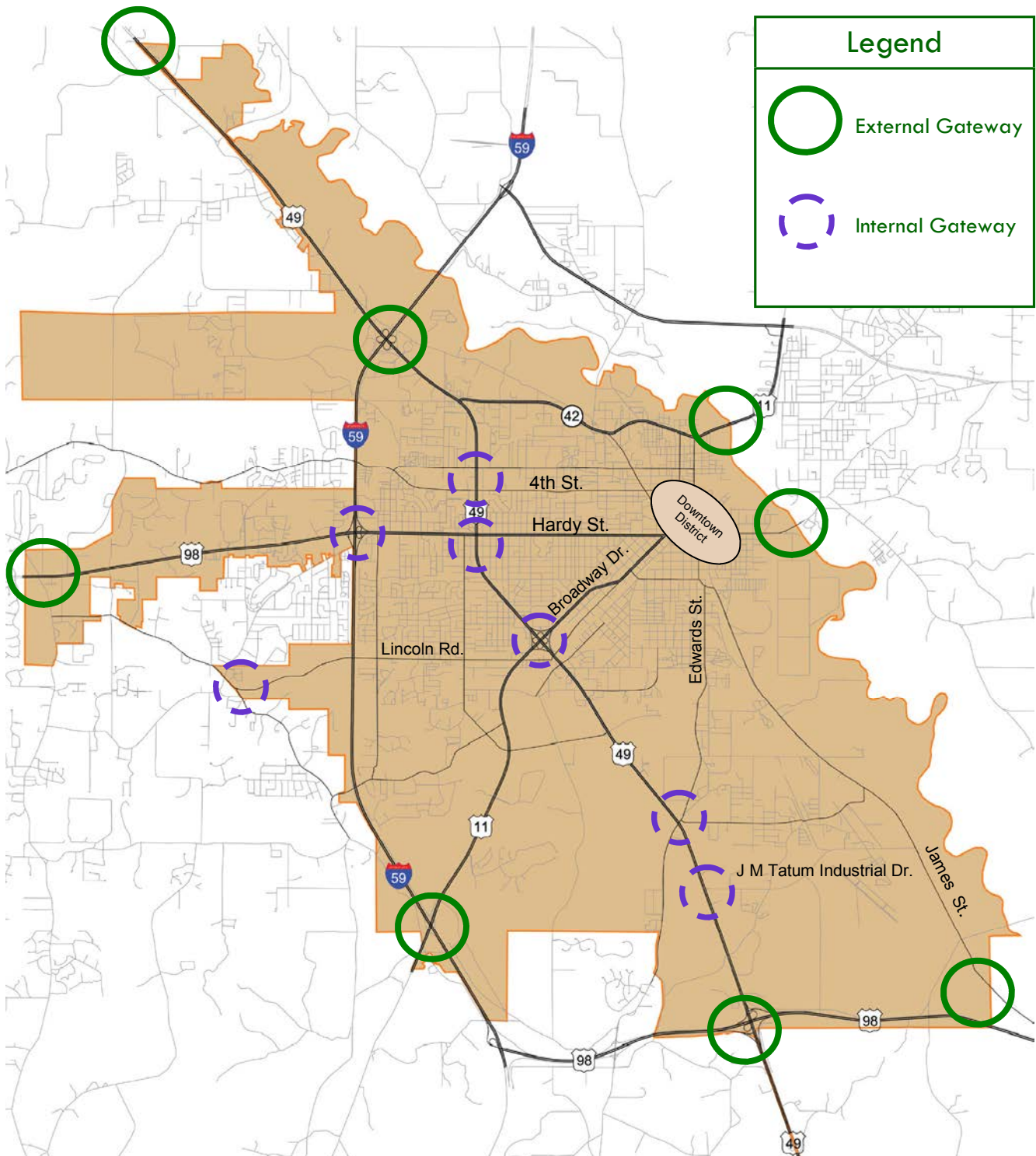
Gateways are key entrances into Hattiesburg and its unique districts and neighborhoods. Typically, gateways are architectural features or landscaping that signify a transition between one place and another. These areas of a city set a tone, create a positive, recognizable identity, and communicate to both residents and visitors that they are in Hattiesburg, Mississippi—a *special and unique place*.

Hattiesburg should be creative in designing external and internal gateway features that celebrate and express the pride we have in our city. The following elements should be considered when designing gateways: landscaping, signage, water features, lighting, banners or seasonal decorations, and public art or sculptures.

### Gateway Policies:

- › Promote the city's gateways as our "front porch" to receive all of our visitors and potential business interests.
- › Initiate a study to identify existing conditions and opportunities for improvements to all internal and external gateways.

## Map 3. City Gateways





# Land Use and Development

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- › As part of the study, identify individual design elements/icons for each gateway, in addition to trees and landscaping.
- › Encourage public-private partnerships to construct improvements and implement the recommendations contained in the gateway study.

## Corridors

For the purpose of this plan, corridors are considered to be linear commercial districts within the city that have some or all of the below characteristics:

- › Share a distinct character or history;
- › Function as gateways—internal or external—into the city or its individual districts;
- › Are threatened by potential loss of greenspace, trees and landscaping due to over-development; and
- › Face the same issues and challenges as neighboring residential districts and where positive or negative impacts to either area have an impact on the other.

## Neighborhood Business Corridors

The following should be considered the city's neighborhood business corridors (see *Neighborhood Business District*, page 100):

- › *Hardy Street*: From intersection at U.S. Highway 49 easterly to intersection with West Pine Street in Downtown Hattiesburg.
- › *Main Street*: From intersection at U.S. Highway 42 south to intersection with West 4th Street.
- › *Mobile Street*: From intersection at U.S. Highway 42 south to intersection with East 4th Street.
- › *East Hardy Street*: From intersection at Williams Street eastward to city limit.
- › *Edwards Street (north)*: From intersection at James Street south to Barkley Road.
- › *North 38th Avenue*: From Hardy Street to West 4th Street.
- › *West 4th Street*: From U.S. Highway 49 to Hutchinson Street.
- › *South 40th Avenue*: From intersection at Hardy Street to Mamie Street.
- › *South 28th Avenue*: From Hardy Street to McInnis Loop.

- › *Lincoln Road*: From South 28th Avenue to U.S. Highway 49.
- › *Lincoln Road*: From South 40th Avenue to Interstate 59.

### Community Business Corridors

The following should be considered the city's community business corridors (see *Community Business District*, page 99):

- › *U.S. Highway 49*: From intersection at U.S. Highway 42 southward to intersection with Edwards Street.
- › *U.S. Highway 42*: From intersection at Main Street eastward to city limit.
- › *Bouie Street*: From intersection at U.S. Highway 42 south to intersection with East 4th Street.
- › *Hardy Street/University*: From intersection at U.S. Highway 49 westward to Interstate 59.
- › *Lincoln Road Extension*: From intersection at South 40th Avenue westward to city limit.
- › *Classic Drive*: From U.S. Highway 49 North.
- › *Broadway Drive*: From intersection at West Pine Street southwesterly to intersection with U.S. Highway 49.
- › *U.S. Highway 11—Veteran's Boulevard*: From intersection at U.S. Highway 49 southward to city limit.
- › *Airport Road*: From intersection at Edwards Street eastward to intersection with Tatum Road.
- › *Edwards Street (south)*: From intersection at U.S. Highway 49 northerly to intersection with County Drive.
- › *James Street (north)*: From the intersection at Edwards Street south to intersection with J. M. Tatum Industrial Drive.
- › *WSF Tatum Boulevard*: From U.S. Highway 11 to U.S. Highway 49.
- › *Bouie Street*: From U.S. Highway 42 to East 4th Street.

### Regional Business Corridors

The following should be considered the city's community business corridors (see *Regional Business District*, page 99):

- › *U.S. Highway 49 North*: From Northern city limit southward to intersection with U. S. Highway 42;
- › *U.S. Highway 49 South*: From intersection at Edwards Street and Elk's Lake Road southward to southern city limit.

## Land Use and Development Gateways and Corridors

# Land Use and Development

## Figure 19. The Twelve Indicia of Reasonableness

Without exception, legal counsel should be sought when considering whether to expand city boundaries.

Below are listed the factors that have been considered by the Mississippi Supreme Court in determining whether an annexation is reasonable.

1. Need to expand.
2. Path of Growth.
3. Health Hazards.
4. Financial ability to provide municipal services.
5. Zoning and planning.
6. Municipal Services.
7. Natural barriers.
8. Past Performance.
9. Economic or other impact on residents and property owners.
10. Impact on minority voting.
11. Enjoyment of economic and social benefits of the municipality without paying a fair share of taxes.
12. Any other factors that may suggest reasonableness vel non.

Source: *Bassett v. Town of Taylorsville*, 542 So.2d 918, 921 (Miss. 1989).

- › *U.S. Highway 42*: From intersection with U.S. Highway 49 eastward to intersection with Main Street.
- › *U. S. Highway 98 West*: From intersection at I-59 westward to city limit.
- › *J. M. Tatum Industrial Drive*: From intersection at U.S. Highway 49 easterly to James Street.
- › *West Pine Street—U.S. Highway 49*: From intersection at U.S. Highway 49 northeasterly to intersection with Broadway Drive.
- › *James Street—Industrial*: From the intersection at J. M. Tatum Industrial Drive south to city limit.
- › *U. S. Highway 98 East*: From intersection at U. S. Highway 49 eastward to city limit.

## Expansion of City Boundaries

Today, the City of Hattiesburg represents a regional economic center in Mississippi between Jackson and the Gulf Coast. The early path of growth to the south incorporated areas for industrial growth, airport acquisition, major transportation corridors and low-density residential uses. Subsequent incorporations have expanded the western borders of the city into Lamar County.

Hattiesburg is a progressive city that thrives on economic, physical, political, and social diversity. Without timely and properly planned annexations, the city will be burdened with tax inequities, municipal service inefficiencies, political fragmentation, and a disorderly, sprawling growth pattern. The rise in the number of residential subdivisions adjacent to the corporate limits provides evidence that the county residents are enjoying many of the benefits of city services without any equitable retribution.

The decision to incorporate more land requires an understanding of the present and future conditions as supported by professional research and statistical data. A proactive growth management plan can provide a basis for making sound decisions on why, when, and where to grow.

In the coming 20 years, city officials will be faced with decisions of whether or not to annex property. Certain property owners may petition to have lands incorporated into the city; other properties may be

considered because they lie in the city's path of growth.

To assist with future growth management, the city should identify areas where the city's boundaries may be expanded and identify criteria for making annexation decisions. The following elements should be considered: existing and proposed transportation facilities, topography, existing land uses, the condition of existing infrastructure, the need for public services, and the availability of vacant land for development.

Annexation of land into the Hattiesburg city limits is inherently a land use matter and, therefore, requires consultation with the city's planning staff and the Hattiesburg Planning Commission. The commission and staff should have an important role in evaluating annexation petitions and interpreting the policies contained in the comprehensive plan. Following the annexation of land, the comprehensive plan must be amended to establish policies for land use, transportation, and community facilities in the newly annexed area.

#### Sources

1. "New Businesses Downtown Growth Continues." Andrew Williams, The Times News. HQ Hattiesburg. November/December 2007 issue. Volume 1 Number 6.

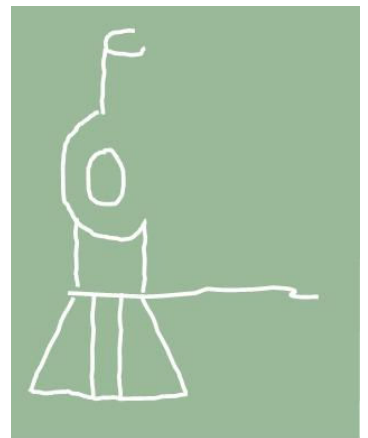
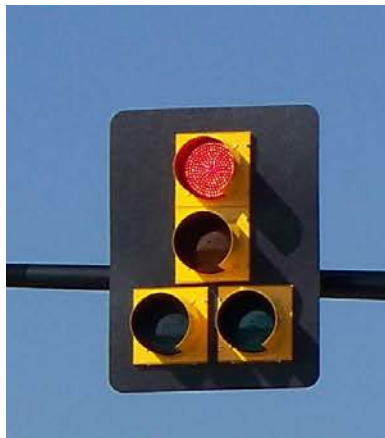
## Land Use and Development

### Expansion of City Boundaries





## Chapter 8: Infrastructure



***All Aboard!***

# Infrastructure

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Photo: Gordon's Creek in Downtown Hattiesburg.

## Overview

Providing infrastructure facilities—roads and highways, sidewalks and bicycle paths, water, sanitary sewer, stormwater drainage, and solid waste collection—is one of the most basic functions of a city. The quality of these systems can impact the health, safety, welfare, and quality of life for all city residents and visitors.

In Hattiesburg, improving and upgrading the city's infrastructure systems is a priority need recognized widely by city residents (See Appendix D, Neighborhood Profiles). The first step should be an assessment of existing conditions and a prioritization of improvement needs. The second step should be the identification of possible funding sources, or the coordination of these projects with a citywide *capital improvement program*. Below is a general evaluation of Hattiesburg's infrastructure facilities and the desired improvements that were identified by city residents and public officials.

## Transportation

The purpose of a transportation system is to allow for the safe and efficient movement of people and goods to, from, and throughout the city of Hattiesburg. The ease of mobility in and around the community is determined by the quality of the network of streets, highways, transit routes, sidewalks and bicycle pathways. Thus, the transportation network is one of the most important factors to influence urban form, physical growth, and development.

The transportation plan addresses all modes of transportation—air, rail, automobile, pedestrian, bicycle, and transit—to correct existing deficiencies and accommodate future growth in accordance with Hattiesburg's vision statements, goals and strategies. Additionally, because the transportation network is inextricably linked to and influenced by the city's existing and future land uses, recommendations are made in consideration not only of the impact upon travelers but, more importantly, the impact upon adjacent land uses, corridors and neighborhoods.

## Streets and Highways

Hattiesburg's street and highway system has been greatly influenced by twentieth century development

and urban planning trends. The location of the original city—including the downtown central business district and adjacent neighborhoods—was determined by the location of rail lines and waterways. For the most part, the older neighborhoods—circa early 1900s—were platted on a north/south grid system with rear service alleys.

This arrangement, referred to as the “avenues”, provided for short city blocks (averaging lengths of 300 feet) with sidewalks, tree-lined streets and grassy rights-of-way. The grid pattern encouraged walkability, social interaction, and a sense of neighborhood.

### Functional Classification System

The traditional method of planning for future streets and improvements to existing roadways involves designing the street in terms of its use. The following are descriptions of the functional classifications of roadways in Hattiesburg, as described under Section 17-1-1 of the Mississippi Code of 1972, as amended:

- › *Local or minor streets* serve the primary function of providing access to abutting properties.
- › *Collector streets* connect local/minor streets and major thoroughfares. Collector streets “collect” traffic from local/minor streets in residential neighborhoods and channel it into the arterial system.
- › *Minor arterials (major thoroughfares)* move traffic between collector streets and principal arterials, connecting various city districts.
- › *Principal arterials* are typically divided facilities with raised or flush medians (undivided where right-of-way limitations exist) with relatively high traffic volumes and traffic signals at major intersections. Principal arterials feed traffic to freeways and expressways and serve as the principal travel ways between major districts within and outside the city.
- › *Expressways* provide for movement of large volumes of traffic at relatively high speeds, and are primarily intended to serve long trips. On expressways, relatively few intersections at grade are permitted, and these are controlled by traffic signals. Both freeways and expressways have

## Infrastructure Transportation



Photo: Longleaf Trace Rails-To-Trails.

# Infrastructure



Photo: New mast-arm traffic signal on Hardy Street at the entrance to the University of Southern Mississippi.

median dividers and no access from abutting properties.

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

## Issues and Challenges

The citizens of Hattiesburg raised many issues and concerns related to transportation facilities. These issues were reported at the initial plan kick-off event, at neighborhood workshops, and by completing neighborhood surveys (see Appendix B).

Additionally, the City's Department of Public Services maintains a list of transportation system deficiencies and priority projects. The department annually seeks funding sources to accomplish needed projects. Below are the priority issues that were identified by citizens and the Department of Public Services:<sup>1</sup>

- › *Street maintenance and repairs*  
More than 65% of neighborhood survey respondents listed the condition of streets as an important issue in their neighborhoods. Since 2006, the City of Hattiesburg has made street paving and resurfacing a priority. There are more than 350 miles of roadway in Hattiesburg. The City resurfaced 65 miles of roadway in 2006 and 17 additional miles were resurfaced prior to April 2008.<sup>1</sup>

Hattiesburg budgets \$2 million annually for street maintenance and paving projects. In the 2008 fiscal year, the City budgeted an additional \$2 million from the general fund for road improvements.<sup>1</sup>

Hattiesburg also receives appropriations from Forrest County's municipal road and bridge fund. This appropriation totals approximately \$1.2 million per year and is used for road and bridge maintenance.<sup>1</sup>

The strategy for road maintenance and repairs should be to continue budgeting annually for road improvements and maintenance and to utilize a



capital improvements program to identify and budget for road maintenance and repairs.

› *Bridge repair and replacement*

According to the Department of Public Services, twelve bridges in Hattiesburg are scheduled to be replaced.<sup>1</sup> Five of these bridges are currently designated for replacement as part of an ongoing maintenance/replacement program and are not considered a safety hazard to the public.<sup>1</sup> Below is a list of the locations of the five bridges:

- › Alice Drive at Gordon's Creek; (Closed)
- › West Street at Gordon's Creek; (Closed)
- › Broad Street at Gordon's Creek;
- › McLeod Street at Gordon's Creek; and
- › James Street at Gillis Creek.<sup>1</sup>

These bridges are scheduled to be replaced by December 2009.<sup>1</sup>

Hattiesburg and Forrest County work together on funding bridge repairs and replacement. Funds are provided by the Mississippi Department of Transportation (MDOT) and/or the State-Aid Road Division to the county officials for disbursement . Below is a list of the remaining seven bridges scheduled for replacement:

- › Hutchinson Avenue at Gordon's Creek;
- › Unetta Street at Gordon's Creek;
- › Two bridges on Hillendale Drive at Gordon's Creek;
- › Pinehills Drive at a branch of Gordon's Creek;
- › Byron Street at a branch of Gordon's Creek; and
- › James Street at Burkett's Creek.<sup>1</sup>

It has not been determined that the above-listed bridges have structural deficiencies. Bridges are rated by the State Aid Bridge Engineer, and these bridges, due to their ratings, are scheduled for replacement by the end of 2012.<sup>1</sup>

› *Upgrading/replacing span wire traffic signals*

The City's long-range plan is to replace all existing span wire traffic signals with mast arm signals. The city experienced considerable damage to its span-wire signalized intersections during Hurricane

## Infrastructure

### Transportation

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Katrina. These intersections had to be maintained by police personnel for several weeks. The city's mast-arm signalized intersections received very little damage and were able to be repaired and made operational in a short period of time.

The greatest drawback to the span wire signal box is the constant movement caused by natural elements. This signal system requires more repair and replacement costs.

The mast arm signal system encloses all wire inside a structure/pole that is anchored in the right-of-way. Wiring is protected from outside exposure and the signal box is mounted in a stationary position thus eliminating the swaying movement and reducing maintenance costs. In the event of heavy winds, i.e. tornados and hurricanes, the mast arm systems should prove more weather-worthy.

There are approximately 90 traffic signals in the city of Hattiesburg. Of those 90 signals, approximately 50 are span-wire and 40 are mast-arm. The City's goal is to convert all span-wire signals to mast-arm poles within the next two to ten years.

### *Installing new traffic signals*

There are many locations in the city where new traffic signals are needed and none currently exist. Below is a list of near-term needs to be completed by 2020.

- › Edwards Street at Tuscan Avenue (high priority);
- › West 7th Street at North 31st Avenue (high priority);
- › Lincoln Road at Old Highway 11;
- › Lincoln Road at Lamar Avenue; and
- › Lincoln Road at Hegwood Drive.

Road maintenance and repairs require continuous evaluation and planning. To be most effective, the City should adopt a *capital improvement program* (see Chapter 10) to evaluate, prioritize, and budget needed infrastructure improvements. An important element of *capital improvement programming* is public input. By collaborating with the public, city officials



can properly identify and address high-priority needs and ensure that public funds are being used efficiently.

### Context Sensitive Solutions

One of the more recent concepts in the planning and design of transportation systems is the use of *context sensitive solutions* (see Figure 20). This concept reflects an understanding that our streets and roadways not only serve to move people and goods, but also help define the physical environment of our neighborhoods and communities. By working with local officials and community stakeholders to define the desired function and appearance of a roadway, engineers can design transportation systems that more closely reflect the values of a community.<sup>2</sup>

Hattiesburg is considering this concept in designing improvements to West 4th Street from Hutchinson Avenue to North 38th Avenue. There are many issues and challenges in this area, and a number of stakeholder groups can be invited to participate in the planning process. Additionally, the city's plans should consider and complement the University of Southern Mississippi's master plan for the West 4th Street corridor.

The properties along West 4th Street between Hutchinson Avenue and U.S. Highway 49 contain a mix of single-family residences, duplexes, and small business land uses. The proposed extension of the Longleaf Trace Rails-to-Trails will follow the former Mississippi Central/Canadian National rail line eastward from the existing trailhead on the University of Southern Miss' campus and run parallel to and north of West 4th Street (approximately 8,000 linear feet). The trail will take a southward turn (exact turning location and southward route is not officially determined) and continue to the Hattiesburg Depot and Chain Park at Twin Forks (see map under Appendix C).

Additionally, the University of Southern Mississippi owns property along the north and south sides of West 4th Street, between U.S. Highway 49 and North 38th Avenue. Any plans to improve West 4th Street must consider student pedestrian activity and the future facility plans contained in university's master plan, completed and adopted early 2008.

**Figure 20. What is a Context Sensitive Solution?**

#### Context Sensitive Solutions (CSS) —

Context sensitive solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Source: California Department of Transportation.

#### Principles of CSS—

- Balance safety, mobility, community and environmental goals in all projects;
- Involve the public and stakeholders early and continuously throughout the planning and project development process;
- Use an interdisciplinary team tailored to project needs;
- Address all modes of travel;
- Apply flexibility inherent in design standards; and
- Incorporate aesthetics as an integral part of good design.

Source: Minnesota Department of Transportation

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## Implementation Actions:

- › Use a capital improvements program (CIP) to schedule and prioritize road maintenance and to ensure that repaving schedules are coordinated with other utility and infrastructure improvements.
- › Continue to allocate adequate funds for the purchase of vehicles and equipment needed for construction and maintenance.
- › Aggressively pursue funds and opportunities to place utilities underground.
- › Stabilize roads where base material is insufficient by removing the existing asphalt and replacing the base material prior to installing asphalt (lengthens the useful life of resurfaced roads).
- › Replace all aging bridges to ensure the safety of the motoring public.
- › Replace all span wire traffic signals with mast arm poles.
- › Install fiber optic cable along all major corridors within the city for proper operation of traffic signals.
- › Amend the ordinance designating truck routes to remove certain streets as new corridors are made available.
- › Amend the Code of Ordinances to update street, sidewalk and right-of-way widths to ensure that required standards will accommodate the construction of accessible sidewalks.
- › Amend the Code of Ordinances to update traffic signage, signal and off-street parking requirements.

## Short-Term Facilities, Equipment and Program Needs:

- › Purchase three additional street sweepers in the next available budget cycle.
- › Purchase replacement street sweepers, garbage trucks, track equipment and rubber tire backhoes within two to five years.

## Mass Transit

The primary purpose of Hub City Transit (HCT) is to provide alternative and innovative means of public transportation for the citizens of Hattiesburg at a low cost. HCT provides services for the elderly and disabled at no cost. The city is able to provide this service with a grant from the Federal Transit Administration. HCT provides transportation for

10,580 persons on four fixed routes and 4,362 elderly and disabled persons with its demand response program.

The city's fleet consists of eight buses. In addition, the City of Hattiesburg owns one 24-passenger trolley; it is used for tours and other special civic events. The trolley is not accessible to persons with disabilities and, therefore, is not used in the fixed-route transit system on a daily basis. The Federal Transit Administration funds HCT with yearly allocations averaging \$300,000 to \$400,000 per year.

### Short-Term Facilities, Equipment and Program Needs:

- › Global Positioning System (GPS): Acquire GPS for the fleet to allow a consistent tracking system of vehicles. HCT only utilizes radio communication to track the status of the routes. Anticipated cost of implementation: \$10,000.
- › Route Match Software: Acquire Route Match Software to develop more efficient scheduling of the para-transit program. Currently, the city has a \$21,000 grant towards the total package of \$35,000.
- › Redevelopment of Fixed Route System: Re-evaluate and redevelop the current fixed route system to service the growing population and commercial service areas. HCT currently offers five fixed routes. The use of public transportation has grown, but the city is not able to expand its service at this time. Anticipated cost of implementation: \$15,000.

### Railroad Facilities

In Hattiesburg, the railroads were instrumental in the city's early history and rail lines still greatly influence urban form and circulation. Today, three rail lines traverse Hattiesburg.

- › Norfolk-Southern travels from the West to East coasts. The line that passes through Hattiesburg travels from New Orleans through Meridian to Birmingham, Alabama. From Birmingham, Norfolk-Southern rail lines extend throughout the eastern United States and through portions of the Midwest.
- › Canadian National, which merged with Illinois Central in 1999, travels from New Orleans and the Mississippi Gulf Coast through Chicago and Detroit to eastern and western Canada.

## Infrastructure

### Railroad Facilities



Photo: Railroad switching yards, Downtown Hattiesburg

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*Photo: Neighborhood sidewalk on Third Street.*

- › The Kansas City Southern railway travels from the Gulf Coast to the Midwest, with haulage rights as far north as Minnesota and rail lines extending south through Texas to Mexico.

More than 30 trains—primarily freight trains—travel through Hattiesburg each day. Two passenger trains—one northbound and one southbound—are offered by Amtrak’s Crescent Route. Northbound from Hattiesburg, the Crescent Route travels north through Atlanta, Georgia, to New York City. Southbound from Hattiesburg, the line travels to New Orleans, Louisiana.

The recently-completed renovation of the Hattiesburg Depot provides a more comfortable and user-friendly environment for Amtrak travelers.

A major issue for motorists and public safety personnel is the traffic problem created by trains traveling through Hattiesburg. Today, there are approximately 40 at-grade railroad crossings in Hattiesburg. Eastern portions of the city can be cut off from access to hospitals and public safety facilities while trains pass through certain intersections. A study—[Hattiesburg Rail -Roadway Congestion Relief Project](#)—was recently completed to determine possible locations for overpasses and relocation of the rail switching yards in Downtown Hattiesburg. A copy of the full report is available at the Hattiesburg City Clerk’s office or at the Department of Public Services. An excerpt of the report is provided under Appendix C.

City officials are currently seeking funds for environmental studies of the proposed overpass locations. When the environmental study is completed, the City will seek funding to construct the first phase of a three-phase overpass construction program.

## Sidewalks and Pedestrian Ways

City residents overwhelmingly support the construction and maintenance of sidewalks and pedestrian pathways. The layout of neighborhoods and the proximity of schools, shopping, and employment districts gives Hattiesburg the potential to be a walkable city (See Figure 21). In many areas, the only element that impedes residents from walking to activities is the lack of sidewalks. Through neighborhood surveys and at public meetings, residents in all areas of the city responded that the construction

of sidewalks is a priority need in their neighborhoods (See Appendix D).

Additionally, the Vision Advisory Team strongly supported the adoption of a “complete streets” policy (see Figure 22). In general, cities that adopt complete streets policies pledge to “complete” streets by including adequate facilities for pedestrians and bicyclists.

While there are certain areas of the city where sidewalks are provided—primarily historic neighborhoods, Downtown Hattiesburg, and areas adjacent to schools and the University of Southern Mississippi—the provision of pedestrian and bicycle facilities has largely been omitted in current development trends and practices. Hattiesburg should combine a reasonable *complete streets* policy with changes to development regulations and the implementation of a capital improvement program (see Chapter 10). Specific options for *complete streets* policies are included on page 136 of this chapter.

To make Hattiesburg more *walkable*, the following strategies are recommended:

➤ **Construct Sidewalks to Schools**

Hattiesburg has made use of available funds and grant opportunities to construct sidewalks around the city’s public schools. This should continue to be a priority when allocating funds for the construction of new sidewalks.

Additionally, many of the city’s schools are within or adjacent to existing neighborhoods, increasing opportunities to walk to school. The ability to walk to school should be a priority concern when considering locations for new schools. Priority should be given to locating new schools within established neighborhoods or in areas where neighborhoods are planned or under construction.

➤ **Construct Sidewalks to Employment Centers**

Few people are able to walk to work. To do so requires a resident to choose to live close to where he/she works, or to choose employment close to where he/she lives. This is not always possible. There may not be a neighborhood close to employment with houses in the desired size, style, and price range. Also, the desire for the “perfect”

## Figure 21. What is a Walkable Community?

Walkable communities are desirable places to live, work, learn and play, and therefore a key component of smart growth. Their desirability comes from two factors. First, locating, within an easy and safe walk, goods (such as housing, offices and retail) and services (such as transportation, schools, libraries) that a community resident or employee needs on a regular basis.

Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options and creating a streetscape that better serves a range of users—pedestrians, bicyclists, transit riders and drivers.

To foster walkability, communities must mix land uses and build compactly, and ensure safe and inviting pedestrian corridors.

*Source: Institute of Transportation Engineers draft report, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.*

# Infrastructure

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house or apartment may overwhelm the desire for a short commute.

The ability to walk to work can be improved by establishing land use and development policies that encourage the construction of certain types of housing in or around employment centers.

Downtown apartments can be attractive to young professionals or empty-nesters who work downtown. Townhomes or apartments in mixed-use developments adjacent to universities can offer attractive options for students, faculty or staff.

In terms of infrastructure policy, priority should be given to constructing sidewalks in areas where opportunities exist for residents to walk to employment centers. The following locations in Hattiesburg are examples of areas where pedestrian connections can be strengthened to promote walking to work:

- › Neighborhoods adjacent to Downtown Hattiesburg;
  - › Residential areas north, west, and south of the University of Southern Mississippi; and
  - › Neighborhoods surrounding Forrest General Hospital and Hattiesburg Clinic.
- › *Construct Sidewalks to Shopping/Entertainment*  
Many neighborhoods in Hattiesburg are within walking distance to grocery stores, retail shopping centers, restaurants, and entertainment districts. The absence of sidewalks between housing and shopping/entertainment districts makes walking less desirable.

Priority should be given to constructing sidewalks in neighborhoods where there are existing grocery stores, shopping, and dining opportunities. The following locations in Hattiesburg are examples of areas where the construction of sidewalks could promote walking to these districts:

- › Neighborhoods north and south of Hardy Street between U.S. Highway 49 and Downtown Hattiesburg, including the Avenues and other neighborhoods surrounding Kamper Park and Hattiesburg Zoo;



- › Neighborhoods surrounding and adjacent to Downtown Hattiesburg; and
- › Neighborhoods adjacent to the Edwards Street corridor.

› *Make Sidewalks Attractive for Walkers*

Pedestrians are more susceptible than motorists to positive and negative aspects of the surrounding environment. With air conditioning, satellite radio, and rolled-up windows, motorists can be insulated from the elements and from unattractive surroundings. For pedestrians, the quality of the surrounding environment can have a great impact on whether or not walking is a desirable option. Many factors can influence a decision to walk, such as the condition and width of the sidewalk, the presence of attractive landscaping and shade trees, the perception of safety created by pedestrian lighting, and the visual interest created by attractive adjacent properties.

Consideration in constructing sidewalks should not be limited to the width and depth of concrete. If sidewalks are intended to encourage walking, cities should ensure that sidewalks are safe, attractive, usable facilities. This can be accomplished by planning adequate infrastructure (landscaping, street trees, and pedestrian lighting), establishing and enforcing development standards, and creating design guidelines to maintain a consistent streetscape appearance.

› *Include Sidewalks in Infrastructure Planning*

Hattiesburg, under the Department of Public Services, has an on-going program to enclose roadside ditches in neighborhoods. While the use of open ditches to manage stormwater has many environmental benefits, ditches can have negative impacts in neighborhoods.<sup>1</sup>

Enclosing the ditches eliminates breeding areas for mosquitoes, reduces maintenance costs to the City, and improves the appearance of neighborhoods (see also Chapter 6, Floodplains and Waterways). Every effort should be made to construct sidewalks at the same time new storm sewers are being installed in neighborhoods.

## Infrastructure

### Sidewalks and Pedestrian Ways

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## › *Identify Funding Sources for Sidewalks*

The City should seek funding opportunities, such as transportation enhancements grant programs (SAFETEA-LU) and Safe Routes to School, to finance the construction of new sidewalks.

### Implementation Actions:

- › Adopt a sidewalk master plan designating areas where sidewalks should be constructed; require sidewalks to be constructed by land developers at the time of new construction in areas so designated on the sidewalk master plan.
- › Aggressively pursue grant opportunities for the construction of new sidewalks.
- › Include annual sidewalk construction projects in the City's capital improvement program.

## Bicycle Routes and Longleaf Trace

Hattiesburg is fortunate to have a portion of the region's premiere bicycling facility located within the city. The Longleaf Trace—Mississippi's only Rails-to-Trails project—is approximately 41 miles long. One of the two gateways for the trail is in Prentiss with stations located along the way at Carson, Bassfield, and Sumrall to the Southern Miss gateway in Hattiesburg. The trail is used primarily for biking and hiking with equestrian trails between Carson and Epley (23 miles).

Preparations are being made to extend the trail from the Southern Miss gateway along West Fourth Street to the Hattiesburg Depot in Downtown Hattiesburg. From there, the City plans to connect the Longleaf Trace and the depot to the future Chain Park at Twin Forks (see description under Chapter 9).

Residents expressed desires to see bicycle facilities expanded and additional linkages created between the Trace and neighborhoods, parks, and other public facilities (see Appendix B). A study should be conducted to identify possible locations for bicycle lanes along major streets, plan new bicycle pathways, and initiate programs to encourage biking as a mode of transportation.

### Implementation Actions:

- › Adopt a bikeway master plan designating areas where bicycle pathways or bicycle lanes should be constructed or designated.

- › Place bicycle racks at public facilities.

## Complete Streets Policy

A majority of members of the Vision Advisory Team strongly supported the adoption of a complete streets policy (See Figure 22). Throughout the planning process, Vision Advisory Team members and city residents expressed the desire for sidewalks in neighborhoods, the importance of being able to walk safely to schools and shopping districts, and the need for safe bicycle routes between neighborhoods and the Longleaf Trace.

Many users of the Trace expressed a desire to safely ride bicycles from neighborhoods to the trailhead. A perceived impediment was the lack of adequate facilities for bicycles on existing roadways. There is a perception that riding a bicycle on existing streets where there are no bicycle lanes and inadequate shoulders would put cyclists in danger.

It is understood that not every street can be constructed with bicycle lanes, sidewalks, and transit stops. The City should adopt the long-term goal of “completing” Hattiesburg’s streets by making city streets “safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.”<sup>3</sup>

To clarify the intent of the goal, the City should identify strategies for implementation. The strategies should include possible funding sources for new facilities, regulatory and policy statements to ensure that new facilities are appropriately planned, and design guidelines to explain in detail how the spirit and intent of policies can be translated into well-designed and constructed facilities.

Below is an excerpt from the National Complete Streets Coalition’s “Elements of Complete Streets Policies.”<sup>4</sup>

“A good complete streets policy:

- › Specifies that ‘all users’ includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- › Aims to create a comprehensive, integrated, connected network.
- › Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- › Is adoptable by all agencies to cover all roads.

## Figure 22. What is a Complete Street?

A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.

Source: National Complete Streets Coalition.  
<http://www.completestreets.org/completestreets/Complete.ppt>. Accessed February 21, 2008.

“The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and BALANCED in all transportation and development projects and through all phases of a project so that even the most vulnerable—children, elderly, and persons with disabilities—can travel safely within the public right-of-way”

Source: City of Chicago Complete Streets Policy

# Infrastructure

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- › Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- › Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- › Directs the use of the latest and best design standards.
- › Directs that complete streets solutions fit in with context of the community.
- › Establishes performance standards with measurable outcomes.”

Hattiesburg should consider the adoption of a “complete streets” policy statement to be a priority need. Within 12– to 18-months, city officials should identify specific policy language that is reasonable and meets the needs of Hattiesburg’s citizens.

The “complete streets” philosophy should be integrated into everyday decision-making without delay to ensure that grant funding and major road and highway improvements can be put to use to make Hattiesburg’s streets safe and convenient for all users.

## Implementation Actions:

- › Adopt a reasonable “complete streets” policy oriented to the needs and desires of the citizens of Hattiesburg, especially the most vulnerable (children, elderly, persons with disabilities) populations.
- › Integrate the “complete streets” philosophy into everyday policy-, budget-, and decision-making.

## Local Airports

Hattiesburg is served by two airports: the Hattiesburg Bobby L. Chain Municipal Airport in Hattiesburg, and the Hattiesburg-Laurel Regional Airport.

### Hattiesburg Bobby L. Chain Municipal Airport

The Hattiesburg Bobby L. Chain Municipal Airport (hereinafter referred to as “municipal airport”) is a business airport located in the Hattiesburg-Forrest County Industrial Park. The airport has a 6,099 foot by 150 foot runway and an eleven-acre concrete ramp.<sup>5</sup> There is adequate land area available for future expansion, and the facility is capable of supporting all corporate aircraft.<sup>5</sup>

Both the municipal airport and the Hattiesburg-Laurel airport (described in the next section) are un-towered facilities—there is no air traffic control tower that captures and maintains that information.<sup>6</sup> The municipal airport’s current airport layout plan (ALP) calls for a runway extension to 7,299 feet. Additional room for further expansion past 8,200 feet would require the closing or rerouting of Ralston Road. This is considered to be a possibility by the year 2028. There are currently seven hangars at the municipal airport with adequate room for expansion.

Because of its proximity to the Camp Shelby Joint Forces Training Center, Hattiesburg’s municipal airport is the primary airport to serve certain high-ranking military and government officials who conduct business at Camp Shelby.<sup>6</sup> There is a possibility that a permanent military presence could be established on site. This is a growing trend around the country where military installations are located near general aviation or commercial airports.<sup>3</sup>

#### Implementation Actions:

- › Close or reroute Ralston Road to make room for the expansion of the municipal airport’s runway.
- › Acquire an Instrument Landing System (ILS) using instrumentation to guide aircraft landing at the municipal airport.
- › Design and construct a new airport terminal at the municipal airport.

#### Hattiesburg-Laurel Regional Airport

The Hattiesburg-Laurel Regional Airport is located nine miles north of Hattiesburg along Interstate 59. Commercial service is provided by Northwest Airlink, offering two departures and two arrivals, daily. General aviation services for corporate and private aircraft are provided by U.S. Aviation Corporation.

#### Future Transportation Plan

Hattiesburg’s transportation planning efforts are coordinated under the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL MPO). A description of the organization’s activities is included under Chapter 9 (Community Facilities and Services).

The current plan for these jurisdictions—*Hattiesburg Metropolitan Transportation Plan 2030*, completed in 2007—contains a list of projects phased according to

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### Future Transportation Plan

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Figure 23. Goals of *Hattiesburg Metropolitan Transportation Plan 2030*.

The following are goals adopted for this plan:

1. Enhance transportation system mobility and accessibility for all users and modes.
2. Enhance regional connectivity and economic viability.
3. Enhance environmental quality and public safety.
4. Support local values and conserve existing community resources.
5. Provide a transportation planning process that informs and involves the public as well as elected officials.
6. Develop a long-range regional transportation plan that is consistent with all applicable federal, state and local laws.

the availability of funding sources. The planning area includes the cities of Hattiesburg and Petal and part of the city of Purvis, as well as unincorporated portions of Lamar and Forrest counties.

The plan's project phases are described as follows:

- Stage I (2007-2011) includes a total of 32 projects consisting of 26 miles of roadway improvements, two bicycle-path projects and six additional maintenance and infrastructure improvement projects. Stage I will be funded by Mississippi Department of Transportation (MDOT), Hattiesburg, Petal, Forrest County and Lamar County and will cost an estimated \$162,470,000.
- Stage II (2012-2020) consists of 14 projects totaling 37.5 miles and having an estimated overall cost of approximately \$212,200,000. The projects will be funded by Hattiesburg, MDOT and Lamar County. Stage II includes three new four-lane roadways, five road-widening projects, one two-lane roadway, grade separations, bridge replacements and a computerized traffic signal system.
- The Stage III (2021-2030) consists of 14 projects totaling 35.1 miles with a projected cost of approximately \$151,200,000. Improvements include eleven widening or new roadway projects, one bridge replacement and two maintenance projects. Funding will be provided by MDOT, Hattiesburg, and Forrest County.
- The "Vision Plan" consists of important projects for which no funding source currently exists. Delayed funding may be the result of the project's size, cost, design complexity, right-of-way acquisition, jurisdictional concerns, or probable environmental impacts. The "Vision Plan" serves as a reminder of deferred needs and should be annually re-analyzed to determine if adjustments or changes are needed.

Maps from the *Hattiesburg Metropolitan Transportation Plan 2030* are included under Appendix C.

## Utilities

In Hattiesburg, improving and upgrading the city's infrastructure systems is a priority need recognized widely by city residents. The first step should be an



assessment of existing conditions and a prioritization of improvement needs. The second step should be the identification of possible funding sources, or the coordination of these projects with a citywide capital improvement program. Below is a general evaluation of these issues as they were identified by residents and city officials.

## Water and Sanitary Sewer Systems

### Overview

Hattiesburg's public water and sanitary sewer systems are maintained by the city's Water and Sewer Operation and Maintenance Division. The mission of the division is to establish "an ongoing effort to coordinate our work activities and to increase public awareness in the conservation of our most precious resource: water. We strive to bring the best quality potable water to our citizens. In addition, we insure that our community has a safe and effective way of handling wastewater." The division is under the Department of Public Services.

### Issues and Challenges

According to the Department of Public Services, public water is provided to all residents of the city of Hattiesburg. There are approximately 15 to 25 households in Hattiesburg that are not served by the public sanitary sewer system.<sup>1</sup> These households are primarily along James Street and Ralston Road. Because this area is sparsely populated, wastewater treatment could be addressed by installing a small treatment system as the need arises.<sup>1</sup>

All new construction must be connected to the public sanitary sewer system. The City does not permit any new private wastewater treatment facilities to be constructed.<sup>1</sup>

The City of Hattiesburg provides wastewater treatment to the Lamar Park area (west of Interstate 59 and south of U.S. Highway 98), the City of Petal, and portions of Lamar County.<sup>1</sup> The agreement with the City of Petal was made in the 1980s to directly receive the city's wastewater; no other services are provided. Contracts are renewed every three to five years; the cost is adjusted as operational costs change and as the Mississippi Department of Environmental Quality

## Infrastructure

### Water and Sanitary Sewer Systems

mandates improvements to Hattiesburg's sewer systems.<sup>1</sup>

Other water districts located within the city of Hattiesburg are Dixie Water Association, North Lamar Water Association, West Lamar Water Association, Arnold Line Water Association, and Rawls Springs Water Association. There are no plans to supplement those districts or provide water lines for fire protection outside of the city's corporate limits.<sup>1</sup>

## Facilities and Maintenance

### › *Water System Facilities*

The City maintains two water plants. Water Plant #1, located on Lakeview Road, was constructed in 1928. This plant was completely renovated in 1995 and was designated an "American Water Works Landmark" by the American Water Works Association. Water Plant #1 produces 10 million gallons per day.<sup>1</sup>

Water Plant #2, located along James Street, was constructed in the 1960s. This plant produces 5 million gallons per day. In the short term, Water Plant #2 requires upgrades to include repairing filters, replacing filter media, controls, piping and valves. The estimated cost for this 2008 upgrade is \$5.4 million and will also restore and upgrade the quality and quantity of water.

Currently the City has the capacity to produce 19 million gallons of water per day; the use is approximately 11 million gallons per day. The City is using 65% of full capacity.<sup>1</sup>

Water is drawn from well fields outcrops located in the Lower Catahoula sand strata. Wellheads are protected by concrete encasements according to specifications outlined by the Mississippi State Board of Health and the Mississippi Department of Environmental Quality (MDEQ). There is minimal concern about contamination from fertilizers or other pollutants.<sup>1</sup>

In order to preserve the quality of potable water and maintain high water standards, Hattiesburg follows regulations established by the Mississippi State Board of Health, MDEQ and the recommendations of the American Water Works

Association. This includes a yearly on-site inspection conducted by the Mississippi Department of Health for both water plants, all well fields and the division's records maintained at the water plants and the Public Services main office.

To ensure water quality, the department collects 50 water samples and two fluoride samples of the water supply each month. The samples are sent to the Forrest County Health Department and forwarded to the state's Department of Health for testing. Also, the water is tested daily for pH balance and chlorine level.

› *Condition of Water Lines*

The oldest water lines, constructed in the 1920s, are located in the historic downtown and residential areas. The City of Hattiesburg has always required that water lines be constructed of cast iron pipes, ductile iron pipe, or PVC/C900. The Department of Public Services is continually replacing deteriorated water lines in the annexed portions of Hattiesburg to provide adequate flow for domestic water and fire protection.<sup>1</sup>

According to the Department of Public Services, the condition of water transmission lines is adequate to meet current and near-term growth needs. Within the next five to ten years, the City wishes to upgrade the water transmission system to interconnect dead end water lines to prevent water outages and line failures and to increase water pressure and volume for firefighting.<sup>1</sup>

Additionally, separate fire lines should be installed within the next 12 months along the west side of U.S. Highway 49 at the Rawls Springs Loop Road and continue north approximately one mile. Separate fire lines should be installed within the next 24 months along the U.S. Highway 98 from Turtle Creek Crossing to the corporate limits (approximately 2 miles).<sup>1</sup>

› *Sanitary Sewer System Facilities*

Hattiesburg's sanitary sewer system utilizes two lagoons to treat wastewater. The lagoons are in good condition, though certain improvements are needed. The lagoons are located along Lakeview

## Infrastructure

### Water and Sanitary Sewer Systems

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Road and James Street and are described as the north lagoon and south lagoon. Though newer systems and technologies exist, the lagoon system, with the improvements described herein, should have adequate capacity to handle the anticipated growth in the coming 15 to 20 years.<sup>1</sup>

North Lagoon: There is an immediate need for new chlorinization and de-chlorinization equipment at the city's north lagoon. This should be addressed within the next 12 months. Funding has been approved by MDEQ to increase the capacity of the north lagoon from 2 million gallons per day to 4 million gallons per day within the next 24 months.<sup>1</sup>

South Lagoon: There is a current need to upgrade the aeration system to make the south lagoon operate more economically and efficiently. The current capacity of the lagoon is 20 million gallons per day.<sup>1</sup>

The City of Hattiesburg follows the regulations established by the U. S. Environmental Protection Agency, MDEQ, and the Mississippi State Board of Health. MDEQ conducts annual and periodic on-site inspections of sewer lagoon facilities, records for maintenance of equipment, and monthly reports submitted for quality assurance.

To ensure the safety of the Leaf River, a private laboratory and city personnel sample the city's sewer lagoons daily for chlorine residual; the volume of flow into the river is checked three times per week.<sup>1</sup>

The Hattiesburg Sewer Department records the city's NPDES (National Pollutant Discharge Elimination System) testing results each month and reports the information in a Discharge Monitoring Report (DMR) to the Department of Environmental Quality.

The city rotates its sewer lagoon aerators to assist with the anabolic breakdown of sewage. The aerators at north and south lagoon run continuously except when shut down for maintenance.<sup>1</sup>

The department has both a preventive maintenance program and general record keeping of repairs at

the lift stations to maintain optimum flow.<sup>1</sup>

› **Condition of Sanitary Sewer Lines**

In the early 1990s, the City of Hattiesburg commissioned a survey by consultant engineers to determine the condition of sewer lines within the city. This survey included the condition of pipe material, manholes, and existing flow within the sewer lines.<sup>1</sup>

This provided the information needed to determine which lines must be upgraded. The City of Hattiesburg has been very aggressive in replacing deteriorating sewer lines, cleaning existing lines and installing cured-in-place linings to prevent stormwater infiltration and improve structural integrity. There is a near-term need for the City to continue to aggressively replace older sewer lines to reduce the infiltration of stormwater into the wastewater collection system.<sup>1</sup>

### Personnel and Staffing

The Water and Sewer Operation and Maintenance Division employs 68 persons. Six additional employees are needed for water, sewer line and plant maintenance. There are nine licensed water and wastewater plant operators that require 24 to 40 hours of training credits annually. Training sessions are conducted by the Mississippi Department of Environmental Quality or the State Board of Health.

## **Solid Waste**

### Solid Waste Management

Solid waste management is an essential public service provided by the City of Hattiesburg to its citizens and businesses. These services include collection, transportation and disposal of municipal solid waste. Garbage is considered to be normal household waste and rubbish is yard waste and other non-perishable waste. Programs for special waste such as white goods and household hazardous waste programs are also facilitated by the City of Hattiesburg.<sup>8</sup>

The City of Hattiesburg joined with other cities and counties in the Pine Belt region to plan and implement regional solid waste management strategies. These jurisdictions completed a process to develop an

## **Infrastructure**

### **Solid Waste**

# Infrastructure

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environmentally-sensitive, cost-effective solid waste management and disposal program for the Pine Belt region. This effort resulted in the formation of the Pine Belt Regional Solid Waste Management Authority, which provides services to its members and their citizens, businesses, and industries.<sup>8</sup>

The City of Hattiesburg provides collection of municipal solid waste, then utilizes a Pine Belt Regional Solid Waste Management Authority transfer station for transfer and transportation to the regional disposal facility, also owned by the Pine Belt Regional Solid Waste Management Authority.<sup>8</sup> This cooperative effort has provided the City of Hattiesburg with a reliable and cost effective solid waste management program for the foreseeable future. The City of Hattiesburg and its partners continuously seek innovative solutions to the solid waste needs of the Pine Belt region.<sup>8</sup>

## Garbage and Rubbish

Disposal of solid waste—defined in Hattiesburg as garbage, rubbish and white goods—is provided to all residents of Hattiesburg. Garbage and rubbish is collected by employees of the Department of Public Services. The City of Hattiesburg purchases and maintains its own fleet of collection vehicles.

Garbage is considered to be normal household waste, such as food waste. Rubbish consists of both combustible and noncombustible wastes. Combustible rubbish includes such items as paper, cartons, wood, furniture, rubber, plastics and yard waste. Non-combustible rubbish includes glass, metal cans, metal furniture and similar material which will not burn at ordinary incinerator temperatures.

Collected waste is taken to the Pine Belt Solid Waste Authority transfer station located on James Street, behind the Public Works facility. From the transfer station, it is transported to its final destination at the Pine Belt Solid Waste Authority facility located in Runnelstown, Mississippi, approximately 15 miles east of Hattiesburg.

Other commercial and industrial businesses in Hattiesburg must contract with private companies for solid waste collection. Companies currently operating in Hattiesburg include Waste Management, Inc., Enviro, Inc., and BFI.



The city currently has 21 garbage trucks, none of which are fully automated (able to pick up 90 gallon containers). The short-range plans will request the purchase of three new collection/compaction trucks per year for solid waste collection.

#### Implementation Actions:

- › Implement a fully-automated garbage collection system.

#### Short-Term Facilities, Equipment and Program Needs:

- › Include the purchase of 90-gallon waste containers for each household in the city's *capital improvement program*.
- › Include the purchase of ten fully-automated collection vehicles in the city's *capital improvement program*.

#### White Goods and Household Hazardous Wastes

Hattiesburg also provides curbside collection of appliances, called “white goods.” White goods are taken to the Pine Belt Solid Waste Authority storage yard on James Street. When a certain volume is reached, an independent contractor collects the items and transports them to scrap metal recycling companies. This program is operating successfully and no changes are recommended.

The City is currently evaluating the establishment of a household hazardous waste disposal program. Household hazardous wastes include batteries, paints, household chemicals and cleaning supplies, electronics, and fluorescent light bulbs. These items are not currently allowed in municipal solid waste landfills. The greatest obstacle to establishing a program is the difficulty in locating a final destination for collected items that is close enough to be economically feasible.

The Mississippi Department of Environmental Quality offers a grant program for local governments to conduct household hazardous waste drop-off events. Hattiesburg applies for the funds annually, though has only been successful four times since 1990.

#### Implementation Actions:

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### Solid Waste

- › Continue to pursue the establishment of a permanent household hazardous waste collection program.
- › Continue to seek funds for household hazardous waste collection events until a permanent program is established.

## Recycling

There are three drop-off locations in Hattiesburg where certain recyclables are collected: Kamper Park, the police department service center at the corner of Forrest and McLeod streets, and the Wal-Mart store on Highway 98 West. The recyclables—plastic containers (#1 PETE, polyethelene terephthalate, and #2 HDPE, high-density polyethelene), aluminum cans, newspaper, and cardboard—are collected by Sumrall Recycling in Sumrall, Mississippi.

### Background on prior initiatives

Within the past sixteen years, several programs have been initiated by public and private entities to offer curbside recycling in Hattiesburg. The first was the Pine Belt Pilot Recycling Project—a 1993 pilot project funded using a matching grant provided by the Mississippi Department of Community and Economic Development, Energy Division.<sup>9</sup> The pilot project was conducted over a period of nine months in the cities of Hattiesburg, Petal and Laurel. The goal of the project was to gather data—cost per household, time per household, and average pounds recycled per household—that would help each jurisdiction with the development of city-wide curbside recycling programs.<sup>9</sup>

A second, 12-week pilot program was conducted by a volunteer-led private organization—Red Truck Recycling—during the 2005 Great American Clean-Up. This no-cost program, available by subscription to any residents of Hattiesburg or adjacent areas in Lamar County, sought to determine the current level of desire and feasibility of curbside recycling.

A private, curbside recycling service—Hub City Recycling—was recently initiated and is available only by subscription to interested households.

### Feasibility of City-Wide Curbside Recycling

There are circumstances unique to Hattiesburg that present both challenges and opportunities for establishing a permanent, citywide curbside recycling

program.

The opportunities and challenges to implementing a curbside recycling program are explored below:

1. Hattiesburg Currently Collects Garbage, Rubbish, and White Goods

The fact that Hattiesburg currently has a City-managed solid waste collection program is a unique circumstance that presents both opportunities and challenges. Unlike Hattiesburg, many communities contract with private companies for garbage/rubbish collection. Hattiesburg currently provides its own garbage/rubbish/white goods collection service for city residents. The City maintains its own facilities and fleet of collection vehicles.

If Hattiesburg were to begin collecting recyclables in addition to garbage/rubbish/white goods, the initial start-up costs will be greater than it would be for communities that contract with private companies. To implement a curbside recycling collection program, the City would need to purchase special collection vehicles or modify existing vehicles. Also, land and/or a facility must be made available for sorting or storage of collected recyclables.

Though, because the City already manages its own collection program, modifications could be made to accommodate a curbside recycling service. The City should be able to design and implement a program that best utilizes available resources, facilities, and personnel.

One option that has been considered by the City is to modify garbage collection schedules in conjunction with the implementation of an automated trash collection program. Currently, the City has no fully-automated waste collection vehicles in its fleet. The City could provide each household with a 90-gallon collection container and reduce the number of collections to one per week. This would reduce the number of employees required to perform the current manual collection—from three per truck to two per truck—and, therefore, reduce costs. As there are currently two weekly collection days, recyclables could be collected on the second scheduled day.

## Infrastructure

### Recycling

## 2. Hattiesburg Must Educate the Public on How to Participate

Recycling—whether through curbside pick-up or drop-off collection—requires a change in behavior for participants. In communities where no recycling programs exist, many residents are accustomed to discarding all waste items in household trash cans.

Curbside recycling does not require much effort on the part of residents. Recyclable items such as milk jugs, soda cans and plastic bottles must be rinsed after use. Residents are usually provided some type of receptacle that does not require the items to be separated according to type. On the designated pick-up day, residents place the container at the curb as they would place garbage cans or rubbish.

Once residents begin to participate in recycling programs, it becomes “second-nature” to set aside certain household items to be recycled. It should be recognized in any recycling initiative that volume should grow over time as awareness and public education increases and as residents “re-train” themselves to recycle instead of discard.

## 3. Hattiesburg Must Find a Market/Destination for Recycled Items

Another challenge to curbside recycling is the cost associated with transporting the recycled goods from a community to the receiving industry. There is already an established business in the region that provides this service. Sumrall Recycling currently collects and transports recycled goods to its facility in Sumrall, 10 miles northwest of Hattiesburg. Additionally, Hattiesburg could work with the Area Development Partnership to market industrial properties to potential recycling industries.

Recycling is considered to be a “quality-of-life” issue by those who have experienced programs in other cities. Curbside recycling is available in many jurisdictions nationwide and throughout Mississippi. Hattiesburg treasures its reputation as a retirement community and seeks to advance its standing as a sustainable city with a high quality of life.

Those who are considering relocating or retiring in the Southeast will compare Hattiesburg with other cities

that provide similar services. A curbside recycling program must be considered a goal to be implemented within the next five-to-ten years in order for Hattiesburg to remain competitive and progressive.

### Implementation Actions:

- › Evaluate options for modifying existing procedures and equipment to implement a curbside recycling program.
- › Investigate the additional equipment, personnel assignments, and operating expenses that will be required to provide curbside recycling to city residents.
- › Include equipment and vehicles needed for curbside recycling in the city's capital improvement program.

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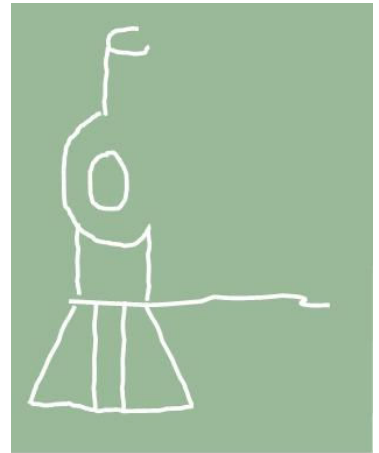
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## Infrastructure Recycling





## Chapter 9: Community Facilities and Services



***All Aboard!***

# Community Facilities and Services

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Photo: Hattiesburg City Hall.



Photo: Jackie Dole Sherrill Community Center in Downtown Hattiesburg

## Overview

Community facilities are public and quasi-public facilities that provide a wide range of community services. These facilities are owned by public entities—federal, state, county or city governments—or quasi-public, private, or non-profit agencies.

A survey of existing community facilities was conducted to evaluate the current and future needs of the city of Hattiesburg. The recommended implementation actions and short-term needs identified in this section comprise the *Community Facilities Plan*. The plan is an evaluation of existing conditions and future needs for public and quasi-public facilities in Hattiesburg. The maintenance and operation of public facilities is the responsibility of governmental entities at the federal, state, county, or municipal levels. Certain quasi-public facilities are maintained and operated by quasi-public or private agencies.

## Community Centers, Public Buildings and Cultural Facilities

Hattiesburg has a number of public and quasi-public buildings and facilities used for community, neighborhood and family gatherings, education and learning, arts, cultural events, and other public uses.

This section lists and describes the buildings and resources that exist for community centers, public buildings and cultural facilities, and includes future plans to meet the needs of the city's growing population.

## Community Centers

The City of Hattiesburg owns and operates five community centers. The centers are managed through the City's Parks and Recreation department. The centers are used for a variety of purposes, including the following: community events, public meetings, family reunions, class reunions, live performances, weddings and receptions, conference programs, recreation classes and activities, cultural events, and school dances.

A complete list of community centers and amenities is included under Figure 24.

## Other City-Owned Facilities

In addition to community centers, there are many other types of public facilities that are owned and operated by the City of Hattiesburg. The following facilities are managed under the City's Parks and Recreation Department:

- › Administrative offices;
- › Parks and recreation facilities;
- › City-owned cemeteries;
- › Kamper Park and Hattiesburg Zoo; and
- › Public rights-of-way and landscaped areas.

### Administrative Offices

The City's administration, city departments and staff are housed in multiple buildings: City Hall, the Public Services office (the Centennial Building), and the Jackie Dole Sherrill Community Center are located downtown. In addition, the City has contracted to purchase the recently-vacated First Baptist Church on Pine Street near Downtown Hattiesburg. Details about these facilities are listed below.

#### › City Hall

Prior to 1921, Hattiesburg's City Hall was located at the corner of Forrest and Pine Streets. At that time, the site of the current City Hall was occupied by an opera house and the Southern Hotel.

Hattiesburg's current City Hall building was constructed in 1921. All City departments were originally housed in City Hall. The police department and jail were located on the first level, in an area that is now occupied by the Information Systems office and Code Enforcement division offices. The fire department was originally located on the second floor, and the municipal court occupied the third floor.

Over time, the police and fire departments were relocated to their current facilities (see pages 152 and 158 for police and fire facilities). At present, there are approximately 55 employees housed at City Hall in the following departments and divisions:

- › Administration, including Information Technology, City Clerk, Tax, Parking, Human Resources, and Risk Management Divisions

Figure 24. City-Owned Community Centers<sup>3</sup>

### Jackie Dole Sherrill Community Center

Location	220 West Front Street
Amenities	Auditorium (5,000 sq. ft.), dining/meeting room, conference rooms (2), full service kitchen and serving room.

### C.E. Roy Community Center

Location	300 East 5th Street
Amenities	Auditorium (3,500 sq. ft.), dance studio, classrooms (4), and full service kitchen.

### W.U. Sigler Community Center

Location	315 Conti Street
Amenities	Auditorium (2,800 sq. ft.), conference room, catering preparation room.

### Ben McNair Recreation Center

Location	300 North 12th Avenue
Amenities	Auditorium (2,000 sq. ft.), gymnasium, dance studio, classrooms (4), full service kitchen.

### Hattiesburg Cultural Center

Location	722 North Main Street
Amenities	Large meeting room (10,000 sq. ft.)

# Community Facilities and Services

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- › Clerk of Council; and
- › Urban Development, including Code Enforcement, Community Development, Land Development Code, Building and Planning/Zoning Divisions.

The City Hall building is in good condition, requiring only routine maintenance and upkeep. The City plans to waterproof the exterior of the building by the end of 2009 and funds for this project are budgeted. No other major improvements are planned in the near term.

The City recently acquired the former First Baptist Church facility on Pine Street and plans to relocate certain offices to this facility. A description of the church facility may be found at the bottom of this page. After the new facility is occupied, City Hall will only house divisions under the Administration Department; the department's Accounting/Purchasing division will return to City Hall from its current location in the Jackie Dole Sherrill Community Center.<sup>1</sup>

- › *Jackie Dole Sherrill Community Center*

Jackie Dole Sherrill Community Center was built in the early 1940s as a United Service Organization (USO) for white military personnel. The building, equipped with rooms and showers on the basement level, served as a "home away from home." The facility's second floor currently houses the Accounting/Purchasing division of the City's Department of Administration.<sup>2</sup>

- › *Former First Baptist Church Facility*

The City of Hattiesburg is in the process of purchasing the former First Baptist Church facility on Pine Street. It is anticipated that the purchase will be finalized by December 2008; City offices could occupy the facility by the end of 2009, after renovations are completed.<sup>1</sup>

The building has a floor area of 103,000 square feet: the first and second floors each have 45,262 square feet, and the third floor has an area of 6,579 square feet.

The church facility could support a new City Council meeting room with seating for approximately 200



persons. The meeting room could also be used for public meetings and hearings for the city's appointed boards and commissions and other city assemblies.

Renovation costs should be included in the 2009 fiscal year budget and included in the city's *capital improvement program*.

The City plans to locate the following departments/activities in the First Baptist Church facility:<sup>1</sup>

- › Hattiesburg Fire Department administrative offices;
- › The Department of Urban Development;
- › Hattiesburg Police Department administrative offices;
- › Municipal court operations; and
- › Public meeting facilities (yet to be determined).

## Forrest County Facilities

Forrest County owns and maintains a number of buildings and facilities in Hattiesburg. Administrative buildings and offices are located in Downtown Hattiesburg, including the Paul B. Johnson Chancery Building, Forrest County Tax Assessor's Office, Sheriff's office and jail, Forrest County Courthouse, and Masonic Lodge. The county also owns and maintains the Forrest County Multi-Purpose Center and a number of other offices and maintenance facilities throughout the city and county.

## Educational Facilities

### Hattiesburg Public School District

A majority of the land area in Hattiesburg is within the Hattiesburg Public School District. The district maintains six elementary schools, one middle school, one ninth grade academy, and one high school. The locations of the schools are shown under Figure 25.

### Buildings and Facilities

Both minor and major renovations will be needed to many school facilities within the next 20 years. All of the elementary schools were constructed between 1949 and 1963, and Hattiesburg High School was constructed in 1959. The newer schools—N.R. Burger Middle School and the Ninth Grade Academy—were constructed in 2002; these facilities should only require

## Community Facilities and Services

### Community Centers, Public Buildings and Cultural Facilities

# Community Facilities and Services

**Figure 25. Public Schools, Hattiesburg Public School District.**

Lillie Burney Elementary School

Location 901 Ida Avenue  
Year Constructed 1963

Grace Christian Elementary School

Location 2207 West 7th Street  
Year Constructed 1958

Hawkins Elementary School

Location 526 Forrest Street  
Year Constructed 1951

Rowan Elementary School

Location 500 Martin Luther King Drive  
Year Constructed 1951

Thames Elementary School

Location 2900 Jamestown Road  
Year Constructed 1963

Woodley Elementary School

Location 2006 O'Ferrall Street  
Year Constructed 1949

N.R. Burger Middle School

Location 174 WFS Tatum Road  
Year Constructed 2002

Ninth Grade Academy

Location 301 Hutchinson Avenue  
Year Constructed 2002

Hattiesburg High School

Location 301 Hutchinson Avenue  
Year Constructed 1959

Mary Bethune Attendance Center

Location 610 Dumas Avenue  
Year Constructed 1950

minor maintenance and upkeep.

Additionally, certain elementary schools currently have too many students; others have too few. The school district plans to study the current school attendance boundaries and make adjustments.

Forrest County School District

A small area of land in southern Hattiesburg that was annexed in the early 1990s is located within the Forrest County School District. Earl Travillion Attendance Center, in the Forrest County School District, is located at 316 Travillion Drive. Current enrollment at the school is 280.

Private Schools

The following private schools are located within the city of Hattiesburg.

› *Presbyterian Christian School*<sup>4</sup>

Address: 3901 Lincoln Road (K-6)  
221 Bonhomie Road (7-12)

Grades: Kindergarten through 12th grade  
Enrollment: over 800 students total

› *Sacred Heart Catholic School*<sup>5</sup>

Address: 608 Southern Avenue  
Grades: Kindergarten through 12th grade  
Enrollment: 530

› *Alpha Christian School*

Address: 1101 Main Street  
Grades: Kindergarten through 12th grade  
Enrollment: 249

› *Central Baptist School*

Address: 35 P.D. Freeman Road  
Grades: Pre-Kindergarten through 12th grade  
Enrollment: 90

› *Montessori Children's House*

Address: 323 South 23rd Avenue  
Grades: Pre-Kindergarten through Kindergarten  
Enrollment: 42

## The Library of Hattiesburg, Petal and Forrest County

The Library of Hattiesburg, Petal and Forrest County is a source of pride for all residents.



There are approximately 37,000 cardholders. The number of people in the service area is 75,000.<sup>8</sup>

Originally located on Main Street (see description of Hattiesburg Cultural Center, below), the library was relocated to an impressive new building on Hardy Street in 1996. A description of the building appears under Figure 26.

### Programs and services

There are six organized book clubs at the library. Three clubs read general subjects, one specializes in history, one specializes in teen books, and one reads MONJA Japanese graphics.

The library has 41 public access computers in two locations in the library. The computers are linked to web-based materials catalogs (i.e. Magnolia). Magnolia is a state based academic research database and the cost is incurred by the State of Mississippi.

There are also numerous non-academic databases. Reference USA is another database that is offered to users. These databases list the number of businesses that have opened in the last 30 days.

The library makes wireless internet available to visitors and estimates between ten and twelve users per day.

## Arts and Cultural Facilities

### Hattiesburg Cultural Center

The Hattiesburg Cultural Center is located at 723 Main Street. The building was constructed in 1928 as the city's first stand-alone public library. Earlier libraries were housed within other facilities.

The center currently houses the Hattiesburg Arts Council Gallery, Hattiesburg Area Historical Society Museum, and offices for Hattiesburg Arts Council and Historic Hattiesburg Downtown Association. There are large areas on the second floor and mezzanine levels available for public use.<sup>2</sup>

### East Sixth Street USO Club

The East Sixth Street USO Club is owned by the City of Hattiesburg and managed by the Hattiesburg Convention Commission. The building is a cultural treasure for Hattiesburg as it is one of only two surviving buildings in the United States built as a USO

**Figure 26. The Library of Hattiesburg, Petal and Forrest County**

*Excerpts from information prepared by the Library of Hattiesburg, Petal and Forrest County.*

"On March 2, 1996, the doors to a new 54,000 square foot building were opened to the community. The building, set back from Hardy Street in a landscaped environment, serves as a *Gateway to Downtown Hattiesburg*. Constructed of St. Joe brick, with large thermal windows and a clay tile roof, the architect, Larry Albert, drew upon the design elements prominent in Hattiesburg's original 1930's library and the community's architectural heritage."

"The building's three levels respond to the library's primary service areas. In this respect, the building's design is a classic example of "form follows function." The lower level houses children's services with an emphasis on creating space where children are introduced to the love of reading. The entry level displays new books, videos, books on tape and large print in a town square setting. The upper level houses information resources, including the reference and non-fiction collections, a ten-station electronic information system, three computer rooms providing Internet access, and the periodicals reading room."

"A curved staircase, providing the primary access between the library's three levels, is a full scale replica of the original 1930s library's exterior staircase. Every detail has been carefully recreated in wood by local craftsmen."



*Photo: Interior Staircase, The Library of Hattiesburg, Petal and Forrest County.*

# Community Facilities and Services

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club for African-American military personnel. Built in 1943, the facility was managed by full-time professional staff plus many volunteers.<sup>2</sup>

The USO Club is currently being renovated; it has been listed in the National Register of Historic Places and will be considered for National Landmark status after renovations are completed. There are plans for the facility to house an African-American Military History Museum.<sup>2</sup>

## Eureka School

Eureka School is owned and managed by the Hattiesburg Convention Commission. When founded in 1921, Eureka School was one of only two high schools for African-American students in Mississippi.<sup>4</sup> The building was used as a school until 1987, when Hattiesburg Public School District's desegregation plan called for its use to be discontinued. The school became a community education center until the mid-1990s, then remained in use to house various education programs.<sup>4</sup> Renovations began in February 2008 to prepare the building to be used as an "African-American Heritage and Cultural Museum and interpretive center for the Civil Rights movement, particularly the activities of Freedom Summer 1964."<sup>5</sup>

The initiative to restore the school is being undertaken by the following entities:

- › Hattiesburg Convention Commission;
- › EURO (Eureka-Royal Street-Rowan) Alumni Association;
- › Historic Hattiesburg Downtown Association;
- › SMART Partnership;
- › Mobile-Bouie Street Neighborhood Association; and
- › City of Hattiesburg.

## Public Parks and Hattiesburg Zoo

### Parks and Recreation Department

#### Overview

The mission of the Hattiesburg Parks and Recreation Department is "to enhance the lives of all citizens by providing quality programs that promote physical fitness, social interaction, and cultural enrichment."

Public parks and recreation facilities—including the Hattiesburg Zoo—are managed under the City’s Parks and Recreation Department. The Department is divided into five divisions—Administration/Programming, Maintenance, Cemetery/Forestry, Hattiesburg Zoo, and Cultural Affairs—and employs a staff of more than 106 persons.

The city also utilizes a Parks and Recreation Advisory Board to act in an advisory capacity to the Mayor with regard to parks and recreation issues. The board contains three representatives from each of the city’s five wards. Membership appointments are made by the Mayor and ratified by the City Council.<sup>9</sup>

### Department Activities

The Parks and Recreation Department is charged with maintaining the city’s community facilities and lands, including community centers, landscaping at community facilities, parklands and recreation facilities, and public rights-of-way. This requires a high level of coordination and adequate staff, equipment and resources. The work performed by this department is visible to all. Therefore, residents’ and visitors’ opinion of the city is influenced greatly by the quality and beauty of public spaces and community facilities.

Each of the department’s five divisions have specialized duties and distinct staffing and equipment needs. Issues and challenges are listed below for each division:

- ▶ **Administration/Programming Division**  
 This division handles the creation and administration of programs for youth, adults, and special events and activities.<sup>9</sup>
- ▶ **Recreation Maintenance Division**  
 This division manages all landscaping, mowing and facility maintenance activities for the city. The division estimates its man-hour needs based upon the areas that must be mowed and maintained. Peak mowing season is from March to September, though the division over-seeds all enhancement areas and playing fields during the winter. This requires year-round mowing. The division mows 531 acres of parkland each week, mows 300 acres of public right-of-way, and maintains 250 landscaped beds.<sup>9</sup>



*Photo: Town Square Park walking trail.*

## **Figure 27. Parks and Recreation Programs**

### **Youth Programs**

Tackle Football  
 Flag Football  
 Softball  
 Teeball  
 Basketball  
 Day Camp  
 Golf  
 Tennis  
 Swimming

### **Adult Programs**

Softball  
 Flag Football  
 Basketball

### **Special Programs**

Zoo Boo  
 Senior Fair  
 Very Special Arts  
 Zoo Lights  
 Senior Prom  
 Ceramics  
 Mayor’s Golf Cup  
 Mayor’s Bowling  
 Bridge Club  
 Senior Art Class  
 Senior Aerobics  
 Easter Egg Hunt

# Community Facilities and Services

**Figure 28. Parks and Recreation Master Plan Key Findings**

The following are the key findings and from Phase I of the Parks and Recreation Master Plan:

## Key Findings

1. According to the telephone survey, 70% of Hattiesburg citizens prefer to renovate, upgrade, and improve existing facilities versus buying and developing new facilities.
2. According to the telephone survey, 35% of Hattiesburg citizens rate Neighborhood Parks as the most important priority.
3. Recreational programming needs improvement for teens and elderly citizens.
4. Adequate funding and staffing for the Parks and Recreation Department needs to be addressed.
5. The highest rate of participation by Hattiesburg citizens is in the wellness activities group, such as aerobics, weight training, yoga, walking and jogging.
6. The lowest rate of participation by Hattiesburg citizens is in the active sports group, such as tennis, baseball, soccer, golf, basketball and disc golf, has the lowest rate of participation.
7. Durable materials and design for renovations to existing facilities or new construction should be a high priority.
8. Safety, security and vandalism at City facilities are a concern for citizens.
9. According to the telephone survey, 51% of Hattiesburg citizens prefer to use public facilities rather than private facilities for their recreation activities.

Source: *Parks and Recreation Master Plan Report*, prepared by Weatherford / McDade, Ltd., and CREATEs.

Additionally, division staff maintains playgrounds, tennis courts, basketball courts, walking trails, and playing fields for soccer, baseball, football and softball.<sup>9</sup>

Three “seasonal enhancement” employees are hired between April and August of each year, and three seasonal ballfield employees are hired between March and September. Additional manpower—up to 65% of the division’s labor force—is provided by prison inmates.<sup>10</sup>

### › Cemetery/Forestry Division

The Cemetery/Forestry Division maintains the city’s six cemeteries. In all, this division mows 190 acres of cemetery land and maintains the areas around more than 58,000 headstone/burial sites.<sup>9</sup> There are approximately 320 burials each year, and the cemeteries are maintained by a seven-person crew.

Urban forestry duties in this division include managing more than 40,000 trees on public property and rights-of-way, planting around 400 new trees annually, and trimming trees along the street right-of-way (tunnel-cutting). These duties are performed with a five-person crew.<sup>9</sup>

The urban forestry crew addresses all tree requests received by the City’s Action Center (see page 195 for a description the Action Center). These requests include tree planting, tree trimming, tree removal, tree assessment, and stump removal. Detailed information on the city’s urban forestry program are included under Chapter 6 (Natural Environment) of this document.

### › Hattiesburg Zoo Division

The Hattiesburg Zoo Division maintains the city’s zoo and all its exhibits. Detailed information on the zoo is included in this chapter on page 165.

### › Cultural Affairs Division

This division manages the city’s five community and recreation centers. Figure 24 includes a list of community centers and amenities. Division staff provide assistance and coordination for an average of 2,300 events annually, including meetings, weddings, reunions, and live performances.<sup>9</sup>

### Personnel and Staffing

The Department of Parks and Recreation currently employs 106.25 staff positions. Below is a list of the number of employees in each division:<sup>10</sup>

Division	Personnel
Administration/Programming Division	17.25
Maintenance Division	29.5
Cemetery/Forestry Division	17
Hattiesburg Zoo Division	29
Cultural Affairs Division	13.5

According to the findings of the Parks and Recreation Master Plan (see full description on page 164), the Maintenance Division does not have adequate staff and financial resources to maintain public parks and recreation spaces to the optimum level. The department estimates an additional nine persons should be added to the division to meet current mowing and maintenance needs.

### Vehicles and Equipment

The Parks and Recreation Department utilizes certain specialized types of equipment, including walkie-talkie radios, cellular telephones, weed-eaters, blowers, chain saws, floor buffer machines, and a train at the Hattiesburg Zoo.<sup>10</sup>

Below is a list of the vehicles utilized by the department:<sup>10</sup>

Vehicle/Equipment	Purpose
Mowers (60" to 72")	Mowing rights-of-way areas and parks
Tractors (32 horsepower)	Moving dirt, bushhog, fertilizer, herbicides
Knuckle-Boom	Moving large tree debris
Bucket Truck	Lifting crews and equipment for tree maintenance
Chipper	Chips tree/limb debris
Stump Grinder	Grinds and removes stumps left when trees are removed
Top Dresser	Spreads sand/dirt over playing field areas
Crew-Cab 3/4-Ton Pick-up Trucks	Used to carry crew and equipment to job sites

*List continued on next page*

### **Figure 29. Parks and Recreation Facilities**

*Source: Parks and Recreation Master Plan, Weatherford/McDade, Ltd., and CREATEs.*

Facility	# of Acres
9th Street Park	8
Beverly Hills Walking Trail	3
C.E. Roy Community Center	2
Dahmer Park	35
Eastside Park	12
Kamper Park and Hattiesburg Zoo	40
Duncan Lake	41
Lee Circle Gazebo	0.3
Smokie Herrington Field	2
Oseola McCarty Park	6
People's Park	5
San Antonio Field	5
Jaycee Park	8
Tatum Park	300
Timberton Complex	18
Town Square Park	3
Thames Playground	2
Lilac Street Playground	2
Hope Park	3
Ruth Brown Park	4
Cultural Arts Center	0.3
Veteran's Park	1.3
Chain Park	40
Fountain Park	0.3

# Community Facilities and Services

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*List continued from previous page*

Vehicle/Equipment	Purpose
1/2-Ton Cargo Vans	Used to transport equipment to community centers
1/2-Ton Pick-up Trucks	Used to carry crew and equipment to job sites
Scissor Lift	Rented to reach high ceilings/roofs at facilities
Boom Lift	Rented to reach ballfield lights
Backhoe	Used to dig graves and various duties around parks
Dump Truck	Used in cemeteries to haul dirt and other duties
Open Body Trucks	Used to haul tree/limb debris
Bob Cat	Used to haul waste, etc. at the Hattiesburg Zoo

## Short-Term Equipment Needs:

- › Purchase three mowers (72").
- › Purchase one 25-foot scissor lift.
- › Purchase one 70-foot bucket truck.
- › Purchase one 1-ton dump truck.
- › Purchase three 3/4-ton crew cab pick-up trucks.

## 10-Year Equipment Needs:

- › Purchase six mowers (72").
- › Purchase six 1/2-ton pick-up trucks.
- › Purchase two 3/4-ton crew cab pick-up trucks.
- › Purchase one backhoe.
- › Purchase two 48-horsepower tractors.

## 15-Year Equipment Needs:

- › Purchase six 1/2-ton pick-up trucks.
- › Purchase two 3/4-ton crew cab pick-up trucks.
- › Purchase one knuckle-boom lift.
- › Purchase two cargo vans.
- › Purchase nine mowers (72").
- › Purchase two open body dump trucks.
- › Purchase one 6-yard dump truck.

## 20-Year Equipment Needs:

- › Purchase six 1/2-ton pick-up trucks.
- › Purchase two 3/4-ton crew cab pick-up trucks.



- Purchase one 48-horsepower tractors.
- Purchase nine mowers (72").

### Parks and Recreation Master Plan

The first phase of a master plan for parks and recreation facilities was adopted in October 2007. The consultants conducting the master plan included Weatherford / McDade, Ltd., and CREATEs (College of Health, University of Southern Mississippi).

The first phase included consultations with the Parks and Recreation Board, an inventory of facilities, a physical facilities reconnaissance survey, the collection of demographic information, a telephone survey, and a series of questionnaires distributed to the Hattiesburg Public School District and area neighborhood association members. In addition, five public meetings were held—one in each ward—to solicit community input.<sup>3</sup>

The Phase 1 report includes key findings, recommendations and conclusions. One recommendation is to continue the process with Phase 2—a comprehensive parks and recreation vision plan—that would contain specific recommendations for new facilities and programs, facility improvement, and maintenance. In addition, the Phase 2 vision plan would include strategies for plan implementation and phasing and include a cost estimate for the initial phase of implementation.<sup>3</sup>

As the city is involved in an on-going planning program for parks and recreation, research in this area was not repeated for the city's 2008 comprehensive plan. Through the comprehensive planning process, many residents have commented on desires for additional recreation facilities. In addition, there appears to be widespread support for public parks and recreation facilities. The Vision Advisory Team used current public input and information from Phase 1 of the Master Plan to identify the goals, objectives and implementation actions contained in Chapter 4 of this plan.

This comprehensive plan seeks to be consistent with the Parks and Recreation Master Plan and support all the recommendations contained therein. Any additional comments or recommendations gathered through this comprehensive planning process can be used in Phase 2 of the Master Plan process.

Figure 30. At the Hattiesburg Zoo

### Animals at the Hattiesburg Zoo:

#### African Section

Emus  
Galapagos tortoises  
Zebra  
Elands  
Ostrich  
Colobus monkey  
DeBrazza Guenon monkey  
Blue Duiker  
Serval

#### South American Section

Black lemurs  
Black and white ruffed lemurs  
Crowned lemurs  
Red ruffed lemurs  
Ring-tailed lemurs  
Muscovy ducks  
Capybara  
Tapir  
Llamas  
Black Howlers  
Blue and Gold Macaws  
Scarlet Macaw  
Jaguar

#### Tiger Boardwalk

Tigers  
Gibbons  
Kookaburra  
Cockatoo  
African Grey Parrot  
Monk Parakeet  
Blue-fronted Amazon Parrot  
Red-tailed Hawks  
Screech Owls  
North American Alligators  
Mallard Ducks  
Black Swans  
Mute Swans  
Domestic Geese  
Brown Pelican  
American White Pelican

#### Other Visible Animals

Prairie Dogs  
Helmeted Guinea Fowl  
Peafowl  
Domestic Chickens  
Great Horned Owls

# Community Facilities and Services

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## Implementation Actions:

- › Implement recommendations contained in Phase 1 of the Parks and Recreation Master Plan.
- › Initiate Phase 2 of the Parks and Recreation Master Plan (estimated cost—\$67,000.00).

## Public Parks

The City of Hattiesburg owns and maintains approximately 541 acres of land dedicated to parks and recreation, including 30 individual recreation areas ranging in size from .3 acres (Lee Circle Gazebo) to 300 acres (Tatum Park).<sup>3</sup>

A complete list of parks and recreation facilities appears under Figure 29.

## Hattiesburg Zoo at Kamper Park

The Hattiesburg Zoo is the only zoo in Mississippi that is both owned and operated by a city government. The zoo is located within the 40-acre Kamper Park. In addition to the zoo, the park also offers a baseball diamond, a walking track, six tennis courts, shelters and pavilion, and an accessible playground.<sup>11</sup>

Land for Kamper Park was donated in 1902 by John Kamper. He deeded 40 acres of land to several persons as trustees for the United Daughters of the Confederacy (UDC). Mr. Kamper stipulated that the land was to be improved and used as a public park, to be named Kamper Park.<sup>11</sup> In 1908, the UDC transferred the land to the City of Hattiesburg. The UDC and the City of Hattiesburg were to share equally all revenues from the park. On September 1, 1913, Kamper Park officially opened as a public park.<sup>11</sup>

The zoo opened on Easter Sunday in 1950. In 1954, the Lion's Club donated a pair of lions to the zoo. In 1958, the club sponsored the drive to get an elephant, llamas, elk, buffalo, and an African white goat.<sup>11</sup> Today, the 12-acre Hattiesburg Zoo at Kamper Park houses 21 exhibits displaying 49 different species of animals. A full list of all the animal species appears under Figure 27.<sup>3</sup>

The zoo is an educational facility, seeking to inform visitors about the wonders of the natural environment and its inhabitants. Zoo officials estimate an average of 110,000 visitors each year. Of total the number of

zoo guests in 2007, more than 11,000 visited with school programs.<sup>10</sup>

Figure 27 displays the animals currently found at the Hattiesburg Zoo. There are over 160 animals housed at the zoo, with more exhibits planned. The zoo is currently planning a new Asia exhibit with a new tiger, gibbon, and Asian watergarden, and a Mississippi exhibit will house native animals. In addition, there are plans to renovate the existing tiger habitat to house African lions.<sup>12</sup>

Short-term goals for the zoo include building and enhancing education and conservation programs, maintaining and upgrading all current exhibits to provide safe and clean environments for animals and zoo visitors, and achieving accreditation by the Association of Zoos and Aquariums (AZA). Accreditation will also enable the zoo to obtain permits to exhibit native mammals.<sup>3</sup>

To enhance education programs, zoo officials plan to build an education building/discovery area to house and exhibit the zoo's growing educational animal collection. Also planned is a new hospital/quarantine complex. There is currently no facility to quarantine or treat large animals, such as large cats, large hoof stock, and large primates.<sup>12</sup> Zoo officials are considering locations in Kamper Park that are isolated and have good vehicular access for delivering the animals.

The zoo also envisions long-term expansion goals. To continue to expand exhibit areas and enhance park safety, the physical boundaries of the park must be expanded. The next phase of the Parks and Recreation Master Plan (see page 164) should address possible locations for park and zoo expansion.

Additionally, to decrease the amount of non-zoo traffic around the playground area, the City of Hattiesburg plans to relocate the current traffic signal from the intersection of Hardy Street and Park Avenue. The new signal will be located along the eastern park boundary at Hardy Street and 17th Avenue.<sup>10</sup>

#### Implementation Actions:

- › Include the zoo's capital projects in the city's capital improvement program; budget needed funds and seek additional funding sources to fully implement

## Community Facilities and Services

### Hattiesburg Zoo and Kamper Park



Photo: Duncan Lake

# Community Facilities and Services

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plans to improve the zoo's educational programs and expand animal exhibits.

- › Aggressively market the zoo for its tourism potential and its unique education and learning opportunities.

## Short-Term Facilities, Equipment and Program Needs:

- › Relocate the traffic signal at Hardy Street and Park Avenue to Hardy Street and 17th Avenue.
- › Seek a location and funding source to construct a hospital/quarantine complex.
- › Initiate a physical master planning effort to identify areas for long-term park/zoo expansion and facility enhancement.

## Chain Park at Twin Forks

Chain Park at Twin Forks is planned to be created on 47 acres of land in the northeast portion of Hattiesburg. Thirty-seven acres of land for the park was donated by Mayor Bobby L. Chain and family. This beautiful site is bordered by the Leaf River to the east, Gordon's Creek, Downtown Hattiesburg, and the Newman-Buschman neighborhood to the south, and the Mobile-Bouie neighborhood to the west. The property has 2,643 feet of river frontage and approximately 1.5 acres of wetlands. A plan of the future park is included under Appendix C.

Because of its location, Chain Park at Twin Forks promises to be an accessible, convenient place for residents of the entire city to exercise, recreate, and enjoy the views of the Leaf River. The park location is within convenient distance to many downtown neighborhoods, including Mobile-Bouie neighborhood, North Main Street neighborhood, Newman-Buschman neighborhood, Hattiesburg Historic neighborhood, East Jerusalem neighborhood, and Downtown Hattiesburg. In addition, the planned extension of the Longleaf Trace will allow users of the multi-use trail to access the park by bicycle from more distant locations in the city.

## Public Safety

### Police Protection

#### Overview

The Hattiesburg Police Department's mission is "to continually strive to serve the public in the most

effective, efficient and professional manner possible and to work cooperatively with the public to provide a safe environment for all our citizens.”

In 2007, the department conducted a total of 121,731 investigations.<sup>14</sup> The following table shows the change in the number of investigations in each category from 2006 to 2007:

Category	2006	2007
911 Calls	10,948	8,416
Phone Calls to Department	30,811	31,273
Officer Initiated Investigations	67,263	82,024
Total	110,708	121,731

The total number of investigations increased by 11,023 from 2006 to 2007. The department expects the number of investigations to continue to increase as the population of the city and surrounding areas grows. Also, as additional officers are hired, the number of officer-initiated investigations will rise, increasing the total number of investigations.

The officers’ service area within the city limits is 55 square miles. The area is divided into 9 service areas, or beats. The average area of a beat is 6 square miles. The department estimates that officers respond to between 9,000 and 10,000 incidents monthly and each detective has 100 or more active cases at any one time.<sup>13</sup>

### Facilities

The Hattiesburg Police Department utilizes space in six facilities: the main police station, a training academy building, the Neighborhood Enhancement Team office space provided by the Hattiesburg Housing Authority, office space at Fire Station #8 in West Hattiesburg, an outdoor training facility, and the new police substation located across from the Hattiesburg Depot.

In recent years, the police department has highlighted the need for a new police station. The current station, formerly the Methodist Hospital, is located at #1 Government Plaza at the junction of James and Edwards Streets. The historic hospital building was constructed in 1900 as a sanitarium. For the next 20 years, the structure served the community under three



*Photo: Police Substation across from Hattiesburg Depot.*

## Community Facilities and Services Public Safety

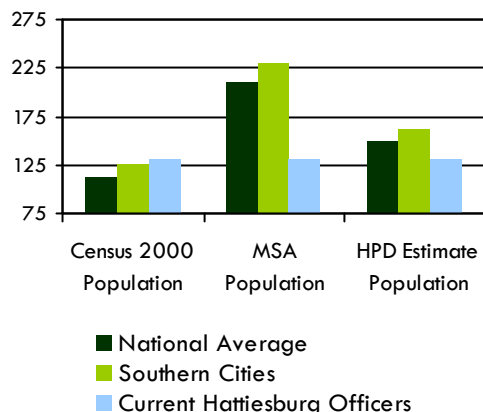
# Community Facilities and Services

**Figure 31. Average Number of Officers and Employees Per Resident**

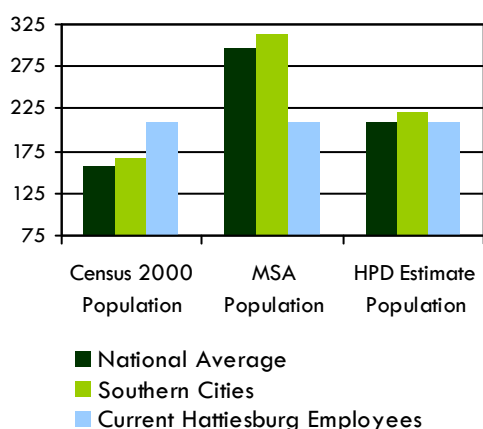
The below graphs show how the current number of Hattiesburg Police Department officers and employees compare to the average numbers found nationwide and in other Southern cities. The numbers are calculated using three different population estimates.

The “National Average” and “Southern Cities” bars show how many officers and total employees the Hattiesburg Police Department would have if the numbers were calculated using those employee-to-resident ratios. The “Current Hattiesburg” bars show the current number of officers and total employees in the Hattiesburg Police Department.

## Police Department Officers



## Police Department Employees



separate hospital administrations until 1921 when it became the Methodist Hospital. Three sections of the building were constructed between the late 1920s and early 1930s and the last section was completed in the late 1950s/early 1960s.<sup>13</sup> The City of Hattiesburg purchased the building in the 1980s.

For a number of reasons—most importantly the building’s age and that it was not originally designed to be a police station—problems with the facility have, over the years, grown more acute. The department has plans for a new facility to replace the existing department. Due to funding constraints, it has not yet been determined when a new building could be constructed.

The need for a new station was recognized by *Progress Hattiesburg*, a citizen committee that was convened to identify and prioritize capital projects that could be funded through bonds retired by a local option sales tax. Though consensus has not been reached by Hattiesburg officials on how to fund this and other capital projects, the construction of a new station is still considered to be a short-term need that should be addressed within the next five years.

## Personnel and Staffing

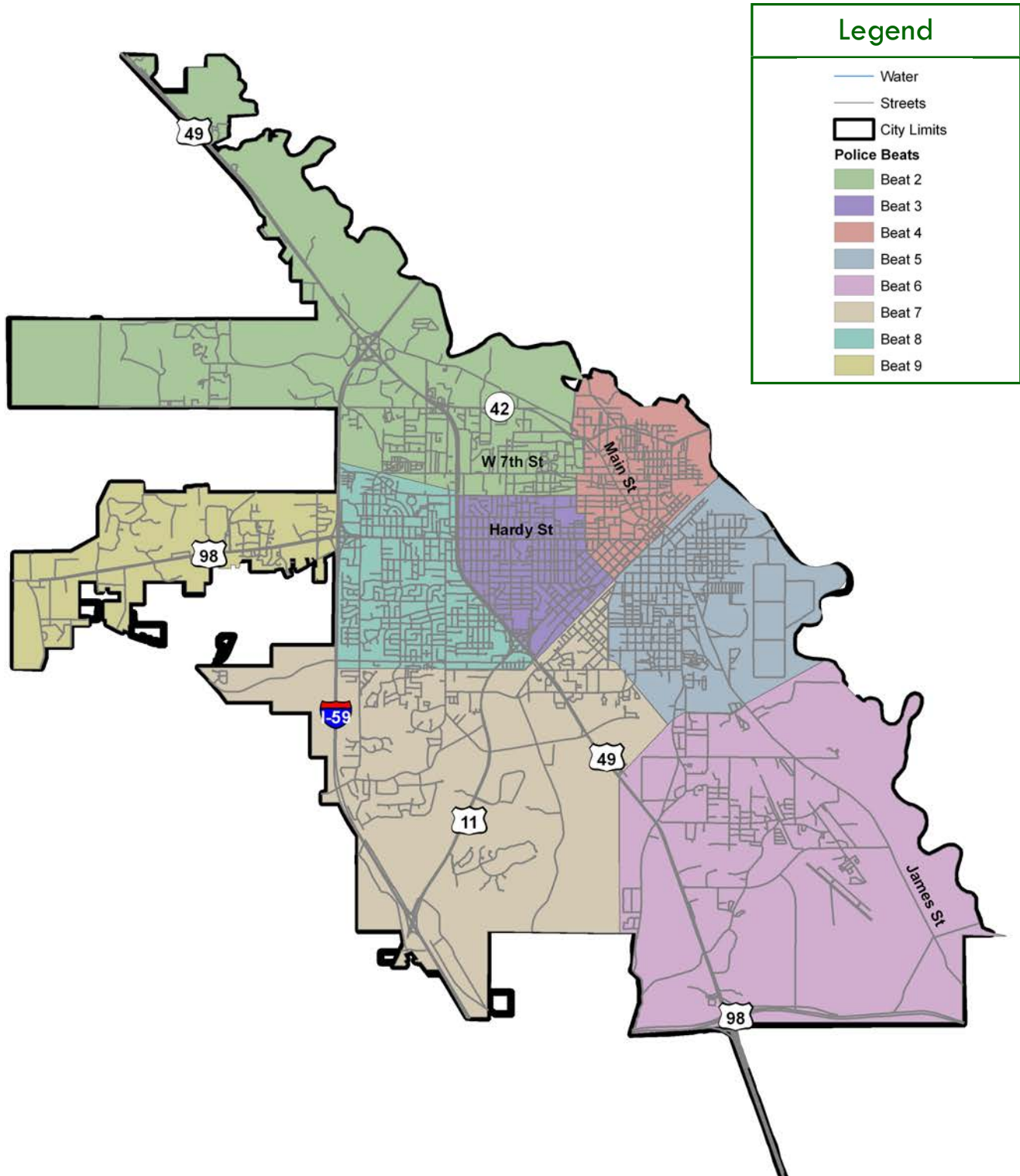
The department currently has a staff of 210, including 130 sworn and 80 non-sworn personnel.<sup>14</sup> The department is able to fill a total of 140 sworn positions. Of the current number of employees, eleven officers are on active military leave. The department regularly seeks applicants and conducts one basic training class each year.

Hattiesburg is the third largest city in Mississippi, and there is considerable competition among police departments in the region to locate and train good officers. Hattiesburg’s starting pay for police officers is not the highest in the region, making it an impediment to retaining employees.<sup>13</sup>

According to the United States Department of Justice, the national average number of police officers per 1,000 residents is 2.5.<sup>13</sup> Among cities in the South, the average is 2.7 officers per 1,000 residents. Total department employment figures nationwide and among Southern cities are 3.5 and 3.7, respectively.<sup>13</sup> The Hattiesburg Police Department has calculated its



## Map 4. Police Beats



# Community Facilities and Services

recommended number of employees based on the national and regional averages and using various population estimates for Hattiesburg. Figure 31 on page 169 shows how Hattiesburg's current number of officers and employees compare to nationwide and regional averages.

## Training Requirements

The State of Mississippi requires police officers to undergo 400 hours of basic training; the Hattiesburg Police Department Academy consists of 560 training hours. Once trainees complete basic training, they participate in 12 weeks of field training.<sup>13</sup>

Additionally, officers are required to complete six in-service training sessions per year. The training sessions include mandatory skills, refresher courses, updates and new training platforms. Special certification is provided for certain positions, including such areas as animal control, accident reconstruction, Driving Under the Influence (DUI) enforcement, dispatch, motorcycle, and bicycle.

## Vehicles and Equipment

The department currently has a fleet of 127 vehicles with model years ranging from 1993 to 2007.<sup>14</sup>

Below is a list of the number of vehicles assigned to each division or use:

Vehicle Use/Division		Number
Administration		8
Community Relations		3
Training		4
Warrants		2
Patrol		48
Detectives		16
Maintenance		4
Animal Control		5
Traffic	Motorcycles	4
	Cars	10
Neighborhood Enhancement Team		8
Other		16
Total		128

Patrol cars are equipped with in-vehicle laptops and officers are issued hand-held global positioning system (GPS) receivers. The department desires to improve its technological capabilities by being able to locate

vehicles in “real time” using laptop computers.<sup>14</sup> This is a mid- to long-range goal, as the technology is primarily used by larger cities and hardware/software costs are high. As the technology improves and becomes more widely used, it may be feasible for the city to purchase the equipment.

#### Implementation Actions:

- › Construct a modern police station to replace the station currently housed in the former Methodist hospital building.
- › Fully staff the police department and offer competitive salaries to retain officers.
- › Upgrade Training Academy to Level One (requires ability to provide lodging and meals).

#### Short-Term Facilities, Equipment and Program Needs:

- › Create a permanent dispatch facility with information technology. The department’s facility was damaged beyond repair as a result of Hurricane Katrina. Dispatchers are currently in a temporary facility awaiting the funds to begin construction of a permanent facility.
- › Conversion to electronic data storage (paperless). The department’s current system requires officers to enter in report data at the police station. The ability to submit reports electronically from the officer’s laptop would greatly improve efficiency and accuracy.
- › Satellite-based wireless communication system. Invest in new technology to improve efficiency and investigation capacity, including the following: “real-time” GIS mapping and tracking; “real-time” satellite scene and building views; and linking technology for video systems.
- › Separate the Police Department from municipal court system to eliminate the potential for conflicts of interest and increase the *perception* of fair and equitable justice.
- › Purchase a response vehicle for the department’s tactical team. This large truck would be equipped with safety seating for each responder and specific storage areas for needed weapons, devices and equipment.
- › Create a maintenance facility for response vehicles. The facility would be able to maintain the department’s fleet and install/uninstall lights and

# Community Facilities and Services

Figure 32. Current Fire Department Personnel by Category and Position.

Category and Position	Available Positions
<b>Sworn</b>	
Fire Chief	1
Assistant Chief	1
Logistics Officer (Lieutenant)	1
Fire Marshal (Battalion Chief)	1
Battalion Chief of Training/Hazmat	1
Training Officer	1
Shirt Commanders	3
District Captains (two per shift)	6
Lieutenants (station managers, six per shift)	18
Engineers (driver-operators, ten per shift)	30
<u>Firefighters</u>	<u>56+/-</u>
<b>Total</b>	<b>119</b>
<b>Non-Sworn</b>	
Inspector Investigators	2
Inspector/Fire Educators	2
<u>Administrative Assistants</u>	<u>2</u>
<b>Total</b>	<b>6</b>

special equipment more efficiently and effectively than using private vendors.

- › Ordnance (explosive/bomb) detection and disposal equipment. The department currently has the ability to clear an area, but not deactivate an explosive device.
- › Accident investigation and reconstruction equipment. This equipment, called a “total station,” contains all the necessary supplies to investigate an accident site and to document and preserve evidence.
- › Public Surveillance System, in the form of cameras on buildings and poles, particularly in high-crime areas, such as schools, parking lots and public events.
- › Enhance the intelligence network with local and regional agencies to assist in developing a statewide electronic database for all offenders.
- › Jail and holding space at the Hattiesburg Police Department.
- › Upgrade current driving training area to incorporate advanced technology, realistic scenarios (i.e. red lights, pedestrians), and realistic weather conditions.
- › Renovate firing range to include indoor range.
- › Facial Recognition Technology to improve investigative capacity.

## Fire Protection

### Overview

The mission of the Hattiesburg Fire Department is “to provide suppression, rescue, first responder emergency medical response, hazardous materials response, and fire prevention and education services to the citizens of Hattiesburg.”<sup>15</sup>

The city has four divisions: Administration, Suppression, Fire Prevention, and Training. Hattiesburg firefighters work 24-hour shifts, with 48 hours off between each shift. The department can employ up to 119 sworn and 6 unsworn employees.<sup>16</sup>

The Hattiesburg Fire Department provides fire protection to residences and businesses within the city of Hattiesburg. In addition, the department has mutual aid agreements with Petal Fire Department, Rawls Springs Volunteer Fire Department, North Forrest Volunteer Fire Department, Dixie Volunteer Fire Department, and other adjacent jurisdictions. Under

these agreements, the department responds as needed to residential or roadway incidents. The department automatically responds to incidents involving commercial structures in adjoining jurisdictions in Lamar County.<sup>17</sup>

Hattiesburg currently has a Level 4 Fire Protection Rating. Fire protection ratings are scaled 1 through 10. A rating of "10" indicates that a district or jurisdiction has no or minimal fire protection capacity and would lead generally to the highest level of premium rate on insurance. A rating of "1" indicates the highest level of fire protection capacity and would lead generally to the lowest level of premium rate.<sup>19</sup>

To achieve a Level 3 rating, certain improvements would have to be made to the city's water system, inspection regimens for water system gate valves and hydrants, dispatcher services, and staffing levels, and a new station would have to be constructed in the northern part of the city.<sup>17</sup>

The Level 3 rating would provide both direct and indirect benefits to the citizens of Hattiesburg. Direct benefits would be in the form of possible reductions in insurance premium costs. Lower fire protection ratings also can be attractive to potential developers and investors, enhancing a community's efforts at economic and community development. The impact to the economy and the overall enhancement to a community's quality of life are indirect benefits.<sup>18</sup>

The issues of greatest importance to the fire department are facilities, equipment and manpower.<sup>16</sup> New facilities and equipment require substantial capital investments, and additional manpower requires increases in annual budgets.

### Issues and Challenges

#### › *Physical Impediments to Rapid Response*

The department has identified certain physical and geographic barriers that have been shown to lengthen response times, even when incidents are within close range of a fire station. For example, the heavy traffic on Hardy Street and Highway 98, west of Highway 49, can slow response times in responding to incidents.<sup>17</sup>

This is due mainly to the character of development in the area and the nature of the roadways that

**Figure 33. Hattiesburg Fire Stations**

<u>Fire Station #1</u>	<u>810 Main Street</u>
Use/Details	Central fire station
Year Constructed	Unknown. Converted from a motel to a fire station in 1979.
Current Condition	Damaged during Hurricane Katrina; slated for demolition.
<u>Fire Station #2</u>	<u>111 Arledge Street</u>
Use/Details	Engine company, 2 bays, living quarters for 3-4.
Year Constructed	Late 1960s or early 1970s
Current Condition	In use.
<u>Fire Station #3</u>	<u>53 Academy Drive, Suite 1</u>
Use/Details	Engine company, 2 bays, living quarters for 3-4.
Year Constructed	Early 1980s
Current Condition	Heavily damaged by Hurricane Katrina; renovated.
<u>Fire Station #4</u>	<u>5033 Highway 42</u>
Use/Details	Engine company, 2 bays, living quarters for 3-4.
Year Constructed	Early 1980s
Current Condition	In use.
<u>Fire Station #5</u>	<u>922 East Hardy Street</u>
Use/Details	Houses engine company with living quarters for 3-4.
Year Constructed	Early 1960s; 2 renovations
Current Condition	In use.
<u>Fire Station #6</u>	<u>3804 Montague Boulevard</u>
Use/Details	Western district headquarters, ladder/rescue companies, living quarters for 7.
Year Constructed	Late 1990s
Current Condition	In use.
<u>Fire Station #7</u>	<u>46 Parkway Boulevard</u>
Use/Details	Engine company, 2 bays, living quarters for 3-4.
Year Constructed	Mid-1990s
Current Condition	In use.
<u>Fire Station #8</u>	<u>104 Lamar Boulevard</u>
Use/Details	Engine company, 3 bays, living quarters for 8; HPD substation.
Year Constructed	2004
Current Condition	In use.

# Community Facilities and Services

**Figure 34. Frequency of Fire Incidents from 2005 to 2007.**

The below chart shows the number of fire incidents from 2005 to 2007. The Hattiesburg Fire Department attributes the increase in recent years to the increased population and at-risk property following Hurricane Katrina in August 2005.

Year	Structure Fires	Vehicle Fires	Other Fires
2005	59	50	185
2006	85	62	211
2007	137	77	137

serve these businesses. Retail and service businesses developed in a linear pattern along the Hardy Street/Highway 98 commercial corridor. The corridor contains strip malls, hotels, shopping malls, and automobile sales lots.

Few parallel east/west corridors currently exist that have the capacity and level of access to draw motorists away from the Hardy Street/Highway 98 corridor. The construction of Station #8 in western Hattiesburg has somewhat improved response time, though problems still exist.<sup>17</sup>

The most critical threat to the department's response time is the large number of at-grade railroad crossings in eastern Hattiesburg. Trains routinely cause delays for all types of emergency vehicles—fire, police, and emergency medical services.<sup>17</sup>

The fire department has adjusted to this challenge by attempting to maintain at least one pumper unit on the east side of the Kansas City Southern rail line.<sup>17</sup> This issue underscores the need for overpasses to be constructed along certain corridors. It is not simply an issue of convenience for motorists, but it can be a serious, if not fatal, risk to life and property.

## › *Improving Investigation Capabilities*

Additionally, the department noted an increase in high-profile arson activity in 2007. Between May and July 2007, two structures and three vehicles were damaged or destroyed by arson. One of the two structures was the old Hattiesburg High School, which was undergoing long-awaited renovations. The department has successfully investigated many of the incidents, and considers the continuing improvement of investigation capabilities to be the best deterrent to future arson events.<sup>17</sup>

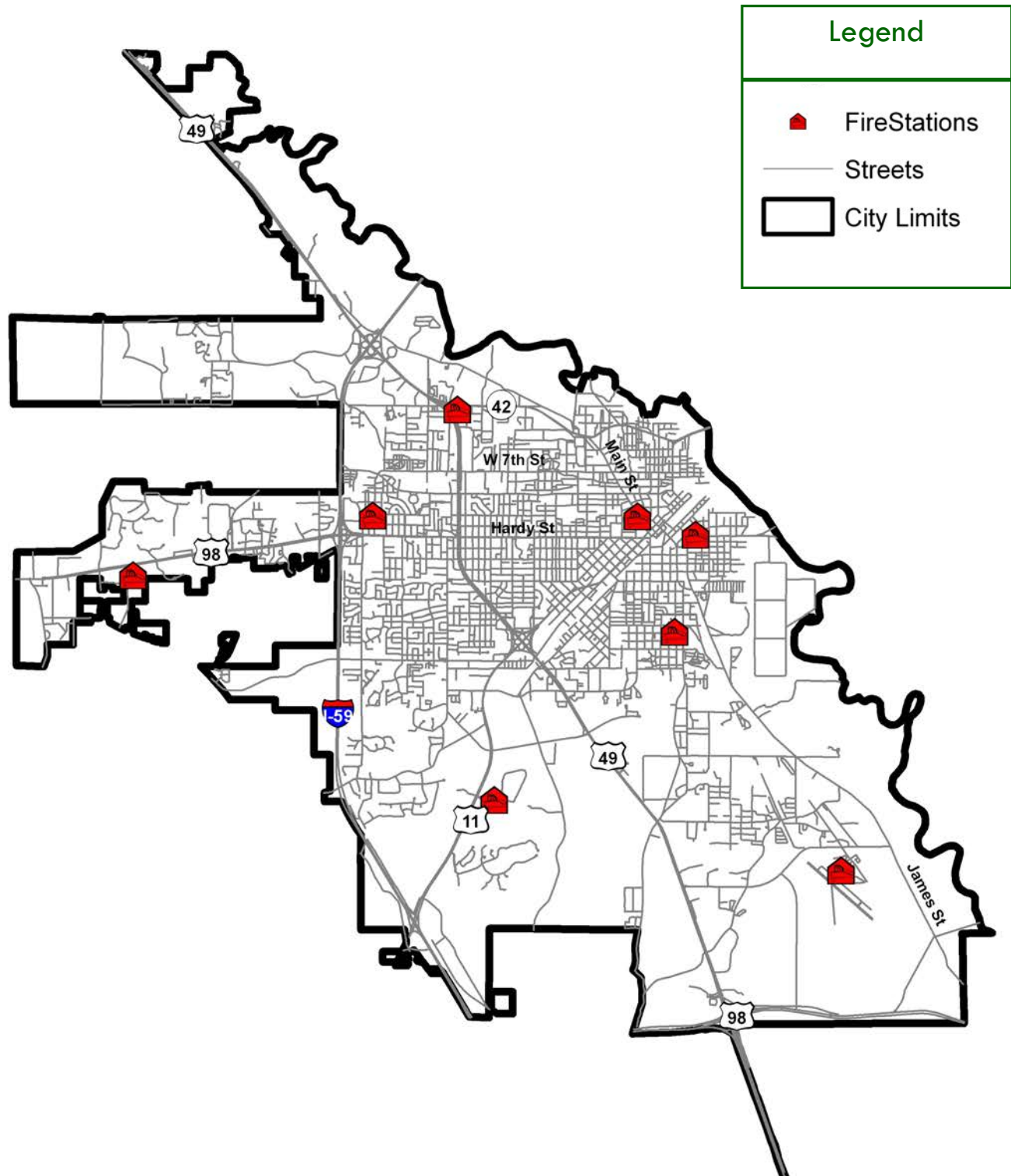
## Facilities

Hattiesburg Fire Department maintains eight stations in addition to office space for other divisions. Figure 33 contains information about the location, construction, and use of each station.<sup>17</sup>

The fire department's training academy facility, located at 53 Academy Drive, is shared with the Hattiesburg Police Department. Constructed in the



## Map 5. Fire Stations



# Community Facilities and Services

Figure 35. Hattiesburg Fire Department Prevention Programs.

- › Code Enforcement:  
One key to successful fire prevention is ensuring that codes designed to protect public health and safety are enforced. The Hattiesburg Fire Department reviews new building and site development plans, investigates the causes of fires, and annually inspects commercial properties in the city.
- › Public Education:  
The second key to preventing fires is educating the public. The fire department has on-going programs for introducing fire safety information to school children and at assisted-living facilities.

early 1980s, the facility contains staff offices, a library, a kitchen, classrooms, a weight room, and an assembly room. A five-story drill tower and other training equipment is located on the site.<sup>17</sup>

The department's central fire station—heavily damaged during Hurricane Katrina—is still unusable. The department is functioning in the interim out of temporary trailers originally provided by the Army Corps of Engineers. The repair or reconstruction of the central fire station (Station #1) is the most crucial short-term facility need. The City plans to demolish Station #1 after a new central fire station is constructed behind the existing building, on property that is currently used as a police department service center.<sup>17</sup>

## › *New Stations in Underserved Areas*

The map of fire stations under Appendix C shows the current locations of stations in Hattiesburg. Much new development is occurring in what the Fire Department considers to be the “north quadrant” of the city, north of Interstate 59 and adjacent to U.S. Highway 49. The closest station to this area is located along the Highway 42 bypass—Fire Station # 4. To reduce response time to properties in the north quadrant, a new fire station must be located in that area.<sup>17</sup>

Additionally, there is an underserved area toward the city's central core.<sup>17</sup> In the next 5 to 10 years, the city should identify a location for a new station within a half-mile to one-mile radius of the intersection of Hardy Street and U.S. Highway 49.

## Personnel and Staffing

The Hattiesburg Fire Department currently employs 109 sworn and 4 non-sworn employees. The department is able to employ ten additional sworn employees (firefighters) and two additional non-sworn employees. Figure 32 shows the categories of personnel employed in the department and the number of available slots for each category.<sup>17</sup>

At any one time, a minimum of 28 firefighters and one shift supervisor must be on duty. During times of staffing shortages, firefighters work overtime to maintain this minimum standard. It is essential for the department to staff a sufficient number of employees to maintain the current Level 4 fire protection rating.

Should the City seek a Level 3 rating, an additional 36 firefighters must be hired.<sup>17</sup>

› *Addressing Staffing Challenges*

Hattiesburg Fire Department faces similar staffing challenges to other fire departments across the state. In a competitive labor market, cities with lower starting salaries find it difficult to attract and retain qualified employees.<sup>18</sup> As other cities in the region offer higher starting salaries, it becomes increasingly more difficult for the City of Hattiesburg to attract new firefighters.

The current staffing level is considered adequate for the city's Level 4 fire rating. As the city seeks to improve its rating to Level 3, the staffing level will have to be increased to provide a minimum of four persons per apparatus (pumper, aerial or rescue unit). This would require an increase of 36 sworn personnel.<sup>17</sup>

Vehicles and Equipment

The department currently operates six engine companies, two aerial companies, and two rescue pumpers. Each aerial company is staffed with a minimum of three firefighters and each rescue pumper is staffed with a minimum of two firefighters. The department maintains one engine and one aerial in reserve for times when "front line" apparatus is not in service due to maintenance or repairs. Additionally, the department maintains eight vehicles—pick-up trucks and sedans—that are capable of emergency response.<sup>17</sup>

› *Vehicle and Apparatus Replacement*

Each engine, aerial and rescue pumper should be replaced at the time the apparatus reaches fifteen years of age. There are two funding sources available for vehicle and equipment replacement: the municipal fire protection fund and a fire protection fee from the University of Southern Mississippi.<sup>17</sup>

Through the municipal fire protection fund, an annual rebate is sent to Mississippi municipalities from a statewide insurance pool. Hattiesburg's 2007 allocation was \$210,943. Additionally, the university, as an entity of the state, pays a fire

## Community Facilities and Services

### Public Safety

# Community Facilities and Services

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protection fee to the City of Hattiesburg for fire protection services.<sup>17</sup>

The department will have a need to replace three engines and one ladder truck within the next six years at an estimated cost of \$1.8 million in 2008 dollars. Those funds, in addition to funds needed to construct and equip at least one additional station, will require the City to identify other funding sources.<sup>17</sup>

## › *Information Technology*

The fire department currently has data management software, though it is not being utilized to its full potential. The software has the capability to allow the department to store and remotely access digital information collected from inspections, pre-incident planning, and past responses. If data terminals were placed on every responding unit, the information could be available to firefighters as they respond to emergencies. Equipment and software upgrades and employee training is needed to fully utilize the software.<sup>17</sup>

## **Implementation Actions:**

- › Ensure that the Hattiesburg Fire Department is fully staffed and equipped at all times.
- › Build/locate and maintain stations in areas that are underserved.
- › Provide adequate resources to develop new fire prevention programs for citizens and school children.
- › Take advantage of Staffing for Adequate Fire and Emergency Response (SAFER) grants to expand the number of fire department personnel.
- › Fully utilize existing data management software to build and maintain an information system containing data collected from inspections, pre-incident planning, and past responses.

## **Short-Term Facilities, Equipment and Program Needs:**

- › Locate a fire station in northern Hattiesburg between Interstate 59 and U.S. Highway 49 to serve neighborhoods and new developments around Classic Drive and businesses along U.S. Highway 49.
- › Provide a minimum of four persons per apparatus.
- › Locate a smaller substation in the central core of Hattiesburg within a half-mile to one-mile radius of

the intersection of U.S. Highway 49 and Hardy Street.

- Add an aerial device in the southern area to serve the Industrial Park.
- Include anticipated vehicle and apparatus replacement costs in a *capital improvements program*: replace two to three engines by 2010, replace an aerial device by 2015, and replace remaining apparatus by 2028.
- As fire prevention and training divisions expand, purchase and maintain additional non-emergency vehicles.
- Seek a location to store hazardous materials and Regional Response Team-related (RRT) supplies and equipment. Note: RRT is a funded entity under the state Homeland Security department).

## City Services and Intergovernmental Coordination

### Information Technology

#### Overview

The Information Technology Division's mission is to strive to provide high-quality technology services and support. This is done by maintaining a high level of knowledge through continuing education, researching new technologies, maintaining quality equipment/software, and providing service and support within a reasonable time in a professional, courteous manner.

#### Personnel and Staffing

The Information Technology Division (ITD) currently has a staff of four personnel. This staff is comprised of an information technology manager, one systems analyst, one programmer and one systems technician.

#### Department Activities

The ITD is responsible for servicing 43 different City divisions. The ITD maintains 10 different servers that provide Internet, email, antivirus/spam/spyware filtering, water billing software, internal software applications, fleet management applications, etc. The ITD is responsible for over 833 personal computers, laptops, printers, and other peripherals.

The ITD provides telecommunication support for the City's various PBX/telephone equipment located within each department.

## Community Facilities and Services

### City Services and Intergovernmental Coordination

# Community Facilities and Services

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Figure 36. Wireless “Hot Spot” Locations in Hattiesburg.

Wireless internet service is provided by the City of Hattiesburg at the following locations:

- › Bobby L. Chain Municipal Airport  
29 Academy Drive
- › C.E. Roy Community Center  
300 East 5th Street
- › Hattiesburg Cultural Center  
722 North Main Street
- › East 6th Street USO Club  
305 East 6th Street
- › Historic Hattiesburg Train Depot  
308 Newman Street
- › Jackie Dole Sherrill Community Center  
220 West Front Street
- › Kamper Park Pavilion/Playground Area  
107 South 17th Avenue
- › Town Square Park  
Corner of Buschman Street and Main Street

## Issues and Challenges

The following are the issues of greatest importance to the Information Technology Division: data security; the upgrading of equipment and software for various departments to enhance productivity and efficiency; and, obtaining technical training and certifications to ensure that the ITD staff maintains a high level of knowledge to keep up with technology as it changes. Each of these issues requires substantial funds to implement or obtain which means increasing the annual operating budget or obtaining monies from alternate funding sources.

## Implementation Actions:

- › Access the technology needs of each individual division and make recommendations as needed.
- › Increase the ITD’s operating budget to provide funding for upgrading out-dated personal computer equipment and operating system and application software.
- › Upgrade network monitoring software and data encryption software to ensure data security.
- › Provide for the continuing education and certifications of the ITD staff

## Short-Term Software and Equipment Needs:

- › Assist the Fire Department in utilizing their data management software to its fullest potential by providing a network connectivity source, whether through a city-provided wireless access point or a commercial access point from an ISP provider; upgrading software modules if needed; purchasing mobile data terminals; and, by providing software training and technical support to Fire Department staff.
- › Assist the Department of Urban Development in purchasing and implementing a centralized software system for building permits, inspections, code enforcement, floodplain management and zoning management.
- › Assist the Tax Office in purchasing and implementing business licensing software that, once implemented, would integrate with the Department of Urban Development’s software.
- › Assist the Public Services Department in purchasing and implementing an automated meter reading system for the Water Plant and Water Customer Accounts Office.



- › Assist the Parks and Recreation Department in purchasing and implementing sports management software that would assist the sports program staff in maintaining program participant records, tournament scheduling and provide data analysis capability.
- › Upgrade existing application software to the latest version to increase productivity and efficiency.
- › Upgrade older personal computer equipment within all City departments and recycle old equipment.
- › Assist the HPFL-MPO (see description on page 167) in purchasing and implementing an integrated geographic information system and global positioning system units.
- › Assist the Land Code Administration Office and the Code Enforcement Office in purchasing laptop computers for inspectors to use in the field.
- › Assist the Neighborhood Development Coordinator in using the City's website as an information tool to circulate to a large number of residents programs and initiatives that affect their neighborhood.

#### Long-Term Needs

- › Create a wireless mesh network throughout the city for municipal use.
- › Increase number of wireless "hot spots" equally throughout each ward for citizen use.
- › Implement an internal records management program for the preservation of documents and for the efficiency of data retrieval.
- › Adopt a formal disaster recovery plan for the areas of technology and telecommunication.
- › Implement an intranet website that would establish a centralized location for all city departmental information that would serve as a more efficient tool for employees.
- › Enhance the City's website to allow the capability to accept on-line payments for various City services.
- › Implement an automated vehicle locating system for the monitoring of city vehicles to make sure resources are being preserved to the fullest extent.

## Department of Public Services

### Overview

The Hattiesburg Department of Public Services coordinates the city's water, sewer, construction, traffic, and airport programs and services. A detailed

## Community Facilities and Services

### City Services and Intergovernmental Coordination

# Community Facilities and Services

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description of these individual programs may be found under Chapter 6, Natural Environment, and Chapter 8, Infrastructure.

## Department of Urban Development

### Overview

The guiding principle of the Urban Development Department is to protect the “public health, safety and welfare” within the built environment and for its citizens. The department demonstrates the legal, administrative and implementation authority relating to every lot, parcel or tract of land within the city.

The Urban Development Department is divided into six divisions—Planning and Zoning, Land Development/ Building Inspections, Metropolitan Planning Organization, Mass Transit, and Code Enforcement—and employs a staff of 45 persons.

### Department Activities

The activities of the Department of Urban Development impact every resident and property owner in the city of Hattiesburg. The department is charged with the administration and implementation of federal and state monies relating to future transportation plans through the Metropolitan Planning Organization (MPO) and Community Development Block Grant (CDBG) dollars for housing and infrastructure.

Department employees administer and enforce the Hattiesburg Code of Ordinances and the Land Development Code relating to land use, land development, zoning, building codes, and property maintenance. The department is accountable for the comprehensive, orderly growth of the built environment, while incorporating the principles of Smart Growth (see Figure 37).

Every staff member of the department interacts with the general public on a “one-to-one” basis. Each of the department’s six divisions have specialized duties and distinct staffing and equipment needs. Issues and challenges are listed below for each division:

Below is a detailed description of the specific activities undertaken by each division in the department:

### Community Development Division

As an Entitlement City, Hattiesburg receives an annual allocation from the U.S. Department of Housing and

Urban Development (HUD) for two programs: Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs. The amount allocated to the city is calculated on a formula basis and is determined by the overall HUD budget approved by the United States Congress based upon current and anticipated needs and input from citizens, business owners, and elected officials.

The City of Hattiesburg attributes the overall quality of the CDBG and HOME programs to the successful partnerships that have been cultivated across all segments of the community.

The Community Development Division educates and assists citizens to become homeowners, repair homes, obtain tax credits, protect themselves from identity theft, know their fair housing rights, gain disability awareness, and learn about city, county and state services. The Community Development Division also employs a part-time Disability Advocate to assist with educating the city officers and residents on the services provided to disabled citizens in our communities.

Funding is the greatest challenge for the Community Development Division. In 2000, the City's Entitlement allocation was approximately \$1.6 million. In 2007, the funding was approximately \$970,000. The second greatest challenge is the lack of available, decent, safe, affordable housing stock in and around Hattiesburg.

#### Implementation Actions:

- Conduct a detailed city-wide housing study.
- Provide tax credits or incentives for affordable housing developers.
- Partner with existing agencies and organizations to pool resources in order to provide repair, construction, and reconstruction of housing.
- Demolish dilapidated housing to aid in the revitalization of neighborhoods.
- Assist with revitalization of small neighborhood businesses.
- Create pedestrian-friendly routes for all citizens from neighborhoods to shopping, medical and entertainment facilities.
- Expand and improve mass transit services.

#### Figure 37. Smart Growth Principles.

The following are the Smart Growth principles that were developed by the Smart Growth Network and have been further explored in five publications of the International City/County Management Association (ICMA), the U.S. Environmental Protection Agency (EPA) and the Smart Growth Network:

1. Mix land uses;
2. Take advantage of compact building design;
3. Create a range of housing opportunities and choices;
4. Create walkable neighborhoods;
5. Foster distinctive, attractive communities with a strong sense of place;
6. Preserve open space, farmland, natural beauty, and critical environmental areas;
7. Strengthen and direct development toward existing communities;
8. Provide a variety of transportation choices;
9. Make development decisions predictable, fair and cost effective; and
10. Encourage community and stakeholder collaboration in development decisions.

Source: Smart Growth Network, [www.smartgrowth.org](http://www.smartgrowth.org); and International City/County Management Association, [www.icma.org](http://www.icma.org).

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Figure 38. Metropolitan Planning Organizations.

Metropolitan Planning Organizations (MPOs) are regional transportation planning agencies that provide a forum for cooperative decision-making concerning area-wide transportation issues. MPOs were created by federal and state law to develop transportation plans and programs that encourage and promote the implementation of transportation systems that embrace the various modes of transportation in a manner that will maximize the mobility of people and goods.

The federal legislation focuses on planning for urban areas, rather than individual cities. Every urbanized area with a population of more than 50,000 persons must have a designated MPO to qualify for federal highway or transit assistance. All transportation projects should be supported and coordinated with the MPO's long-range plans to be eligible for federal funds.

- › Develop a long-term plan to secure funding to build and support a series of Youth Centers accessible from every neighborhood and provide educational programming for financial management, tutoring, job skills training, small business enterprise, arts and self-sufficiency courses.
- › Continue coordinating training classes to help families become successful homeowners through Mississippi Development Authority-Approved (MDA) homeowner education programs.

## Short-Term Facilities, Equipment and Program Needs:

- › Community Development Division is seeking to automate as many of its processes for housing evaluation and repair to have more time for staff to seek further partnerships and additional funding sources.
- › Continue and expand the existing partnerships such as World Changers-United Way/Red Cross-faith based efforts. Community Housing Development Organizations (CHDOs), Rural Development, Habitat for Humanity and Pearl River Valley Opportunity (PRVO).
- › Create and strengthen demolition/reconstruction partnerships to address unsafe homes, dilapidated homes, homes with lead based paint hazards which house children 6 and under; the number of structures and homes are increasing that fit into these categories.
- › Tool sheds in partnership w/Greek organizations, churches and other interested community partners. Offices and Churches Adopt a Home. Reconstruction, Lead based paint workshops, Emergency repairs, recruit more volunteer groups.
- › Improve and expand coordination with other agencies, and/or other city departments as a dedicated unit/team. Conduct monthly district meetings, offer workshops to educate homeowners and volunteer groups concerning building codes and home maintenance, and expand workshops involving lead paint and safe work.
- › Continue to support efforts with time and money to address issues on Aids, poverty and homelessness.

### Metropolitan Planning Organization

Mississippi Governor William Winter established the Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization (HPFL-MPO) in August 1982, when the

Hattiesburg area reached a population of more than 50,000. The HPFL-MPO area consists of the following entities: City of Hattiesburg, City of Petal, a portion of Forrest County, and a portion of Lamar County (see MPO Study Area Map in Appendix C). The office is located in the newly-renovated Hattiesburg Depot on Buschman Street. The HPFL-MPO staff manages the city's geographic information system (GIS).

HPFL-MPO is the smallest MPO in Mississippi. In addition to the member cities and counties, representatives from the Mississippi Department of Transportation and the Federal Highway Administration are involved in HPFL-MPO's transportation planning process. The organization's purpose is to provide effective leadership in the development of transportation plans and programs and implement the regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The MPO primary functions are as follows: establish goals, objectives and policies governing transportation planning; approve Annual Unified Planning Work Program (UPWP); direct the preparation and adoption of the short-range and long-range transportation plan; recommend transportation projects for implementation through the adoption of the Transportation Improvement Plan (TIP); and ensure the MPO is in compliance with the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act-a Legacy for Users (SAFETEA-LU). The MPO is responsible for ensuring all modes of transportation and transportation-related projects are included in the planning process.

The HPFL-MPO Policy Committee consists of the mayors of the cities of Hattiesburg and Petal, presidents of the Forrest County and Lamar County Boards of Supervisors, the executive director of the Mississippi Department of Transportation, the executive director of HPFL-MPO, and a representative of the Federal Highway Administration (non-voting member). This is the primary committee responsible for developing policies and procedures to guide transportation planning for the Hattiesburg urbanized area. MPO staff and a Technical Committee assist the Policy Committee with planning and recommendations.

### Implementation Actions:

### Figure 39. Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Below are the requirements of SAFETEA-LU—a 2005 federal law creating new transportation planning standards and funding programs. The act requires that the “metropolitan transportation planning process shall be continuous, cooperative, and comprehensive” and address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize preservation of the existing transportation system.

# Community Facilities and Services

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- › Administer and coordinate the Hattiesburg Metropolitan Transportation Plan—MTP 2030.
- › Update GIS data and promote the use of GIS as a major planning tool for the MPO urbanized area; use GIS to enhance policy- and decision-making capabilities on transportation issues.
- › Integrate and maintain existing databases with GIS spatial data to ensure accurate, up-to-date displays, to facilitate day-to-day decision-making, and to improve public access to information.
- › Use GIS to increase the efficiency of locating and processing geo-referenced information in all city departments and to coordinate all geographic information and maps.
- › Provide outreach/education to the public on transportation issues in the urbanized area.
- › Use global positioning system (GPS) technology to collect and process data.
- › Employ adequate staff to improve the division's in-house transportation planning capabilities.
- › Promote Hattiesburg as an “intermodal/multimodal” city.
- › Promote the “Context Sensitive Solutions” (CSS) as a community goal for transportation plans and adopt the Principles of CSS (see Figure 16 and detailed description under Chapter 8, Infrastructure).
- › Promote pedestrian and bicycle connections south of the Longleaf Trace Rails-to-Trails to several activity nodes, including Downtown Hattiesburg, William Carey University, Library of Hattiesburg, Petal and Forrest County, Hattiesburg Zoo at Kamper Park, 28th Avenue medical district, and the University Mall.

## Short-Term Facilities, Equipment and Program Needs:

- › Work with the Information Technology Division to purchase the software to implement an integrated GIS and provide access to information via the City's website.
- › Purchase Global Positioning System (GPS) equipment and software to enable field data collection.
- › Purchase traffic counters to initiate traffic counting program.
- › Provide training to MPO Policy and Technical committee members.



### Mass Transit Division

The Mass Transit Division manages Hub City Transit (HCT). A description of the transit system appears under Chapter 8.

### Land Code Administration Division

The function of the Land Code Administration Division is to administer the city's codes related to new development and construction through the issuance of permits for new construction, renovations, remodeling, repairs, demolition, commercial signage, and the moving of structures.

The division processes business license applications in coordination with the Tax Department, Planning Division, Fire Department and Police Department. The Land Development Division processes contractor license applications and maintains records of contractors licensed to do business in the city.

Applications for permits require submittal of plans, including site plans and building plans and/or a description of the scope of work to be performed. Most commercial and industrial projects require approval by the Site Plan Review Committee administered by the Planning Division.

The division's staff of technical inspectors performs periodic inspections during the development and construction phase to ensure compliance with codes. The following codes are currently adopted by the City of Hattiesburg:

- › 2003 International Building Code, including subsidiary codes (Mechanical, Plumbing, and Fuel Gas); and
- › 2005 National Electrical Code.

Inspectors coordinate with the Planning Division and Code Enforcement Division to administer and enforce the Land Development Code and the Hattiesburg Code of Ordinances. In addition to locally-adopted codes, the division aids in the implementation of some state and federal codes related to the regulation of contractors, architects, engineers, business licenses, and the Americans with Disabilities Act of 1990, as amended.

The Land Development Administration Division is located on the first floor of City Hall. Its staff currently

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consists of the Land Development Administrator, the Office Manager, two Permit Technicians, a Plans Examiner, and three Technical Inspectors. In addition to the routine operations of the division, some staff serve as advisors to boards and committees at the local and state level.

The greatest challenges facing the division are a shortage of staff, funding and equipment. The salary range offered for technical positions makes it difficult to hire and retain qualified employees. Because the staff and funding are so limited, it is very difficult to find the time or the money to provide the necessary training. New software and updated information systems are badly needed to improve staff efficiency in maintaining and retrieving information.

## Implementation Actions:

- › Evaluate and provide adequate funding for sufficient, qualified staff.
- › Purchase and maintain modern systems and software to efficiently manage information.
- › Provide the means for staff to pursue certifications and continuing education.
- › Update brochures to provide more comprehensive information.
- › Update applications to be more user friendly.

## Short-Term Facilities, Equipment and Program Needs:

- › Purchase one additional truck to accommodate current inspection staff.
- › Purchase updated inspection and permitting software.
- › Provide funding for technical training and certifications.

## Code Enforcement Division

The Code Enforcement Division's duties include protecting property values and maintaining a pleasing community environment through the administration and enforcement of the Hattiesburg Code of Ordinances, Land Development Code, and the International Property Maintenance Code. Code inspectors are charged to protect the "public health, safety and welfare" of all city residents. On a daily basis, inspectors routinely checking areas of the city for evidence of violations or respond to complaints from

other departments or the general public.

The three most frequent code violations cited are as follows: 1) abandoned/non-operational vehicles, 2) abandoned/dilapidated structures, and 3) overgrown lots. Code violations exist in every section of the City of Hattiesburg. Typical violations in business districts include illegal temporary signs/banners, outdoor sales, and working without license/permit. In residential areas, typical violations may include abandoned structures/buildings, and dilapidated structures.

The issues and challenges for the code enforcement office is a shortage of office staff, inspectors and vehicles.

#### Implementation Actions:

- › Provide adequate funding to hire and train sufficient code inspectors and office staff.
- › Provide and maintain adequate vehicles for conducting inspections.
- › Provide inspectors with training in public relations.
- › Amend existing ordinances as needed to facilitate implementation and administration and ensure that intent of the ordinance is consistent with the text.
- › Identify and adopt a code enforcement model from a comparable city and require training and certification for all code inspectors.

#### Short-Term Facilities, Equipment and Program Needs:

- › Purchase one additional vehicle.
- › Hire one additional inspector.
- › Use advanced technology to manage all code enforcement tasks and provide laptops to inspectors in the field.
- › Provide ongoing training to building and code division inspectors and require certification of inspectors.

#### Planning and Zoning Division

The planning and zoning office is located on the second floor of City Hall. The following six offices are under this division:

- › Site Plan Review/Stormwater Management;
- › Land Use/Planning Commission/Board of Adjustment;

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- › Historic Preservation/Historic Conservation Commission;
- › Neighborhood Improvement,
- › Action Center; and
- › Floodplain Program Management.

All but two of these offices—Action Center and Neighborhood Improvement—are directly related to enforcing city, state and federal regulations relating to land use and development.

The Site Plan Review office receives applications for two-family, multi-family and commercial construction projects, new development, and re-development. The Site Plan Review Committee consists of representatives from the following departments/offices: planning, zoning, building, engineering, public services, fire, police, arborist and disability advocacy. Committee members review projects for compliance with applicable codes, ordinances, regulations, and industry technical standards.

Technical review is required to enforce the Land Development Code, stormwater ordinance, tree ordinance, sediment and erosion control ordinance, infrastructure specifications, public safety, and handicap accessibility regulations. The review brings all the technical reviewers to the table similar to a “one-stop-shop” for the developer.

## Land Use Planning/Zoning

The Land Use Planning/Zoning office validates zoning classifications and permitted land uses and staffs the Hattiesburg Planning Commission and Land Development Code Board of Adjustments. The following land use and development petitions are processed by the office:

- › Zoning changes;
- › Uses permitted upon review by the Planning Commission;
- › Variances;
- › Subdivisions;
- › Street closings/vacations;
- › Planned Unit Developments; and
- › Planned Residential Developments.

Both the Planning Commission and Board of Adjustments submit recommendations to the Hattiesburg City Council.

As development has increased in recent years, the offices faces increasing challenges to meet required deadlines for publishing legal notices and submitting adequate information to the commission and board. The following are the greatest issues for the Land Use Planning office:

- › Processing requests and meeting date-sensitive deadlines for the Planning Commission, Board of Adjustments, and Site Plan Review Committee. Since Hurricane Katrina, there has been an increase in development activity; additionally, recent annexations have incorporated a considerable amount of vacant land that is quickly being developed. These conditions have increased the volume of requests for zoning changes, variances, site-plan reviews, and subdivisions.
- › Ensuring that properties are developed according to an approved site plan.
- › Reducing variance requests and adhering to stringent review criteria.
- › Integrating Geographic Information System capabilities with planning and zoning activities.
- › Ensuring that the city's Official Zoning Map is up-to-date to include information on zoning changes, new subdivisions, and new streets.
- › Updating and amending the existing Land Development Code.
- › Disseminating and clarifying information for the general public.
- › Providing adequate training for planners and promoting technical certification.

#### Implementation Actions:

- › Expand the review and decision-making authority of professional and technical staff under the Land Development Code.
- › Investigate combining the Hattiesburg Planning Commission and Land Development Code Board of Adjustments.
- › Adopt an updated Land Development Code to incorporate Smart Growth and New Urbanism principles;
- › Encourage Planners to receive national planning training and pursue AICP (American Institute of Certified Planners) certification and GIS training

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## Figure 40. Local Historic Conservation Districts

Below is a list of the city's historic conservation districts and the years the districts were formed.

- › 1986—Hattiesburg Historic Neighborhood District
- › 1994—North Main Street Historic District
- › 1997—Oaks Historic District
- › 1999—Newman-Buschman Railroad Historic District

### Short-Term Facilities, Equipment and Program Needs:

- › Provide adequate funding for a long-range planner to regularly update the Comprehensive Plan and Land Development Code.
- › Provide adequate funding for a Zoning and Sign Inspector.
- › Purchase a vehicle for use by planning and zoning staff for field inspections.
- › Provide adequate funding for an additional administrative employee.
- › Ensure that adequate office space is reserved for the Planning and Zoning Office as space in City Hall or other facilities is reallocated.

### Historic Preservation

The office of Historic Preservation is located in the Planning and Zoning Division on the second floor of City Hall. The planner maintains an inventory of buildings and structures located in locally-designated historic districts, Mississippi Landmarks, and properties listed in the National Register of Historic Places.

There are four local historic conservation districts in Hattiesburg and an additional district—Parkhaven—is under consideration. Parkhaven neighborhood is in the Avenues/Hardy Street District.

Hattiesburg adopted a Historic Conservation Ordinance (No. 2193) in 1985. The ordinance provides authority for establishing a Historic Conservation Commission and a system for the review of proposed alterations to sites and buildings in historic districts. This creates a layer of protection at the local level that is not provided by listing with the National Register.

The Historic Conservation Commission is a nine-member board of volunteers, appointed by the Mayor and approved by the City Council, to guide the conservation of historic resources.

Since the late 1980s, the City of Hattiesburg has been designated as a Certified Local Government (CLG), one of the historic preservation programs of the National Park Service, U.S. Department of Interior.

It is vital that the historic preservation office is staffed by an individual with the knowledge, skills and



aptitude to administer local historic preservation/conservation programs, including a familiarity with historic architecture, building methods and materials, and state and federal programs and offices.

#### Implementation Actions:

- › Develop brochures to distribute to citizens on proper procedures for historic renovations and repairs.
- › Seek funding sources to evaluate the historic resources in potentially-eligible neighborhoods.

#### Short-Term Facilities, Equipment and Program Needs:

- › Improve the office's ability to implement the historic preservation ordinance and proactive programs to protect the city's historic resources.

#### Neighborhood Development Coordinator

The Neighborhood Development Coordinator plays a vital role in providing support to existing neighborhoods and helping neighborhoods create new associations. Much like a planning liaison, the coordinator assists by providing information for organizing associations and neighborhood watch groups. There are currently 25 active neighborhoods. Including inactive groups, there are a total of 37 neighborhood associations citywide. A map of the city's neighborhoods may be found under Appendix C.

The coordinator staffs the Council of Neighborhoods, which was established by Mayor DuPree during his first term of office and is now run by the coalition of neighborhood associations. The council meets quarterly to afford the associations an opportunity to sit at the table and listen to presentations geared to the interests and concerns of the neighborhoods. The neighborhood coordinator's office also provides the associations with information about new developments, new ordinances and upcoming issues and events that will affect their neighborhood, such as zoning changes and road improvements.

National Night Out is celebrated annually and has been successful in getting neighborhoods, churches, businesses and community organizations involved. In addition to the role of neighborhood liaison, the Neighborhood Development Coordinator serves as the National Night Out Coordinator. Initiatives such as the

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Mayor's Financial Education Initiative, C.A.P. (Campaign Against Poverty), Unity in the Community, Get Healthy Hattiesburg, and Pine Belt Coalition on Homelessness are supported by the neighborhood coordinator's office.

One goal for the office of neighborhood coordinator is to expand the network by promoting the creation of new neighborhood associations. Additionally, in order to provide needed support to neighborhood leaders and residents, adequate resources and training opportunities should be made available to the Neighborhood Development Coordinator.

## Implementation Actions:

- › Attend neighborhood national, regional and state conferences to find new or enhanced programs or outreach to help with neighborhood issues in the City.
- › Provide a link on the City's websites or use the City's website as an information tool to circulate to a large number of residents programs and initiatives that affect their neighborhood.
- › Support the restructuring of leadership in the Council of Neighborhoods to enable neighborhood residents to assume the role of meeting facilitators. The council will encourage community-driven issues for discussion, set policies, and seek partnerships for resources.
- › Promote a healthy Hattiesburg. Partnership with various agencies to agree on a theme, provide advertising from all media sources, maybe schedule an event to motivate citizens.

## The Action Center

The Action Center is a "hot line" used to provide a forum for citizens to call in and get information or to provide comments on issues or concerns with city services.

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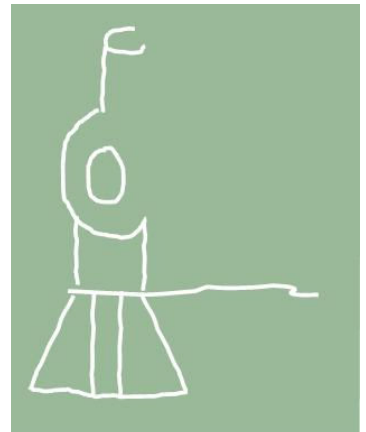








# Chapter 10: Action Plan



***All Aboard!***

# Action Plan

Section ID	Description
BI	Business and Industry
CD	Community Development
CE	Code Enforcement
CF	Community Facilities
CI	Character and Identity
CPB	Civic Pride and Beautification
DH	Downtown Hattiesburg
FLUP	Future Land Use Plan
FW	Floodplains and Waterways
GC	Gateways and Corridors
IT	Information Technology
LCA	Land Code Administration
LUD	Land Use and Development
MPO	Metropolitan Planning Organization
NE	Natural Environment
NH	Neighborhoods
PR	Parks and Recreation
PS	Public Safety
PS-FD	Hattiesburg Fire Department
PS-PD	Hattiesburg Police Department
PZ	Planning and Zoning
RU	Residential Uses
SEC	Sites of Environmental Concern
SW	Solid Waste
TR	Transportation
UF	Urban Forest
USM-MD	University of Southern Mississippi/ Medical District
UT	Utilities
Zoo	Hattiesburg Zoo

## Overview

The Action Plan section contains the list of projects identified in the 2008-2028 Comprehensive Plan. The list includes a description of the projects and a recommended timeframe for completion.

## Action Plan

The Action Plan table contains the page number where the item is described in this plan document, the plan chapter number, an identification code that references the plan section (Section ID), a project description, recommended timeframe, and agency or entity responsible for completing the project. The Section ID codes appear in the page margin to the left.

Additionally, the timeframes that appear in the fifth column serve as recommendations to be considered during the process of *capital improvement programming*. It is recommended that the City utilize a capital improvement program (CIP) to identify, prioritize, and fund capital improvements. To coordinate a CIP, projects would be identified, prioritized, and budgeted for a period of five fiscal years. Public input would be invited during the process of reviewing and selecting projects. As projects from current fiscal years are accomplished, new projects should be identified and prioritized.

The projects included in this Action Plan are recommended to be considered when the City develops its initial CIP. The timeframes may be adjusted as potential projects are reviewed and evaluated by city officials, as public input is received, and as funding capabilities are considered. Not all of the projects included in this table will be funded solely by the City of Hattiesburg. Some projects will require public-private partnerships, grant funding, or bonding.

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
27	4	CI	Identify new areas for additional landscaping and beautification	2 years	Keep Hattiesburg Beautiful
28	4	BI	Create a new City position to serve as a liaison to all business -interests and the Area Development Partnership.	5 years	Administration
35	4	CPB	Identify new areas, such as entrances and gateways to neighborhoods and special districts, for additional landscaping and beautification.	2 years	Keep Hattiesburg Beautiful
35	4	CPB	Create a U.S. Highway 49 corridor beautification plan; involve large private stakeholders, landscape architects, planners, and engineering professionals.	5 years	Urban Development
36	4	NE	Restore concrete-lined creeks and waterways to their natural state. Use modern best management practices to control velocity, reduce sedimentation and handle peak volumes.	10 years	Public Services
38	4	FW	Address stormwater management on a city-wide basis as opposed to development-by-development; investigate establishing a system of regional wet-pond detention basins to coordinate stormwater management.	10 years	Public Services
38	4	UF	Adequately fund, staff and equip the Urban Forestry Division; support programs and initiatives that support urban forestry best management practices and maintain and protect the city's urban forest.	5 years	Parks and Recreation
38	4	SEC	Encourage the redevelopment of abandoned or underutilized industrial or commercial properties where redevelopment is hindered by real or perceived environmental contamination and potential liability.	On-going	Urban Development
39	4	LUD	Amend the Land Development Code to address current trends in planning and development and ensure that land use and development regulations achieve the visions, goals, and strategies contained in this plan.	2 years	Urban Development
39	4	LUD	Adopt, implement and regularly update the city's Future Land Use Plan.	2 years; On-going	Urban Development
39	4	LUD	Establish an Environmental Court system to enforce violations of the Land Development Code Ordinance and the City's Code of Ordinances.	2 years	Urban Development
41	4	RU	Update the city's apartment survey every three to five years to understand the availability and demand for student housing in Hattiesburg.	On-going	Urban Development

# Action Plan

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
43	4	DH	Study the land uses and transportation connections (pedestrian, bicycle and vehicular) between the center of Downtown Hattiesburg and adjacent activity centers—Mobile Street, the Hattiesburg Depot, the old Hattiesburg High School, Eureka School, the East 6th Street USO Club, the future Chain Park at Twin Forks, and the Longleaf Trace extension. Ensure that sidewalks, streets, lighting and street amenities provide desirable connections to these areas; ensure that land uses support, strengthen and ensure the sustainability of public and private investments in these locations.	2 years	Urban Development
45	4	TR	Install adequate street and pedestrian lighting along public streets and sidewalks.	On-going	Public Services
46	4	TR	Construct sidewalks along existing streets where there is a demonstrated or expected high level of usage by pedestrians.	5 years	Public Services
46	4	TR	Construct sidewalks to connect neighborhood streets to neighborhood shopping areas, schools, parks, public buildings, and medical facilities.	5 years	Public Services
46	4	TR	Construct sidewalks from major employment centers—University of Southern Mississippi, Forrest General Hospital and Hattiesburg Clinic, Wesley Medical Center, Downtown Hattiesburg and others—and the surrounding neighborhoods to provide a safe path for pedestrians to access employment, retailers and medical services.	5 years	Public Services
46	4	TR	Create safe bicycle corridors to access major student housing areas.	10 years	Public Services
46	4	UT	Coordinate with utility and communication companies to establish an annual program for placing utility lines underground in existing business and residential areas.	2 years; On-going	Public Services
47	4	CF	Locate satellite facilities such as parks, community centers, police substations and fire stations in neighborhood centers where they are easily accessible and provide the greatest benefit to residents.	On-going	Administration
47	4	TE	Continue efforts to create an Internet “hot spot” in Downtown Hattiesburg to allow residents and visitors to work and access the Internet from any downtown park, public office and outdoor seating area.	2 years	Parks and Recreation
47	4	CF	Provide community centers in areas of the city that do not have access to public meeting areas.	20 years	Parks and Recreation

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
47	4	TR	Incorporate the existing multi-use trails in Hattiesburg—Longleaf Trace and Chain Park at Twin Forks—to create an interconnected system of trails throughout the city.	10 years	Parks and Recreation
48	4	PS	Provide adequate police and fire department facilities and stations. Construct new facilities where existing facilities are obsolete or beyond repair; extend the useful life of facilities that are currently adequate by providing regular maintenance and upkeep.	On-going	Administration
48	4	Zoo	Continue to develop and offer education and conservation programs to inform residents and visitors about the value of our natural environment and all its inhabitants.	On-going	Parks and Recreation
48	4	Zoo	Achieve and maintain Association of Zoos and Aquariums (AZA) accreditation.	On-going	Parks and Recreation
48	4	Zoo	Continue to upgrade and maintain all zoo exhibits to provide a clean, safe, pleasant environment for the animals and for zoo visitors.	On-going	Parks and Recreation
64	5	NH	Aggressively enforce property maintenance codes and give neighborhood associations the tools—information, training and public support—to persuade neighborhood residents to respect their neighborhoods by maintaining clean, attractive properties.	On-going	Urban Development
81	6	UF	Replace existing bucket truck. Estimated cost: \$128,000.	2 years	Parks and Recreation
81	6	UF	Provide additional training for the City's tree crew to stay up-to-date with safe work practices, new techniques and other related fields.	2 years	Parks and Recreation
92	7	FLUP	Revise the city's Land Development Code and Zoning Map to address needed changes and to implement the vision, goals and strategies of the 2008-2028 comprehensive plan.	2 years	Urban Development
108	7	DH	Install and maintain landscaping and entrance signage at internal gateways to Downtown Hattiesburg.	2 years	Parks and Recreation

# Action Plan

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
109	7	DH	Identify a location and funding source for construction of a new parking garage east of Main Street.	10 years	Historic Hattiesburg Downtown Association
109	7	DH	Install and maintain appropriate pedestrian lighting, landscaping and street furniture.	2 years	Public Services
109	7	DH	Improve existing parking areas with landscaping, new surfacing, pedestrian connections, and lighting; complete construction of proposed new parking areas.	2 years	Public Services
116	7	USM/MD	Place utilities underground in the University of Southern Mississippi/Medical District.	5 years	Public Services
117	7	GC	Initiate a study to identify existing conditions and opportunities for improvements to all internal and external gateways.	2 years	Urban Development
129	8	TR	Install traffic signal at Lincoln Road at Old Highway 11.	2 years	Public Services
129	8	TR	Install traffic signal at Lincoln Road at Lamar Avenue.	2 years	Public Services
129	8	TR	Install traffic signal at Lincoln Road at Hegwood Drive.	2 years	Public Services
129	8	TR	Install traffic signal at Edwards Street at Tuscan Avenue (high priority);	12 months	Public Services
129	8	TR	Install traffic signal at West 7th Street at North 31st Avenue (high priority);	12 months	Public Services
131	8	TR	Replace the 40 remaining span wire traffic signals with mast arm signals within the next two to ten years.	2 years	Public Services
131	8	TR	Place utilities underground.	10 years	Public Services
131	8	TR	Purchase of vehicles and equipment needed for construction and maintenance (Public Services).	2 years	Public Services
131	8	TR	Purchase three additional street sweepers in the next available budget cycle.	2 years	Public Services
131	8	TR	Install fiber optic cable along all major corridors within the city for proper operation of traffic signals.	5 years	Public Services
131	8	TR	Purchase replacement street sweepers, garbage trucks, track equipment and rubber tire backhoes within two to five years.	5 years	Public Services



Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
131	8	TR	Stabilize roads where base material is insufficient by removing the existing asphalt and replacing the base material prior to installing asphalt (lengthens the useful life of resurfaced roads).	On-going	Public Services
132	8	MT	Global Positioning System (GPS): Acquire GPS for the fleet to allow a consistent tracking system of vehicles. HCT only utilizes radio communication to track the status of the routes. Anticipated cost of implementation: \$10,000.	5 years	Urban Development
132	8	MT	Route Match Software: Acquire Route Match Software to develop more efficient scheduling of the para-transit program. Currently, the city has a \$21,000 grant towards the total package of \$35,000.	5 years	Urban Development
132	8	MT	Redevelopment of Fixed Route System: Re-evaluate and redevelop the current fixed route system to service the growing population and commercial service areas. HCT currently offers five fixed routes. The use of public transportation has grown, but the city is not able to expand its service at this time. Anticipated cost of implementation: \$15,000.	5 years	Urban Development
133	8	TR	Fund environmental studies of the proposed overpass locations.	2 years	Public Services
133	8	TR	Seek funding to construct the first phase of a three-phase overpass construction program.	5 years	Public Services
137	8	TR	Prepare and adopt a sidewalk master plan designating areas where sidewalks should be constructed;	2 years	Public Services
140	8	TR	Expand the municipal airport runway as provided under the current Airport Layout Plan (ALP).	20 years	Public Services
140	8	TR	Design and construct a new airport terminal.	20 years	Public Services
140	8	TR	Acquire Instrument Landing System (ILS) using instrumentation to guide landing of aircraft.	5 years	Public Services
143	8	UT	Water Plant #2 to include repairing filters, replacing filter media, controls, piping and valves.	12 months	Public Services
144	8	UT	Replace all deteriorated water lines in the annexed portions of Hattiesburg to provide adequate flow for domestic water and fire protection.	5 years	Public Services
144	8	UT	Upgrade the water transmission system to interconnect dead end water lines to prevent water outages and line failures and to increase water pressure and volume for firefighting.	10 years	Public Services
144	8	UT	Separate fire lines should be installed along the west side of U.S. Highway 49 at the Rawls Springs Loop Road and continue north approximately one mile.	12 months	Public Services

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Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
144	8	UT	Separate fire lines should be installed along the U.S. Highway 98 from Turtle Creek Crossing to the corporate limits (approximately 2 miles).	12 months	Public Services
145	8	UT	Immediate need for new chlorinization and de-chlorinization equipment at the city's north lagoon.	12 months	Public Services
145	8	UT	Increase the capacity of the north lagoon from 2 million gallons per day to 4 million gallons per day .	12 months	Public Services
145	8	UT	Upgrade the aeration system to make the south lagoon operate more economically and efficiently.	12 months	Public Services
146	8	UT	Aggressively replace older sewer lines to reduce the infiltration of stormwater into the wastewater collection system.	12 months	Public Services
146	8	UT	Hire six additional employees for water, sewer line and plant maintenance.	2 years	Public Services
148	8	SW	Implement a fully-automated garbage collection system.	5 years	Public Services
148	8	SW	Purchase 90-gallon waste containers for each household.	5 years	Public Services
148	8	SW	Purchase 10 fully-automated garbage collection vehicles.	5 years	Public Services
152	8	SW	Initiate a study to evaluate a curbside recycling program, include options for modifying existing procedures and additional needed equipment.	5 years	Public Services
157	9	CF	Locate a new City Council meeting room in the First Baptist Church facility; equip the meeting room with built-in audio/visual equipment.	2 years	Administration
165	9	PR	Hire one administrative/staff employee.	2 years	Parks and Recreation
165	9	PR	Purchase six mowers (72").	10 years	Parks and Recreation
165	9	PR	Purchase six 1/2-ton pick-up trucks.	10 years	Parks and Recreation
165	9	PR	Purchase two 3/4-ton crew cab pick-up trucks.	10 years	Parks and Recreation
165	9	PR	Purchase one backhoe.	10 years	Parks and Recreation
165	9	PR	Purchase two 48-horsepower tractors.	10 years	Parks and Recreation
165	9	PR	Purchase six 1/2-ton pick-up trucks.	15 years	Parks and Recreation

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
165	9	PR	Purchase two 3/4-ton crew cab pick-up trucks.	15 years	Parks and Recreation
165	9	PR	Purchase one knuckle-boom lift.	15 years	Parks and Recreation
165	9	PR	Purchase two cargo vans.	15 years	Parks and Recreation
165	9	PR	Purchase nine mowers (72").	15 years	Parks and Recreation
165	9	PR	Purchase two open body dump trucks.	15 years	Parks and Recreation
165	9	PR	Purchase one 6-yard dump truck.	15 years	Parks and Recreation
165	9	PR	Purchase six 1/2-ton pick-up trucks.	15 years	Parks and Recreation
165	9	PR	Purchase two 3/4-ton crew cab pick-up trucks.	15 years	Parks and Recreation
165	9	PR	Purchase three mowers (72").	5 years	Parks and Recreation
165	9	PR	Purchase one 25-foot scissor lift.	5 years	Parks and Recreation
165	9	PR	Purchase one 70-foot bucket truck.	5 years	Parks and Recreation
165	9	PR	Purchase one 1-ton dump truck.	5 years	Parks and Recreation
165	9	PR	Purchase three 3/4-ton crew cab pick-up trucks.	5 years	Parks and Recreation
165	9	PR	Purchase one 48-horsepower tractors.	15 years	Parks and Recreation
166	9	PR	Purchase nine mowers (72").	15 years	Parks and Recreation
167	9	PR	Fund Phase 2 of the Parks and Recreation Master Plan.	12 months	Parks and Recreation
167	9	PR	Implement recommendations contained in Phase 1 of the Parks and Recreation Master Plan.	5 years	Parks and Recreation
169	9	Zoo	Relocate the traffic signal at Hardy Street and Park Avenue to Hardy Street and 17th Avenue.	2 years	Parks and Recreation
169	9	Zoo	Seek a location and funding source to construct a hospital/quarantine complex for zoo animals.	5 years	Parks and Recreation

# Action Plan

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
169	9	Zoo	Initiate a physical master planning effort to identify areas for long-term park/zoo expansion and facility enhancement.	5 years	Parks and Recreation
174	9	PS-PD	Fully staff the police department and offer competitive salaries to retain officers.	2 years	Police Department
174	9	PS-PD	Construct a modern police station to replace the station currently housed in the former Methodist hospital building.	5 years	Police Department
174	9	PS-PD	Upgrade Training Academy to Level One (requires ability to provide lodging and meals).	5 years	Police Department
174	9	PS-PD	Create a permanent dispatch facility with information technology.	5 years	Police Department
174	9	PS-PD	Provide laptop computers in officer's vehicles to allow submittal of reports electronically to greatly improve efficiency and accuracy.	5 years	Police Department
174	9	PS-PD	Upgrade to Satellite-based wireless communication system.	5 years	Police Department
174	9	PS-PD	Purchase new technology to improve efficiency and investigation capacity, including the following: "real-time" GIS mapping and tracking; "real-time" satellite scene and building views; and linking technology for video systems.	5 years	Police Department
174	9	PS-PD	Purchase a response vehicle for the department's tactical team. This large truck would be equipped with safety seating for each responder and specific storage areas for needed weapons, devices and equipment.	5 years	Police Department
174	9	PS-PD	Create a maintenance facility for response vehicles. The facility would be able to maintain the department's fleet and install/uninstall lights and special equipment more efficiently and effectively than using private vendors.	5 years	Police Department
175	9	PS-PD	Facial Recognition Technology to improve investigative capacity.	10 years	Police Department
175	9	PS-PD	Purchase Ordnance (explosive/bomb) detection and disposal equipment.	5 years	Police Department
175	9	PS-PD	Accident investigation and reconstruction equipment. This equipment, called a "total station," contains all the necessary supplies to investigate an accident site and to document and preserve evidence.	5 years	Police Department
175	9	PS-PD	Purchase Public Surveillance System, in the form of cameras on buildings and poles, particularly in high-crime areas, such as schools, parking lots and public events.	5 years	Police Department

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
175	9	PS-PD	Enhance the intelligence network with local and regional agencies to assist in developing a statewide electronic database for all offenders.	5 years	Police Department
175	9	PS-PD	Plan and build a jail and holding space at the Hattiesburg Police Department.	5 years	Police Department
175	9	PS-PD	Upgrade current driving training area to incorporate advanced technology, realistic scenarios (i.e. red lights, pedestrians), and realistic weather conditions.	5 years	Police Department
175	9	PS-PD	Renovate firing range to include indoor range.	5 years	Police Department
181	9	PS-FD	Ensure that the Hattiesburg Fire Department is fully staffed and equipped at all times.	5 years	Fire Department
181	9	PS-FD	Build/locate and maintain stations in areas that are underserved.	5 years	Fire Department
181	9	PS-FD	Provide adequate funding/resources to develop new fire prevention programs for citizens and school children..	5 years	Fire Department
181	9	PS-FD	Locate a fire station in northern Hattiesburg between Interstate 59 and U.S. Highway 49 to serve neighborhoods and new developments around Classic Drive and businesses along U.S. Highway 49.	5 years	Fire Department
181	9	PS-FD	Locate a smaller substation in the central core of Hattiesburg within a half-mile to one-mile radius of the intersection of U.S. Highway 49 and Hardy Street.	5 years	Fire Department
182	9	PS-FD	Purchase two to three engines.	2 years	Fire Department
182	9	PS-FD	Purchase an aerial device in the southern area to serve the Industrial Park.	5 years	Fire Department
182	9	PS-FD	Replace remaining apparatus in the HFD fleet.	20 years	Fire Department
182	9	PS-FD	Renovate or build a location to store hazardous materials and Regional Response Team-related (RRT) supplies and equipment. Note: RRT is a funded entity under the state Homeland Security department).	5 years	Fire Department
183	9	IT	Increase the Information Technology division's operating budget to provide funding for upgrading out-dated personal computer equipment and operating system and application software.	5 years	Information Technology

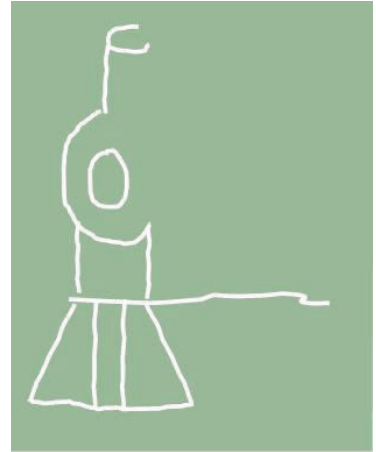
# Action Plan

Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
183	9	IT	Upgrade network monitoring software and data encryption software to ensure data security.	5 years	Information Technology
183	9	IT	Provide for the continuing education and certifications of the ITD staff	5 years	Information Technology
183	9	IT	Provide adequate operating funds and staff to the Information Technology Division to assist all City departments and divisions in purchasing and implementing specialized equipment, software, and programs.	5 years	Information Technology
184	9	IT	Create a wireless mesh network throughout the city for municipal use.	10 years	Information Technology
184	9	IT	Increase number of wireless “hot spots” equally throughout each ward for citizen use.	10 years	Information Technology
184	9	IT	Implement an internal records management program for the preservation of documents and for the efficiency of data retrieval.	10 years	Information Technology
184	9	IT	Adopt a formal disaster recovery plan for the areas of technology and telecommunication.	10 years	Information Technology
184	9	IT	Implement an intranet website that would establish a centralized location for all city departmental information that would serve as a more efficient tool for employees.	10 years	Information Technology
184	9	IT	Enhance the City’s website to allow the capability to accept on-line payments for various City services.	10 years	Information Technology
184	9	IT	Implement an automated vehicle locating system for the monitoring of city vehicles to make sure resources are being preserved to the fullest extent.	10 years	Information Technology
184	9	IT	Upgrade existing application software to the latest version to increase productivity and efficiency.	5 years	Information Technology
184	9	IT	Upgrade older personal computer equipment within all City departments and recycle old equipment.	5 years	Information Technology
186	9	CD	Conduct a detailed city-wide housing study.	2 years	Urban Development
186	9	CD	Provide additional funding to demolish dilapidated housing to aid in the revitalization of neighborhoods.	On-going	Urban Development
186	9	CD	Fund a study to expand and improve mass transit services.	2 years	Urban
187	9	CD	Construct and support a series of Youth Centers accessible from every neighborhood and provide educational programming for financial management, tutoring, job skills training, small business enterprise, arts and self-sufficiency courses.	20 years	Urban Development



Page	Chapter	Section ID	Project Description	Time frame	Lead Agency
189	9	MPO	Contract with a GIS consultant to provide a seamless integrated Geographic Information System designed to manage information from all city departments and provide access to information via the City's website.	2 years	Urban Development
189	9	MPO	Acquire Global Positioning System units for field data collection.	2 years	Urban Development
189	9	MPO	Purchase Traffic Counters to initiate traffic counting program.	2 years	Urban Development
190	9	CE	Provide funding for technical training and certifications for code enforcement officers.	On-going	Urban Development
191	9	LCA	Purchase one additional truck to accommodate current inspection staff.	2 years	Urban Development
191	9	LCA	Purchase updated inspection and permitting software.	2 years	Urban Development
191	9	LCA	Provide funding for technical training and certifications.	2 years	Urban Development
192	9	CE	Provide a computerized system to manage all code enforcement tasks and provide laptops to inspectors in the field.	2 years	Urban Development
195	9	PZ	Provide adequate funding for a long-range planner to regularly update the Comprehensive Plan and Land Development Code.	12 months	Urban Development
195	9	PZ	Provide adequate funding for a Zoning and Sign Inspector.	2 years	Urban Development
195	9	PZ	Purchase a vehicle for use by planning and zoning staff for field inspections.	2 years	Urban Development
195	9	PZ	Provide adequate funding for an additional administrative employee.	2 years	Urban Development
197	9	PZ	Attend neighborhood national conferences to find new or enhanced programs or outreach to help with neighborhood issues in the City.	12 months	Urban Development
197	9	PZ	Provide a link on the City's websites or use the City's website as an information tool to circulate to the neighborhood residents.	2 years	Urban Development

# Appendix A: Glossary of Terms



## *All Aboard!*

### Contents

Glossary of terms used in the 2008-2028  
Comprehensive Plan

**Big-Box Retail Facilities** are large, industrial-style buildings or stores with footprints that range from 20,000 to 200,000 square feet. While most big-boxes operate as a single-story structure, they typically have a three-story mass that stands more than 30 feet tall. Single-product merchandisers generally range in size from 25,000 square feet to 50,000 square feet; general merchandise stores range in size from 80,000 to 130,000 square feet. *Source: Municipal Research and Services Center of Washington.*

**Capital Improvement Program** is a timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order or priority, together with cost estimates and the anticipated means of financing each project. *Source: Clarkdale, Arizona.*

**“Charrette”** is a collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan that represents transformative community change. *Source: National Charrette Institute (NCI). NCI further describes charrettes as containing the following: at least four consecutive work days, allowing three design feedback loops; an open process that includes all interested parties; and a focus on producing a feasible plan.*

**“City of Hattiesburg”** or **“City,”** when capitalized, refers to the corporate/administrative entity that manages the city. When the plan refers to “the City,” the items described should be addressed or conducted by officials and departments of the City of Hattiesburg, including the Mayor, City Council, and city departments.

**“city of Hattiesburg”** or **“city,”** when lower-case, refers to the geographic area of the city or aspects of the community and its residents.

**Complete Street** is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit. *Source: National Complete Streets Coalition. .*

**Corridor** is a transportation pathway allowing movement between activity centers. A corridor encompasses multiple transportation modes and facilities, adjacent land uses and the adjacent street network.

**Density** is the number of dwelling units found on a particular area of land. Typically, density refers to the number of dwelling units per acre (one acre = 43,560 square feet). Low density developments have fewer dwellings per acre, and high density developments have a greater number of dwellings per acre.

**Dwelling Unit** is a building or portion thereof which is designed, arranged, or used for living quarters for one family.

**Floodway (regulatory)** means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available. *Source: Federal Emergency Management Agency, [www.fema.gov](http://www.fema.gov).*

**Form-based Code** allows market demand to determine the mix of uses within the constraints of building type set by the community. The community establishes zones of building type and allows building owners to determine the uses. The look and layout of a street is carefully controlled to reflect neighborhood scale, parking standards, and pedestrian accessibility, but building owners and occupants

are allowed maximum flexibility to determine how the buildings will be used. *Source: U.S. Environmental Protection Agency.*

**Gateway** is an architectural feature, landscaping or a combination of the two that signifies a transition between one space and another.

**Hazard Mitigation** is any sustained action taken to reduce or eliminate the long-term risk to human life and property. *Source: U.S. Federal Emergency Management Agency.*

**Land Use** is a description of how land is utilized; “land use” identifies or defines the activities that are conducted on land and/or within buildings or structures placed on land.

**Metropolitan Statistical Area** is a geographic entity defined by the federal Office of Management and Budget for use by federal statistical agencies, based on the concept of a core area with a large population nucleus, plus adjacent communities having a high degree of economic and social integration with that core. Qualification of an MSA requires the presence of a city with 50,000 or more inhabitants, or the presence of an Urbanized Area (UA) and a total population of at least 100,000. The county or counties containing the largest city and surrounding densely settled territory are central counties of the MSA. Additional outlying counties qualify to be included in the MSA by meeting certain other criteria of metropolitan character, such as a specified minimum population density or percentage of the population that is urban. *Source: [http://factfinder.census.gov/home/saff/main.html?\\_lang=en](http://factfinder.census.gov/home/saff/main.html?_lang=en)*

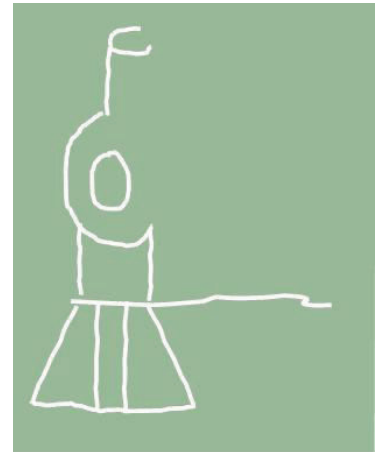
**Town-Gown Community Relations** programs seek to bring together community stakeholders and provide “town” (local government) and “gown” (colleges/universities) constituencies and others opportunities to discuss and resolve items of mutual and overlapping interest.

**Traditional Neighborhood Development** describes development patterns found in older urban neighborhoods and towns. Traditional neighborhoods include a variety of residential housing types, neighborhood commercial uses that are located nearby and are in scale with the neighborhood, a network of narrow, interconnected streets that provide a safe and enjoyable walking environment, and open space that serves as both an organizing feature and gathering place for the neighborhood. *Source: Austin, Texas.*

**“Visioning Session or Workshop”** A visioning session or workshop seeks to establish, through fostering collaboration among community stakeholders, planning and design professionals, and facilitators, a guiding vision for a community, neighborhood or specific site. The visioning session or workshop may produce an overall vision, specific goals and policy recommendations, and a range of design ideas that are agreed upon or supported by participants of the workshop.



# Appendix B: Public Involvement



## *All Aboard!*

### Contents

Program Description

Task Descriptions

Vision Advisory Team

Technical Advisory Team

List of Vision Advisory Team Meetings

Kick-Off Event

Posters

Post-It-Note Comments

Focus Groups and Interviews

Health Care Providers Roundtable

University of Southern Mississippi

William Carey University

University of Southern Mississippi/Medical District

Neighborhood Survey

Newsletters





## City of Hattiesburg Comprehensive Plan Program Description

### *All Aboard! Getting on Track for Hattiesburg's Future*

The theme for Hattiesburg's comprehensive plan is "*All Aboard! Getting on Track for Hattiesburg's Future.*" The theme is meant to reference Hattiesburg's history as a railroad town, and reflect the desire for this plan to be a collaborative effort of all residents, business-owners and community leaders. We hope to be *All Aboard!* in envisioning Hattiesburg's future, and we will bring this process to residents and business-owners through a series of stakeholder interviews, focus group meetings and city-wide community forums.

### Community Involvement

We understand how difficult it can be to attract attention to a comprehensive plan which may not be perceived to have an immediate effect on residents' everyday lives. Throughout the planning process, we will use a variety of methods to reach the public:

- › City-wide meetings throughout all stages of the planning process;
- › "Quadrant" meetings in the northwest, northeast, southwest and southeast quadrants of Hattiesburg;
- › Corridor/District meetings in areas identified as being connected by geographic, social, and economic issues;
- › Neighborhood association and Council of Neighborhoods meetings—using the city's existing communication network to disseminate information and solicit opinions;
- › A comprehensive plan web site containing current plan information, calendar of events and opportunities to submit comments;
- › Community surveys available both on-line and on paper at public events and in public places; and
- › A comprehensive plan newsletter distributed quarterly to update the public on the plan's progress and inform them of upcoming events.

### Plan Elements

The comprehensive plan will contain seven general elements: goals and objectives; physical, social and economic analyses; physical environmental conditions; land use and development; infrastructure, including transportation; community facilities; and implementation strategies. In addition, specific districts and corridors will be analyzed, including the following: Downtown Hattiesburg, Mobile Street District, East Hardy Street Corridor, Avenues/Hardy Street District, Broadway Drive Corridor, Edwards Street Corridor, Palmer's Crossing, USM/Medical District,



and West Hattiesburg. The planning team will hold public meetings and interview residents and business-owners to address land uses, transportation facilities, community facilities and civic pride in these areas.

### Ad Hoc Committees

Two committees should be assembled to guide this planning process: the Comprehensive Plan Vision Advisory Team and a Technical Advisory Team. The Vision Advisory Team will contain 13 members appointed by the Mayor and City Council and two members representing the Planning Commission for a total of 15 members. This team will convene twice each month to hear presentations on the topics under each element of the comprehensive plan. The presentations will be made by respected professionals and community representatives who have expertise in each topic.

The Technical Advisory Team members will represent public and quasi-public entities who can help provide information about topics in their respective jurisdictions. All City departments should be represented. In addition, representatives from Forrest County, Lamar County, the University of Southern Mississippi, William Carey University, the Long-Leaf Trace Rails-to-Trails Commission, Historic Hattiesburg Downtown Association, Forrest General Hospital, Camp Shelby, and the Area Development Partnership will be invited to participate. The purpose of Technical Advisory Team meetings will be to gather information on each of the plan topics and to assemble a “wish list” of projects and plans. The Technical Advisory Team will not recommend the policies that will be contained in the plan; they will provide information to the Vision Advisory Team, which will be responsible for reaching consensus on the plan’s policies and recommendations.

### Getting Started

Neel-Schaffer has already begun the process of scheduling events, preparing informational materials and gathering data for the plan. The first Vision Advisory Team meeting will be held Thursday, March 22, 2007 at 5:30 p.m. in the Hattiesburg Cultural Center. The purpose of this meeting is to welcome team members, discuss their roles, and generate excitement about this upcoming program. At this time, we request that the City Council consider prospective team members and submit the names of appointees to the Mayor’s office by March 1, 2007.



## Vision Advisory Team Task Description

### Qualifications

There are no specific professional qualifications for Vision Advisory Team members. Prospective members should desire the best for Hattiesburg and its future, be able to think comprehensively about long-range goals and how to achieve them, and be unbiased in considering the welfare of all neighborhoods, businesses and residents of Hattiesburg. The Vision Advisory Team will be stronger and more effective if its members are from a broad range of professions and have varied civic experiences and personal backgrounds.

### Appointments

Two members should be appointed by each City Council member, and three at-large members should be appointed by Mayor DuPree. In addition, the Hattiesburg Planning Commission should elect two members to represent the commission.

### Commitment

Vision Advisory Team members will be asked to attend semi-monthly meetings where they will be informed of a range of issues related to urban development, transportation, infrastructure, housing, public safety, and the overall state of the city. Using what they have learned at these meetings, team members will consider and prioritize capital improvement projects and recommend long-range goals and objectives. Prospective members should have schedules flexible enough to allow them to attend semi-monthly meetings, each of which should last approximately one hour. Additionally, this comprehensive planning program is scheduled to be conducted over a period of eighteen months. This should be conveyed to prospective members when they are asked to serve on the Vision Advisory Team.



## Technical Advisory Team Task Description

### Qualifications

The purpose of the Technical Advisory Team is to collect information that will be used in the comprehensive plan and to identify important issues that may require additional research and discussion. Team members will represent city departments and public/quasi-public agencies. This process will be an opportunity not only for team members to provide information toward the development of the comprehensive plan, but also to learn from team members about issues which may impact other agencies' work.

### Meeting Schedule

Technical Advisory Team meetings will be held throughout the planning process. Initial meetings will be used to define the scope of each element of the comprehensive plan, and to inventory relevant information that could be gathered by team members. Once initial information has been gathered and relevant issues have been identified and discussed, team meetings will be reduced to an as-needed basis.

It is desired that Technical Advisory Team members be able to meet during the work day. Meetings should last no longer than one hour. Initially, the team will meet one to two times each month. After the initial information has been gathered, meetings will be held once every two months.

# List of Vision Advisory Team Meetings

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Meetings held between March 22 and November 29, 2007

- Meeting 1: Introductions and Team Workshop**  
Johnny DuPree, Ph.D., Mayor  
Kim Bradley, City Council President
- Meeting 2: Plan History and Program Coordination**  
Agenda: Review meeting schedule, refine list of topics  
Presenters: Gretchen Loftus, AICP, Neel-Schaffer, Inc.  
Patricia Brantley, AICP, Neel-Schaffer, Inc.
- Meeting 3: History of “Neighborhoods Building Hattiesburg’s Future” Neighborhood Planning Program**  
Agenda: Neighborhood Development, Council of Neighborhoods, Historic Districts  
Presenters: Kara Drane, AICP, Forrest County Planner
- Meeting 4: The Natural Environment**  
Agenda: Storm Drainage, Environmental Protection, Floodplains and Waterways, Emergency Preparedness  
Presenters: Bennie Sellers, P.E., Director of Public Services  
Randall Meador, P.E., AICP
- Meeting 5: The Character of Hattiesburg**  
Agenda: Public Schools  
Presenters: Alan Oubre, Ph.D., Hattiesburg Public School District
- Meeting 6: The Character of Hattiesburg**  
Agenda: Population Characteristics and Housing Programs  
Presenters: Brian Richard, Economic Development, USM  
Deborah Conerly, Department of Urban Development
- Meeting 7: The Character of Hattiesburg**  
Agenda: Current and Future Economic Conditions  
Presenters: Angie Godwin, Ph.D., Area Development Partnership
- Meeting 8: Visioning Work Session #1**
- Meeting 9: Community Facilities**  
Agenda: City Parks and Hattiesburg Zoo  
Presenters: Clemon Terrell, Director of Parks and Recreation  
Ann Jones, Grounds and Maintenance
- Meeting 10: Public Safety**  
Agenda: Police and Fire Protection  
Presenters: Major Billy Lane, Hattiesburg Police Department  
Chief Webster, Hattiesburg Fire Department
- Meeting 11: Transportation, Part I**  
Agenda: Bicycle and Pedestrian Facilities  
Presenters: Herlon Pierce, Trail Manager, Longleaf Trace  
James Moore, Moore’s Bike Shop
- Meeting 12: Visioning Work Session #2**

**Meeting 13:    Transportation, Part II**

Agenda: MPO's Priority Projects, City projects, railroad crossings

Presenters:     Christine Brown, Metropolitan Planning Organization  
                  Bennie Sellers, P.E., Director of Public Services

**Meeting 14:    Land Use and Development Mobile Workshop**

Agenda: Commercial Corridors/Residential Neighborhoods

**Meeting 15:    Land Use and Development, continued**

Agenda: Town-Gown: Southern Miss and Surrounding Neighborhoods

Presenters:     Sid Gonsoulin, University of Southern Mississippi

**Meeting 16:    SMART Partnership and Visioning Work Session #3**

**Meeting 17:    Downtown Hattiesburg Mobile Workshop**

**Meeting 18:    Visioning Work Session #4**

**Meeting 19:    Visioning Work Session #5**



# Comprehensive Plan Kick-Off Event

Below is an example of the posters displayed at the Comprehensive Plan Kick-Off event, held June 1 and 2, 2007. Thirteen posters were displayed with the following topic headings: Businesses and Commercial Districts; Civic Pride and Beautification; Downtown Hattiesburg; Infrastructure; Libraries and Community Facilities; Neighborhoods and Housing; Parks and Recreation; Public Safety; Schools, Colleges and Universities; Sidewalks and Bikeways; Social Services and Health Care; Streets, Highways and Buses; Zoning and Code Enforcement. All comments received at the Kick-Off Event are displayed on pages B-9 through B-35.

## SIDEWALKS AND BIKEWAYS



### POST IT!

Using the *Post It* notes you received upon entering this meeting, post your ideas, thoughts and suggestions for Hattiesburg on this poster.

Comments will be used to identify community goals, projects and policies to guide Hattiesburg for the next 20 years.

• Where do you currently walk?

• Where are sidewalks needed?

• To what places would you like to walk—shops, schools, downtown, parks, zoo?

• What would make your walk more pleasant—trees, lighting?

• Do you bike to work or school?

• Do you bike for recreation or exercise?

• What is your favorite biking location or destination?

• Any other comments, suggestions?

## PLACE POST-IT NOTES HERE

City of Hattiesburg



2008 Comprehensive Plan

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## Businesses and Commercial Districts

### Post-It Note Comment

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- \* Don't put business zoning in neighborhoods. Bus routes are good!!!!
- \* Grocery shopping in Hattiesburg is a joke. We need more choices East of Hwy 49.
- \* Upscale bodega downtown.
- \* Restrict commercial encroachment in historically residential areas.
- \* Whole Foods, Original Pancake House, Trader Joes.
- \* Recruit full-size, fully-stocked whole foods market. (Natural foods/organic foods grocery store).
- \* Better opportunities for Edwards St. Tuscan Ave. residents – Grocery store, affordable shopping.
- \* Choices are limited in the William Carey area, in regards to organic foods.
- \* No quality groceries downtown.
- \* In downtown more small business with price that are affordable to rent.
- \* Access to groceries and liquor are sorely lacking in downtown.
- \* Need high-end grocery store downtown whole goods.
- \* Coffee shop, internet café, incentive to move businesses downtown.
- \* Development of Palmers, entertainment, better process in low socio-economic area, allow opportunities for those who are willing but not experienced.
- \* Smaller version of "Whole Foods" on east side of town – or some mom and pop grocery store.
- \* Looking forward to completion of "The Bakery".
- \* Do not allow commercial interest to drive/run/own the process. Look at West Hardy if you wonder why.
- \* Ward 5 holds the greatest potential for economic growth and development. Let's make it happen.
- \* We need a mixed-use neighborhood between the University and Hospital.

# Comprehensive Plan Kick-Off Event

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## Businesses and Commercial Districts

### Post-It Note Comment

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- \* USM student hang-out downtown.
- \* Give development incentives on Hardy Street and Broadway Drive.
- \* Yes, but I live between Hwy 49 and I-59.
- \* Small business loan programs (via private sector).
- \* Myrtle/Duane Street. Take care of basic services before moving on.
- \* We and many others would like a full service upscale grocery similar to that offered by Whole Foods chain. We would like to see more builders keeping as many existing trees as possible when building new homes and subdivisions. Maybe some ordinance about this; especially our native and hardwood trees. Perhaps a buffer of trees between lots also. We would like to see more public parks in housing developments which homeowners would be able to access by walking or riding a bicycle. Sidewalks and walking trails would be another good addition to neighborhoods. We would love to see the I-Hop restaurant build on Hwy. 98 (or at least clean up the one we have), and/or a Panera Bread restaurant.

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## Civic Pride and Beautification

### Post-It Note Comment

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- \* This is not an introduction but expansion of leisure activities for those with disabilities.
- \* Leisure and enriching activities for inter-generational audiences that are not contact sports.
- \* Pipe open ditches in residential areas.
- \* I-59 at 98 needs to look beautiful, inviting.
- \* Hardy St. between Southern Miss and downtown looks terrible especially east past Temple.
- \* Should have standards businesses should meet in regards to overall look and green spaces.
- \* Tear down dilapidated Houses! Bowling St.
- \* Tear down dilapidated housing. Penalize slum lords.
- \* Active and timely code enforcements.
- \* An action line that gets action.
- \* Need a Senior Center that is really a Senior Center and not just one that is said to be one.
- \* Improve drainage in Myrtle Street and Duane Street areas.
- \* Purchase the "Hudson Valley" /and (huge natural amphitheater on Bonhomie Rd – South) develop into large outdoor concert facility (Bring well-known performers).
- \* Cultural and Heritage events that expand in depth and time beyond ADP's current ones.
- \* More entertainment downtown and in the city. Plays at Saenger theatre.
- \* Need lighting downtown, also seating and landscaping, change name of Mobile St. Ren. Festival because out-of-town people think it involves jousting and middle ages.
- \* Local music (jazz/chamber) festival, film festival.
- \* Local music, outdoor music fest.
- \* Those based on music of the South.
- \* Put more advertisements out for people to come out.

# Comprehensive Plan Kick-Off Event

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## Civic Pride and Beautification

### Post-It Note Comment

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- \* We need to have a region-wide arts festival. See Jay Dean.
- \* More downtown festivals would be great, especially in the spring and summer; family-oriented festivals.
- \* The new areas downtown are really nice especially on Walnut.
- \* Put more small business in neighborhoods.
- \* Areas such as Broadway Drive have seen landscaping improvements by the city. Hardy from 49 to downtown needs landscaping.
- \* Plant more oaks on our thoroughfares. Host an all Mississippi Blues Festival.
- \* Green spaces. Build up landscaping as expansion of these by city (Ann and crew).
- \* Green Space.
- \* Large trees.
- \* Landscaping.
- \* Green spaces. Diligent maintenance of important buildings; City Hall, Depot, Cultural Center.
- \* Tree planting and smaller signage Hardy – downtown.
- \* Green spaces kept tidy.
- \* Pass out more trees and flowers.
- \* Preserve more green spaces and wetlands.
- \* Leaving older trees instead of permitted so many apt complexes to bulldoze them. Older trees are more important to environment.
- \* A day for work parties for neighborhoods.
- \* Put rubberized surface (like Dahmer playground) in all city playgrounds.
- \* Sidewalks and repair those that in place now. Parkhaven N.A.

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## Civic Pride and Beautification

### Post-It Note Comment

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- \* Identification signs on 59 and 49 that advertise the zoo.
- \* Street repairs. No future with all money tied up in patchwork.
- \* Garbage schedule needs to be better communicated and followed. We need more recycle efforts and better info on how and where.
- \* Garbage collectors need to stop throwing peoples garbage cans in the street.
- \* Restore full funding to the zoo.
- \* Restore full funding to zoo. Finish Comprehensive plan implementation.



# Comprehensive Plan Kick-Off Event

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## Downtown Hattiesburg

### Post-It Note Comment

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- \* Priority given to downtown lighting and parking.
- \* 1.) Install historically correct street lighting. 2.) 4-lane Main Street from Hwy 42 to Hwy 98 bypass (10 miles).
- \* Lighting and pedestrian access all over.
- \* Outdoor music every weekend.
- \* We need a city official who is our cultural coordinator – who books city events and coordinates them with USM/Downtown Events.
- \* Keep façade grants going.
- \* More local art! More living spaces!
- \* Downtown is the heart of the city! Great food and music! The Saenger!
- \* Downtown Hattiesburg needs a big clock on main street for the working people shrine at night like a temple.
- \* Like having restaurants downtown.
- \* Great job! Let's do the rest of the city!
- \* Too far to drive.
- \* Charm.
- \* Continue positive efforts.
- \* Lots of great progress in past year – please keep momentum going!
- \* It is the Heart of our area! Need to keep it beating.
- \* Cultural ground zero for the area.
- \* City should repeat incentives for movement to downtown, and sometimes for unkept vacant property.
- \* Make the rest of Hattiesburg look as good as the depot project.

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## Downtown Hattiesburg

### Post-It Note Comment

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- \* Wonderful! Continue Building. More Entertainment. Better ways of communicating. Tell us what's going on in town.
- \* Change downtown catch phrase. "It's What Hattiesburg is coming to!" is old sounding, and it has a dangling participle. How about...."It's All Happening in Downtown Hattiesburg!"
- \* Great job on train depot and fountain.
- \* Give more development incentives and advertise downtown on TV.
- \* Please do all that is possible to save old HHS – would love to have USM Art Dept. as new anchor downtown.
- \* Visual interest, people interaction, local flavor, history, art/music/culture.
- \* I propose establishing a downtown museum with railroads and forestry industries in Hattiesburg with pictures oral and written histories. Add Mobile St. to downtown Hattiesburg. Attach Mississippi and Federal Historical Markers on Buildings in downtown Hattiesburg.
- \* Housing Units \$400 – 800/mo downtown.
- \* Fill building with offices – "Legal" area – the business will follow.
- \* USM and William Carey offering courses downtown or somewhere in the city – off campus site.
- \* Bodega, Bakery, Ice Cream Parlor.
- \* Different restaurant venues.
- \* It is not like a mall. Has variety.
- \* Love downtown. Need to attract more jobs, industry and provide downtown housing/apts.
- \* Deli with take out meals for those of us who work downtown.
- \* Restaurants and shops. Make downtown the center for Hattiesburg. Paying bills here would be convenient for citizens.
- \* Glad to see the pizzeria – need apartments! Period street lighting and lots of it.
- \* Provide HPD a new building!!!

# Comprehensive Plan Kick-Off Event

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## Downtown Hattiesburg

### Post-It Note Comment

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- \* Overpasses for railroad tracks to insure rapid first response for police, fire, ambulance.
- \* Streetscape improvements!!!
- \* Rail crossing improvements.

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## Infrastructure

### Post-It Note Comment

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- \* Renegotiate cable franchise to include subscribers fees for local PEG (Public Edu Govt) Channel. Use existing TV Studio @ FBC for this purpose in 12/08.
- \* Ditches behind 700 block were damaged (cement sided, dirt) – not restored in almost (2) two years.
- \* Preserve wetlands to help prevent future flooding.
- \* Flooding isn't too bad, but the sewer system gets really backed up when it pours. Ditches can't handle the abundance of water.
- \* Streams need to be rehabbed using native plants instead of concrete.
- \* 714 Duane St. Drainage ditch runs over when it gets dry. It emits a bad smell or scent.
- \* Make Gordon's Creek a feature not a littered ditch.
- \* Repair rock wall on Gordon's Creek – near Adeline/Hwy 49. Clean the creek of debris.
- \* Close large open ditches in neighborhoods.
- \* Please facilitate completion of and publication of new floodplain designations!
- \* Power lines should be buried in Historic Districts and Downtown.
- \* Put lines underground! Go solar! Go green!
- \* More: 1.) "Green" tech. 2.) Underground utilities along major streets – esp. Hardy 3.) Sidewalks – esp. Hardy.
- \* The Duane Myrtle Street Neighborhood needs water, sewer, and drainage repairs that we have requested multiple times and been told would be done.
- \* When building roads, sewer, electrical etc. Create right of way to accommodate growth. Example. If in 20 years you will need wider roads, larger water and sewer mains put them in.
- \* Amend the existing Convention Center tax law to split revenue 50/50 to city and put this toward infrastructure replacement/improvement esp. water and sewer.
- \* More services, (cable, telephone, internet) on the south side of town near WCU. Bowling Street.
- \* Recycle. Use schools to educate kids to separate garbage.

# Comprehensive Plan Kick-Off Event

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## Infrastructure

### Post-It Note Comment

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- \* Enforce recycling codes. Make it mandatory.
- \* Paper recycling sites at each school.
- \* City should recycle.
- \* Initiate a recycling program!
- \* Recycle. We drive over. Would be good to have it picked up even once monthly.
- \* Let's get the lagoons in shape.
- \* Repair sidewalks, address drainage problems -- Elizabeth Ave, near Dabbs.
- \* Gotta fix these streets. We are judged by our streets. Many are terrible.
- \* A comprehensive plan for keeping streets resurfaced "x" years. CDBG needs to be used for ditch and drainage, sidewalks especially for annexed areas (Irene Chapel and Palmer's Crossing).
- \* I'd like to see the city provide adequate city services to all neighborhoods. I have a temporary water line in my backyard that has been there since Katrina. I want someone to be honest enough to tell the truth and do what they say to repair city damage during Katrina (Myrtle St./Duane St.).

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## Libraries and Other Community Facilities

### Post-It Note Comment

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- \* No community centers west of 49?
- \* Are we ever going to have a real Senior Center?
- \* Please continue forward with plans for Recreation-Education Resource Center at Wade Kennedy Site – would also be good destination point for Longleaf Rails to Trails.
- \* Restore old community facilities and make use of them.
- \* Newcomers need nice homes to buy so they can use our wonderful library – without paying the fees.
- \* Start the library on wheels.
- \* Love the library – need more books on tape.
- \* Best public library in state with great director and staff.
- \* Library is one of our greatest assets. Love the program and the staff always shows it off to visitors.
- \* The library is a great resource. Sunday afternoon hours would be great.
- \* Library needs some Sunday afternoon hours. Activities for seniors.
- \* Need libraries (smaller ones) closer to neighborhood. West 7th St. too far just to come downtown.
- \* The library is beautiful. It doesn't stay open long enough, though.
- \* Libraries need more activity for the children of Hattiesburg in the Neighborhoods please.
- \* Increase library funding and hours.



# Comprehensive Plan Kick-Off Event

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## Neighborhoods and Housing

### Post-It Note Comment

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- \* Tear down dilapidated houses and punish slum lords.
- \* Love my neighborhood – Historic District, but need to clean up “slum-lord” rental properties.
- \* Code enforcement, police presence, more trees.
- \* Tear down dilapidated housing. They are such an eye sore. Bowling Street.
- \* Enforce codes.
- \* Better code enforcement in neighborhoods. Check corner of S. 22nd and Adeline! Deplorable.
- \* Enforce codes for daycare and auto sales. Stop illegal operations out of homes.
- \* Demolish unkept houses!!
- \* Moderate housing to build up property values. Stop saturating “certain” neighborhoods w/ low income housing.
- \* Less emphasis on student housing more on affordable rental property for middle-aged divorced, widowed tax paying citizens.
- \* Stop high-density development from occurring in R-1 areas. (Pinehills).
- \* More reasonably priced rentals, especially for mature single people.
- \* We’re getting too many apartments!
- \* 1. Establish program for homesteading on abandon house with financial aid. 2. More city public housing in condominium state.
- \* Programs to repair old houses, less restriction when repairing (zoning, taxes, inspection fees), self awareness program, parental information, better ads of neighborhood association meetings, incentives to improve community involvement, get children involved.
- \* Allow, support, promote modern -“off-site-build”/”factory-built” homes and apts. (see State Supreme Court Ruling v. Petal in 1997).
- \* Work on city subdivisions so all don’t have to move to Lamar Co. to find a good neighborhood. Some private residents of elderly.
- \* Promote home ownership, provide basic services to exiting homes before adding services to new areas. Treat homeowners like citizens – just as business owners are treated.
- \* Stop multiple people who are unrelated from living in single family housing. One resident per bedroom when unrelated is enough.

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## Neighborhoods and Housing

### Post-It Note Comment

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- \* We need affordable housing in all areas in Hattiesburg, not just in low income areas. Loud music is too prevalent in my neighborhood.
- \* More affordable housing projects not just neighborhoods were my kids are afraid to play.
- \* Help to fix up some of the homes for people to live in.
- \* Quiet and Caring – Feels Safe.
- \* Downtown. Growth of young families.
- \* Quality (historic) architecture.
- \* I have great neighbors. They care about the city.
- \* Katie, John, Dabbs Street Neighborhood.
- \* Thames area better lighting – street improvements.
- \* Apartment complexes do not make a neighborhood. Protect neighborhoods.
- \* Need Emergency Services set up using neighborhood and church. People who know each other and can insure everyone is taken care of. Have leader trained so that the sick and elderly can have someone check on them and obtain services for them. Katrina did not have this aspect.
- \* Provide help to residents in removing dead and dangerous trees. Assist them in finding help that is affordable. Also help with broken drives and walks is needed.
- \* Better animal control – too many stray dogs that use restroom in your yard. Bowling Street.
- \* Enforce noise ordinance.
- \* Tear down known crack houses near elementary schools. Tear down crack houses period. Bowling Street.
- \* Shut down known crack houses less than 150 feet from schools. (Walnut St.)
- \* Enforce noise ordinance for loud cars. “Boom, Boom”.
- \* Enforce noise ordinance. People should be able to have quiet at night as we had in the past.
- \* Project at intervals of 5, 10, 15, 20 years projected growth of city. Plan city to accommodate growth.

# Comprehensive Plan Kick-Off Event

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## Neighborhoods and Housing

### Post-It Note Comment

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- \* Various neighborhoods are experiencing urban sprawl. It's important that city officials be aware of the impact commercial and residential developments will have on existing neighborhoods. Smart growth needs to be emphasized, e.g. land use, green space conservation, infrastructure requirements.
- \* Please help keep older parts of city and downtown neighborhoods as single family residential – and promote walking communities.

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## Parks and Recreation

### Post-It Note Comment

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- \* Keep pets in your yard.
- \* Kamper Park baseball field needs to be designated a historic site.
- \* Would like to see smaller Neighborhood playgrounds implemented geared towards little ones.
- \* Playgrounds and parks to kids out of the streets.
- \* Small neighborhood pocket parks. Please add space so children can walk to.
- \* 33 P & R facilities E. of 49, 2 P & R facilities W. of 49, 1 P & R facility in Ward 3. Large disconnect with population base.
- \* Our parks need trees replaced and trimmed.
- \* Park off of East Hardy.
- \* Kill weeds around parks.
- \* Need more social green space in midtown areas.
- \* Protect parks downtown.
- \* The tennis courts at Kamper & Vernon Dahmer need resurfacing.
- \* The parks and recreation. Parking lots need painting so the people know how to park day and night.
- \* We need more parks esp. Western Hattiesburg.
- \* Better P & R leadership – find experienced director and listen to him/her.
- \* Community garden? Work for inmates in progress – based program?
- \* We need a dog park, more green space everywhere, bike lanes.
- \* Expansion of Chain riverside park from Bowie St. to East Hardy St. 1.) Walk Trail 2.) Water action – a. canoeing 3.) Fishing Pier built on the intersection of Gordon Creek and Leaf River. 4.) New walking trail established on the old railroad bed from Mobile St. to Bowie River with a park and sandy beach.
- \* I'd like to see somewhere kids could play basketball and baseball in pick-up games rather than having them in the streets.

# Comprehensive Plan Kick-Off Event

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## Parks and Recreation

### Post-It Note Comment

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- \* Need another tennis complex like the one in Meridian.
- \* Offer more for kids to do, esp. during the summer. Summer camps, baseball, softball will keep kids busy during the summer months and out of trouble.
- \* More arts related programs for all ages.
- \* More leisure /enriching events for seniors that would include intergenerational shared time.
- \* Put exercise stations in all city walking trails/parks to encourage more exercise.
- \* Youth conferences – event for teens in our city.
- \* Recreation other than park, water park, game room (East H'Burg), skating park, more social gathers.
- \* State tournaments, festivals, regional tournaments – facilities to entice these events.
- \* Implement recycling program to benefit local kids/parks.
- \* Connect neighborhoods to all recreation facilities by sidewalks, pedestrian paths, and bike lanes.
- \* Kamper Park and Zoo when little ones visit.
- \* Totally redo Kamper Park.
- \* The zoo. Make some wetlands into parks.
- \* 2nd pavilion at zoo – facilities to have picnics.

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## Public Safety

### Post-It Note Comment

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- \* Get rid drugs! Crack kills communities.
- \* Find a way to shut down or move known drug houses faster.
- \* So pleased to have the free weather radio. Very comforting in storms.
- \* Need leaders from the city, hospitals, churches, neighborhood groups, etc... to develop a comprehensive plan for emergency situations (infectious disease pandemic, hurricanes, tornados ) -- should have multiple areas pre-designated as sites to go to for assistance (i.e., several ice/water pick-up sites like one in each Ward; where do volunteers go to be assigned to help the elders?) More neighbors need to get to know their whole neighborhood.
- \* Make neighborhoods and streets safe.
- \* Better pay to firefighters and police.
- \* Police Patrol "Bowling St."
- \* HPD Officers on: 1.) Bikes 2.) Motorcycles 3.) Horses 4.) Foot Patrol.
- \* New Police Station! More better paid officers. Help the good guys !!
- \* Thames area. Does feel safe and has for 40 years.
- \* Provide police with training to use discretion and people/verbal skills to solve problems.
- \* New police stations.
- \* New building for HPD! More officers.
- \* For the most part, I do feel safe. Sometimes there are just too many people walking the streets late at night. Can we get consistent street lighting?
- \* More police patrol. Bowling St.
- \* Police Sub-station at Depot. Good Idea!
- \* More street lights.
- \* More police officers.



# Comprehensive Plan Kick-Off Event

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## Public Safety

### Post-It Note Comment

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- \* Enforce existing noise ordinance to the letter. “Culturally biased”? No – just good citizenship.
- \* A recent resident who has lived in South Carolina, Texas and Alabama said this is the first time she has felt unsafe – too many drug pushers.
- \* We need a better downtown patrol at night to prevent arson as happened at old HHS building.
- \* Give another raise to police. Initiate foot and bike patrol again.
- \* Maintain quality police and fire personal and facilities and jails.
- \* Interface public safety with infrastructure eg., sidewalks, streetlights, etc.
- \* Safety stops at Hall Ave.

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## Schools, Colleges and Universities

### Post-It Note Comment

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- \* Have high expectations, strong curriculum, parental accountability. Students will rise to level of expectations.
- \* Our K-12 schools have re-segregated. Consequences?
- \* Lower crime rates by not using jail as a “timeout” – start with younger kids – incentives to be smart and stay in school.
- \* Work to have racial parity in schools.
- \* Burger Middle School floods when it rains, making it difficult for kids to get to classes without getting their feet soaking wet. It’s really bad.
- \* If I could afford to send my child to private school, I would. Especially a Christian School. Private Schools are less tolerable, concerning behavioral issues. The Public Schools, on the other hand, allow behavioral issues to shuffle along throughout the system.
- \* We need English help for students who have non-English speaking parents.
- \* Discipline (lack) remains the #1 reason folks will not send kids to HPS – change that – no more excuses.
- \* No direct instruction, highly qualified teachers, more tutors, better lighting in older schools and paint, no alternate route, better discipline procedures, culture oriented, parental involvement. Colleges and Universities are fine.
- \* Stop drop out rate. 40% is criminal.
- \* Teach!! Quit lowering the bar to make statistics look better! (They are not!).
- \* Need to keep our student in school – at least through high school. Include more arts in curriculum.
- \* The public schools are falling apart, especially Hawkins, HHS, Woodley. New electrical wiring is needed, especially to accommodate the demand of new technology.
- \* Teach on grade level.
- \* Increase teacher pay.
- \* Ms. Wimbish has done a good job. Keep it up.
- \* Highest paid supt. In state should not equal a level three school.
- \* Please check into redrawing city school districts – many children are being bused across town past schools closer to their homes. Long rides + early pick up times not good for learning/health – help make schools accessible to families – be sure there are safe sidewalks 1 mile radius around each school.

# Comprehensive Plan Kick-Off Event

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## Schools, Colleges and Universities

### Post-It Note Comment

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- \* City support (bond issues) for ongoing expansions of USM Athletic facilities (football, baseball, basketball).
- \* Rebuild Old HHS – even 3rd and 4th floor auditorium, as close to original as possible, ASAP.
- \* Let USM take care of their own neglected facilities. Not fair to double-dip on taxpayers.
- \* The university needs to work closely with local schools to educate our kids.
- \* Support – USM – they are the economic lifeblood to this hub city.
- \* More cooperation between universities and city.

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## Sidewalks and Bikeways

### Post-It Note Comment

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- \* Bike lanes through downtown.
- \* Bike lanes.
- \* Longleaf trace extended all the way to Duncan Lake.
- \* Hurry up and extend Trace to downtown so that we can bike from downtown to USM.
- \* What bikeways? Offer trails, sidewalks, and safe road edges.
- \* Dangerous to bike.
- \* Longleaf Trace extended to downtown.
- \* Adopt the attached “complete streets” policy so that all new streets and street renovations accommodate the needs of all users including cyclists and pedestrians.----- “ The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project... so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way.” [Currently adopted by the City of Chicago]”.
- \* Fix lights on stadium drive so that they do not blind drivers headed to downtown at night.
- \* We need programs to teach kids how to walk and bike safely. They do not move for cars, ride all over the street, and wear dark clothing at night with no lights.
- \* I would love to see sidewalks on busy 34th Street.
- \* Hattiesburg needs to become more pedestrian friendly. Therefore, it is imperative that city officials make this city more accessible for those choosing to walk or ride bicycles by providing sidewalks especially in high traffic areas.
- \* More curb and guttering and sidewalks everywhere – esp. Mamie and Adeline.
- \* More handicap accessible sidewalks, finish bike trail, add bike lanes to large streets.
- \* All downtown and historic neighborhood sidewalks need to be repaired and maintained to encourage walking.
- \* Pedestrian - USM to Downtown sidewalks in historic/downtown.
- \* More sidewalks, repair, bike zones, caution signs for pedestrians.

# Comprehensive Plan Kick-Off Event

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## Sidewalks and Bikeways

### Post-It Note Comment

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- \* Walk park in Katie Ave. and downtown.
- \* Sidewalk on Fredna Ave. from King to Dabbs.
- \* All areas need sidewalks and bike trails.
- \* Make it safer for people to take walks.
- \* Sidewalks are very badly needed on streets off of Tuscan and Ashford Streets. Bike trails East of Hwy 49 would be great.
- \* More sidewalks repair ones already in place Parkhaven N.A.
- \* More sidewalks and bikeways.
- \* When my wife and I visit other cities – Montréal; Billings, MT; Mason City, IA; etc. We spend many hours walking on the sidewalks that are throughout these cities or biking on the miles and miles of bike lanes. The state insurance companies and individuals in Mississippi spend millions of dollars annually to fight obesity and dying yet Hattiesburg has almost no sidewalks. To walk here you can either walk in the streets, which is very dangerous, or drive to a track or to the trail. In my view, Hattiesburg desperately needs sidewalks and bike lanes throughout the city, something that would not only provide our citizens with healthy transportation choices, but might also cut down on automobile traffic.
- \* Expand the already active sidewalk construction efforts.
- \* Bike lanes! Add sidewalks!
- \* Comprehensive sidewalk construction and maintenance program needed. Bike lanes and alternative trans. Allowances needed on road const.
- \* 1.) Sidewalks 2.) Street curbs 3.) Ditches cleaned and fenced 4.) Trees trimmed 5.) More street lights 6.) Street crossing markers.
- \* Myrtle/Duane Street. Take care of basic services before moving on.
- \* I would like to see future growth include a comprehensive sidewalk project. Specifically as a resident of the North Avenues (between Hutchinson and U.S. 49), I would love to see a long sidewalk along Quinn Street, with at least one or maybe two pedestrian bridges cutting south over Gordon's Creek between the high school and the park and a north-south sidewalk from the Longleaf Trace to Kamper Park, most likely along Park if right of way and or easements could be obtained along that path.

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## Social Services and Health Care

### Post-It Note Comment

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- \* Need better animal care programs – enforce humane treatment of pets.
- \* Hattiesburg is blessed with good medical care at 2 hospitals.
- \* Recruit to Hattiesburg: 1.) VA Hospital 2.) Catholic Hospital 3.) Baptist Hospital 4.) Alternative Care (“Natural”) Hospital.
- \* Health Care in neighborhoods where people can walk to.
- \* Great health resources! Interface health care and key facilities.
- \* Health services for single adults who don’t qualify for Medicaid but make less than \$30K – can’t afford health insurance.
- \* Additional school-age and preschool medical care – Affordable.
- \* Additional affordable senior medical care.
- \* Need community medical clinic in lower income area with resources for 1.) AIDS, STD, Sexual Education. 2.) Cooling center for the poor and aged. 3.) Mental Health Community Center.
- \* Need more drug rehab/work programs.
- \* More services for the elderly and shut-ins.
- \* I wish to see a city emphasis on worship, strong family marriage and opposition to immorality, drugs, etc.
- \* Make people pick up litter to get money.
- \* Need more options for young adults to get help with employment.
- \* Can we get a local job corps program in town?!?
- \* Activities for single adults.
- \* Activities for senior adults.
- \* Community garden? Seniors and kids center designed for interaction?
- \* We need services for drug addicts and homeless to rehabilitate, not just tolerate.
- \* Assistance with drug addicts and their children, self awareness programs, prompt ambulance services.
- \* More programs for low income housing and homes.



# Comprehensive Plan Kick-Off Event

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## Streets, Highways, Buses

### Post-It Note Comment

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- \* Need trees, landscaping, bike paths throughout Historic District.
- \* Repave streets. Bowling St., Service Dr.
- \* More sidewalks, trees, and bike paths. Children at play – lower residential speed limit.
- \* Improve the fire company to avoid insects —ditches and insect control.
- \* Better access to bus route flyers – and improve main bus stops.
- \* We need bus shelters and clearly marked bus stops. It's hard knowing where the stops are, and when it's too hot or raining, I'm not encouraged to take the bus.
- \* Bus routes are great. Advertise on TV.
- \* Promote bussing as a convenience and a “green” choice.
- \* Free public trans for those who can't afford.
- \* Public transportation can work.
- \* Need regular transportation all over town for senior citizens who should not drive. Need more red lights in high density neighborhoods.
- \* Public transportation is limited. We also need it in rural areas that also have businesses.
- \* Need a public transit system that is regional – so you go and come from outside of Hattiesburg and into Hattiesburg (Regional -- Lamar County, Forrest County, Petal and Hattiesburg plan).
- \* Plan for rapid transit and E-trolley, bus, etc.
- \* Put a University downtown and WCU-downtown trolleys!
- \* More signs directing to downtown from all directions – esp. Hwy 98 E.
- \* 1.) Connect East and West Hardy Street. 2.) Connect Hwy 42 and East Hardy St. on West Bank of Leaf River to create viable “waterfront”.
- \* Develop a strong preventative maint. plan for road overlays.
- \* Pave Roads near WCU! Bowling Street, Service Dr., Country Club Dr.
- \* Repave streets.

---

## Streets, Highways, Buses

### Post-It Note Comment

---

- \* Thanks for repaving and repairing so many streets during this pass year – definitely makes a difference – keep up the good work.
- \* Need a four way stop sign on Dabbs St. and Hall Ave.
- \* Repave Streets. Bowling St and Service Dr.
- \* Dabbs St. needs paving.
- \* Need Interchange I-59 and Lincoln.
- \* Hardy Street from Downtown west.
- \* New “4th Bridge” to Petal via: Connect East Front and East Pine St. in Hattiesburg to East 8th, etc., in Petal.
- \* There are several short streets that have brick under the pavement – could some be restored?
- \* Full street lighting for: 1.) All of Hwy 49 2.) Hwy 98 West (West Hardy St.).
- \* Asphalt over pavers is inefficient, more costly and less attractive.
- \* Major construction should take place on streets where pot holes are prevalent; not just patch work. Penton, Cypress, Dabbs, Katie are in need of major repairs.
- \* Finish repaving, filling pot holes and marking streets.
- \* Against new exchange off Hwy 59.
- \* Improve streets (East Hattiesburg), more traffic lights in busy areas.
- \* Pave Adeline St. pot holes big enough to swim in.
- \* No! to I-59 interchange at Lincoln Road – It’ll all be paved over in 5 years!
- \* South Hampton Rd. needs repaving.
- \* Install culverts in the ditches either side of Hwy 49 – especially from USM to Forrest General (safety and aesthetics).
- \* Repave streets! Trash on Westover, etc.
- \* I am concerned about more commercial land uses along Lincoln Rd. if the new exchange is built!
- \* Against more commercialization!

# Comprehensive Plan Kick-Off Event

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## Zoning and Code Enforcement

### Post-It Note Comment

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- \* 1.) Inhumane treatment of pets 2.) Dilapidated rental houses.
- \* Add direct fee – fines for citations and skip court summons.
- \* Cars being sold on yards at Myrtle St. and Duane intersections of Hutchinson.
- \* Enforce codes! Enforce ordinances! Don't zone for business in residential areas!
- \* Have a better action line! Forms and Issues to code enforcer who contacts those who report violations.
- \* Hire competent code enforcement officers. Not leadership or accountability.
- \* Hire more inspectors.
- \* House on Walnut and Hall, many others are shameful. Demolish enforce codes!
- \* Let's make sure the codes on the books are enforced and disseminated to all citizens.
- \* More code enforcement – doesn't seem the ones we have are doing their jobs – not accessible either.
- \* More Code Officers w/ better accessibility.
- \* More officers, yes.
- \* Neglected properties, junk cars, and slack construction practices make neighbors look bad. Do more to make ALL neighborhoods look good in Hattiesburg. And not more multi-family housing in single family residential neighborhoods.
- \* Parking in yards. Council has passed law now enforce.
- \* Some people have too many broken down vehicles in their yards. Some houses need to be torn down... they pose a safety hazard to our community.
- \* This is a difficult one but the City must remain tough on ordinances passed.
- \* Block down town for pedestrian nights out around block of Main, Front, Mobile, Pine.
- \* Support and Promote factory-built ("manufactured") homes and apts. for affordable housing (see MS Supreme Court - v - Petal, 1997).
- \* Allow more mixed-use zoning.
- \* Revise land use code!

---

## Zoning and Code Enforcement

### Post-It Note Comment

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- \* Plan and zone for the future. At least zone. Don't let Hattiesburg become a urban nightmare.
- \* Planning must be given priority.
- \* Consult neighborhood representatives when planning or zoning in their area.
- \* Train Planning Commission members.
- \* Is there a code we could enforce for selling drugs in our neighborhood? Can anybody help us?
- \* Keep loud! Music Down (Police Patrol) "Bowling St."
- \* Too much loud "music".
- \* Beverly Hills Road. With 8-900 new student apartments going up entering Beverly Hills Road. Rezoning going on this week, June 6, for more apartments. Big trucks using Beverly Hills Road, now with construction more big trucks. Big Trucks. Need to keep single family housing -- not just for low income.
- \* Follow campaign contributions when zoning is an issue – listen to people; they often know what's best.
- \* Make sure zoning considers residents before business.
- \* Need more zoning.
- \* Pass ordinances that penalize landlords who do not monitor their properties/tenants. Use public nuisance laws; post landlords names and addresses on billboards.
- \* Enforce zoning codes: daycare, auto sales, parking. Restrict number of unrelated people in single family homes. Very important!
- \* All of the above. North Main.
- \* Myrtle/Duane Street. Take care of basic services before moving on.

# Focus Groups and Interviews

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## Health Care Providers Roundtable September 28, 2007

A Health Care Roundtable was held September 28, 2007, to discuss local health care issues and the Comprehensive Plan. Participants included representatives from Wesley Medical Center, Forrest General Hospital, Southeast Mississippi Rural Health Initiative (SeMRHI), Student Health Services at the University of Southern Mississippi (USM), and a representative from the Mississippi Department of Public Health.

Agency representatives provided information on the services offered at each facility and the group discussed commonalities and interrelated services provided to residents of the greater Hattiesburg area.

Hattiesburg's health care industry is a major contributor to the city's diverse economic base and continues to be the "Hub" of South Mississippi by providing the latest technology and state of the art equipment. According to the Area Development Partnership's recent "Healthcare Impact Study," conducted by the Economic Development Resource Center at USM, the ratio of doctors in the Greater Hattiesburg Area is 464.7 physicians for every 100,000 persons, which is a significant increase from the national average of 169.7 physicians per 100,000 persons.<sup>1</sup> All of the roundtable participants agreed that Hattiesburg has a bright future at the forefront of the health care industry.

The meeting revealed the following list of shared goals that can be recognized by health care providers and the City of Hattiesburg to enhance the quality of life for all residents:

1. Population and Medical Insurance Issues: Participants noted that county health departments no longer serve a majority of the uninsured, particularly the pre-natal care program recipients. Health department activities have been reduced to providing statistical information regarding immunizations, disease prevention, and promotion of good health campaigns.

The Mississippi Department of Health lists Mississippi's top health problems as follows: infant mortality, diabetes, and obesity. In addition, tuberculosis and communicable diseases are on the rise due to local immigration of non-English speaking populations.

As county health departments reduced individual patient health services, the number of visits to local hospital emergency rooms for primary, non-emergency health care has increased. In 1979, the Southeast Mississippi Rural Healthcare Initiative (SeMRHI), funded through federal monies, has emerged to accommodate those without a primary health care provider.

One of SeMRHI's goals is to help those who are insured, under-insured, or uninsured to find a medical "home" and reduce or eliminate the use of hospital emergency rooms for primary care. The SeMRHI networks with local hospitals, clinics and pharmacies by providing qualified patients with vouchers to offset the cost of medical services (X-rays, special tests, etc.) and medicines.

2. Mass Transit to Medical Facilities. The City of Hattiesburg offers a mass transit system to the general public with route stops at or near major medical facilities. Special medical transportation is not available to the average citizen. Roundtable participants agreed that the current perception of the city's mass transit system should be changed to promote ridership from a wider range of the population. To increase ridership, participants recommended a promotional campaign and, perhaps, a new look for buses and facilities.

3. Public Awareness and Promotion of Preventive Measures: Partnerships with Forrest General Hospital, Wesley Medical Center, USM, and the City of Hattiesburg have been successful in promoting a number of healthcare events such as walks, runs, and bicycle races. Participants recommended expanding these partnerships to include local media—radio, newspaper and television—to increase awareness of public health events.
4. Partnership Forum: Roundtable participants agreed that a semi-annual meeting—a “partnership forum”—with representatives from local health care providers and city officials would benefit all. The purpose of the forum would be to discuss current issues, trends and challenges.
5. City Website Link: A link on the City’s website entitled “Health Care” listing all of the local institutions could be used to assist university students, military personnel, newcomers, and visitors locate service providers. The information could also be included in a brochure and distributed to local businesses, university campuses, eating establishments, churches, public buildings, and government agencies.



## University of Southern Mississippi

### EXECUTIVE SUMMARY

#### Introduction

The University of Southern Mississippi (Southern Miss) Hattiesburg Master Campus Facility Plan addresses the campus planning imperatives that challenge a University in the 21<sup>st</sup> century, such as cross-disciplinary research, student/faculty interaction, diversity of the student population, and sustainability. This transformative plan will reshape the University for the next ten to fifteen years and continue the Southern Miss tradition of a dynamic, student-centered campus. The focus of the plan is to enhance student life on campus while maintaining the University's commitment to academic excellence. In planning for the future, there are several requisites the plan addresses:

- Ensuring the physical campus setting continues to strengthen the quality of the collegiate experience.
- Reforming and reshaping residential life through creation of vibrant living/learning districts.
- Regenerating the historic core as the heart of campus.
- Promoting a strategy for growth that organizes development in accordance with existing campus districts.
- Maintaining a respectful, engaged relationship with the city of Hattiesburg.

For purposes of master planning, the Southern Miss Hattiesburg campus is described in five districts that are distinguished from one another by virtue of their functions, site character, and development history. In conjunction with the overall campus facilities, the plan contains guidelines for long-term development of the major districts that make up the campus. The district guidelines address factors such as land and building uses, building locations and massing, landscape strategies and typologies, and circulation.

#### Guidance and Consultation

The University of Southern Mississippi is committed to planning and developing the physical resources necessary to fulfill its mission. In Spring 2006, the Master Campus Facility Planning Committee (MCFPC) initiated a planning process to develop a master plan for the Hattiesburg campus. Membership on the MCFPC includes student, faculty, staff, alumni, and community representatives. The planning team consists of the MCFPC members along with the consulting collaborative of Eley and Associates, (Jackson, Mississippi); Victor Evans Architect-Facility Planner (Severna Park, Maryland); and Sasaki Associates (Watertown, Massachusetts). For a listing of all members of the planning team, see Appendix B, Acknowledgements. The process was guided by a commitment to research-based analysis, opportunities for participation, and transparency. The MCFPC was responsible for obtaining input from various constituencies regarding priorities for land use and promoting consistency in design and planning.

Organized around five work sessions on campus, the planning process was designed to be broadly consultative, seek initial input and then obtain feedback about ideas and concepts as they emerged. Work sessions occurred over 16 days of meetings which included 70 focus work sessions (see Work Session Objectives/Agenda, Appendix C). Participation and transparency were encouraged through individual meetings, focus groups, planning charrettes, campus and electronic forums, and community meetings.

#### Principles of the Study

The scope of the Master Campus Facility Plan has been deliberately directed to creation of a campus environment that will support the academic mission of the University. The following Planning Principles, developed in conjunction with the MCFPC, emphasize the quality of place necessary to:

- Protect historic open spaces and buildings
- Extend and enhance the character of the campus through the contextual design of future buildings and open spaces
- Create and promote environments for learning, research, and social engagement
- Promote sustainability, environmental design and energy conservation
- Develop an integrated circulation system
- Integrate modern technology
- Implement strategic growth practices.

Source: [http://projects.sasaki.com/usm/Documents/USMReport\\_FINAL.pdf](http://projects.sasaki.com/usm/Documents/USMReport_FINAL.pdf)

# Focus Groups and Interviews

## University of Southern Mississippi Master Plan Presentation

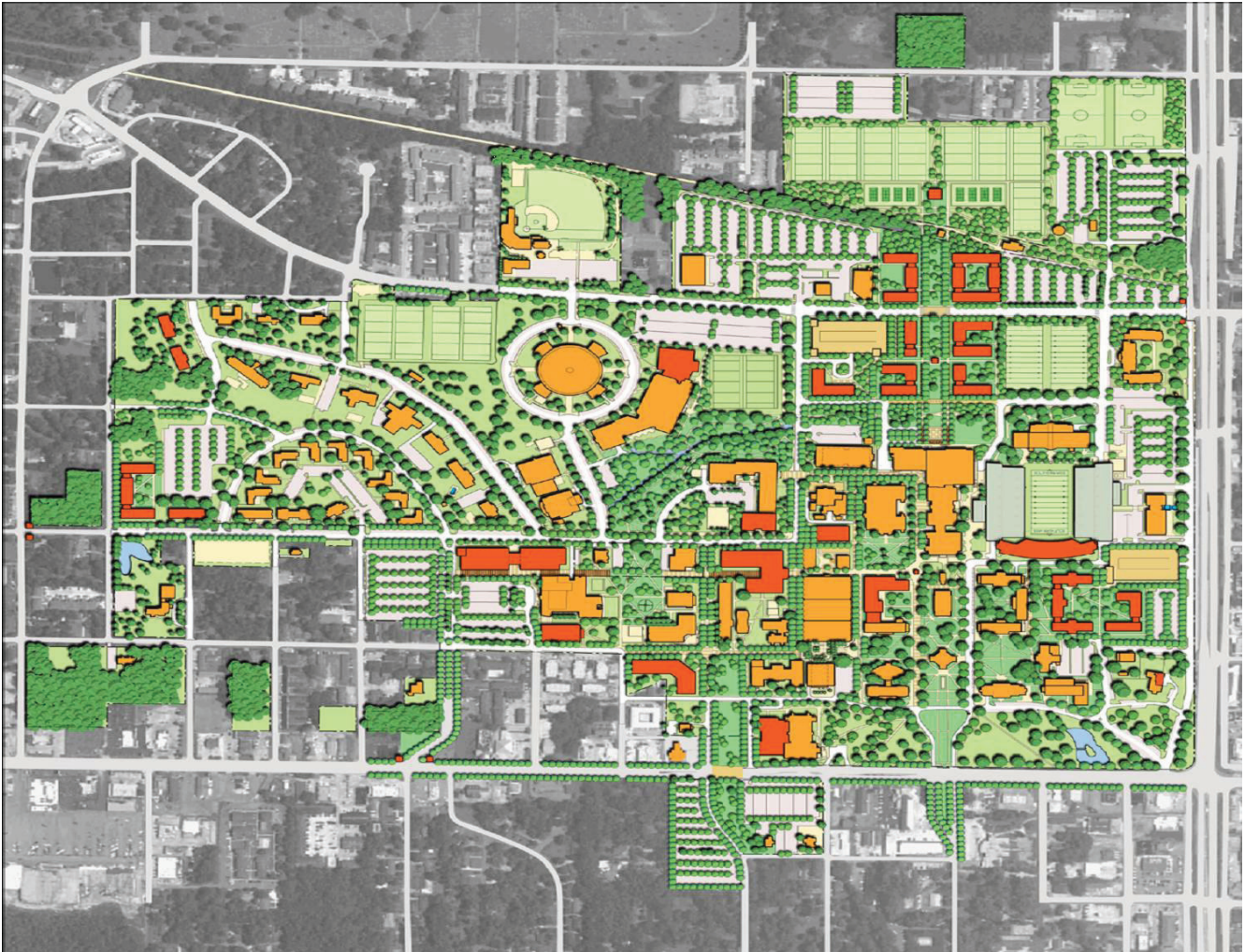
### Placemaking North District

- Design Framework





## University of Southern Mississippi Master Plan Presentation



# Focus Groups and Interviews

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## William Carey University Interview with President R. Tommy King December 6, 2007

Planners met with President King December 6, 2007 to discuss Hattiesburg's comprehensive plan and any plans the university may have developed for its campus and the surrounding area. The university has identified the following issues that are important to the overall improvement of the campus environment and that will facilitate the university's plans for future growth:

1. There are no existing residential or commercial properties adjacent to the university designed to cater to students, such as a typical university "strip" containing eateries, bookstores, apartments and recreational opportunities. To enhance student life at the university, a zoning overlay district along Tuscan Avenue is desired to promote neighborhood mixed-use areas and design guidelines for new commercial and multi-family construction.
2. William Carey University lacks a connection to Downtown Hattiesburg and the Longleaf Trace—two areas of interest for university students. The city and the university should partner in addressing pedestrian and bicycle connections and in preparing any area-wide sidewalk and bikeway plans.
3. The university understands the importance of establishing partnerships within the community. William Carey University supports existing student-community partnerships and seeks to promote new ones, particularly with adjacent neighborhood associations and businesses.

Below is the university's "wish list" of programs and projects that would further enhance student life and the university environment:

1. Redevelop the old "Reliance building."
2. Promote new development of safe off-campus housing within walking distance of campus.
3. Continue to acquire dilapidated structures adjacent to campus.
4. Address crime and safety issues around campus.

---

## William Carey University

### Long Range Plan

William Carey University is currently involved in the strategic planning process to produce a strategic plan for the next ten year cycle. Although the entire strategic plan will not be completed for some months, the following long range plan is provided:

#### Academic Program

Plans are under way for the opening of a College of Osteopathic Medicine in the fall of 2010. A dean has been hired for the medical school and work is progressing on the accreditation application. It is anticipated that the first class of 100 medical students will arrive on the Hattiesburg campus in August of 2010. Administrators and faculty are being recruited and will begin arriving during the summer of 2008. A new masters degree in biological sciences will begin in the fall of 2009 as a feeder program for the medical school.

Reconfiguration and expansion of other programs will occur over the next five years. The journalism degree will emphasize broadcast and internet journalism, while retaining the traditional print emphasis. Movement to a greater number of online courses and programs will be evident. Increased offerings in the visual arts will be available. As the new coast campus is completed a wider range of day classes will be offered. Increased recruitment of international students will necessitate new programs that are more attractive to a global audience.

The university will conclude its ten-year accreditation review by the Southern Association of Colleges and Schools (SACS). This process requires an examination by the institution of its programs, resources and mission. This process should result in a strengthening of the academic program.

#### Facilities

Expanding programs and increased enrollment will require renovation and construction of facilities on the Hattiesburg campus. This will include:

- Completion of the addition to the Fail-Asbury Nursing Building
- Completion of an addition to the library and the Sarah Gillespie Gallery
- Resurfacing of two tennis courts and addition of three new tennis courts
- Construct a small lake to replace the one destroyed by Hurricane Katrina
- Renovation and construction of facilities for the College of Osteopathic Medicine
- Construct a new theater building
- Construct a new boulevard entrance into the campus from County Drive

# Focus Groups and Interviews

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## William Carey University

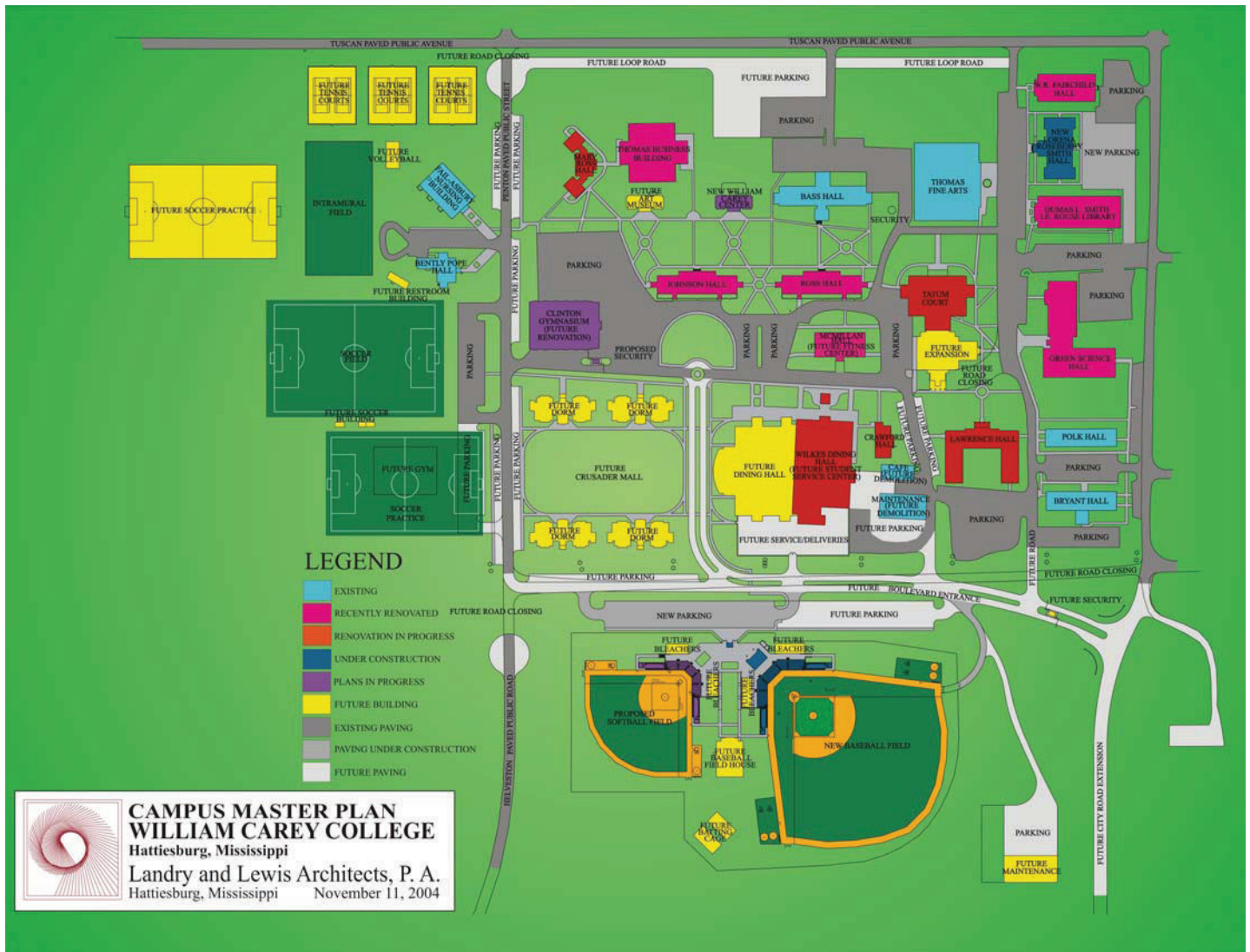
- Relocate the facilities maintenance shop
- Construct a chapel
- Construct a new garden as a part of the “Pine Belt in Bloom” emphasis

### **Community**

William Carey University is vitally interested in collaborating with other agencies, community organizations, and the City of Hattiesburg to preserve and improve the community surrounding the campus. To this end the university will seek to accomplish the following:

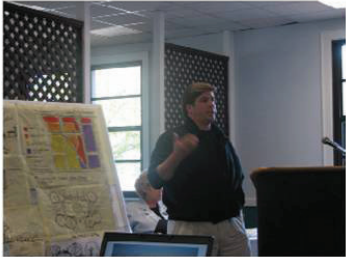
- Continue to acquire property surrounding the campus to create green space and improved community facilities
- Seek to obtain an arts grant to renovate the two-story brick building at the corner of Tuscan and Cherry streets into an arts workshop and apartments for young artists
- Seek to attract “niche” businesses that will serve the campus and the surrounding neighborhood
- Encourage the construction of a “park-like” boulevard from downtown to the campus, with bike trails, hiking trails and public transportation
- Continue the “Hubserve” program which involves WCU students in





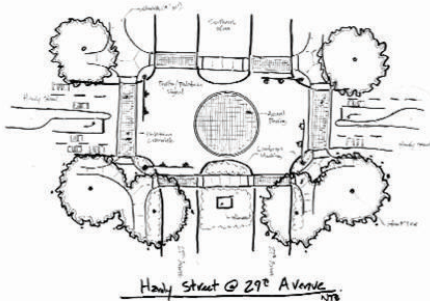


# Focus Groups and Interviews



*Make not little plans: they have no magic to stir men's blood and probably themselves will not be realized. Make big plans: aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will a living thing, asserting itself with ever-growing insistency.*

Daniel Burnham, architect  
(1846-1912)



**American Planning Association  
Mississippi Chapter**

**2006 Charrette Exercise Report**



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## 2006 Charrette Exercise Report

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Process

Common Elements

Comprehensive Plan Recommendations

Appendix A Study Area Summary

Appendix B Charrette Participants

Appendix C Charrette Agenda

Appendix D Group Drawings

Appendix E Renderings

# Focus Groups and Interviews

## 2006 Charrette Exercise Report



### Background

Each year the American Planning Association sponsors National Community Planning Month in October to raise the visibility of the planning profession. The Mississippi Chapter of the American Planning Association (MAPA) State Conference was held in Hattiesburg on October 26-27, 2006. MAPA sponsored a design charrette on the 25th as a pre-conference event to build a localized community-based vision for a mixed use area in Hattiesburg. The purpose of the charrette was to define a comprehensive vision for the area's design and quality of life.

### Process

Participants were invited to the charrette two weeks prior by a letter from Mary Merck, AICP, MAPA President. The Conference Committee included Pattie Brantley, AICP, Kara W. Drane, AICP, John Lewis, AICP and Corey Proctor. These individuals along with Richard Conville, Hattiesburg Planning Commissioner, compiled data on the existing conditions of the area. The study area included Hardy Street and the University of Southern Mississippi to the north, Forrest General Hospital to the south, and S. 27th Avenue and S. 31st Avenues to the east and the west, respectively. The data compiled included land use, building condition, zoning, photographs, building footprints and aerial maps.

The meeting, held at the Cochran Center at the University of Southern Mississippi, lasted from noon until 4:30. Lunch was provided and approximately thirty people participated which included property owners, developers, neighborhood residents, university, medical, and government representatives. Planners and landscape architects from across the state also participated. The meeting began with a welcome by Mary Merck, AICP and with Mayor Johnny Dupree presenting a proclamation for National Community Planning Month. Pattie Brantley, AICP, gave an overview on the project area and existing conditions. Bob Barber, AICP, gave a presentation on the sustainable development resources and methods/charrette Guidelines. Mr. Barber also served as the Charrette Facilitator.

Participants separated into three groups with planners and landscape architects involved with each team to develop a design for the study area. The landscape architects that participated in the process were Russ Bryan, ASLA, Michael Gammill, ASLA, RLA, Sally Hughes, ASLA and Tom Schurch, ASLA, RLA. After the charrette exercise, the groups presented the district plans.

Two days later, at the conclusion of the MAPA Conference, the charrette findings were presented by each group. Rendering of the proposed area were presented by Russ Bryan, ASLA and Michael Gammill, ASLA. Chris Duerkson, a conference presenter, led a discussion on alternatives for implementing the "good quality ideas" that were generated from the charrette. Mr. Duerkson is a land use attorney and the managing director of Clarion Associates in Denver, Colorado. Mr. Duerkson is an expert in growth management and zoning, natural resource protection, and historic preservation. His discussions centered around design standards that include landscaping and sidewalks, public incentives such as tree planting and underground utilities, parking commonality, and vertical mixed use developments.



## 2006 Charrette Exercise Report



### Common Elements

Each group developed a unique plan and a district name for the study area. The three district plans are included in Appendix D, Group Drawings. The ideas that generated from the groups are as follows:

#### The Dome District

- Control traffic flow first using natural boundaries
- Greenspace/Creek Greenspace Area
- Anchors Forrest General Hospital, Hattiesburg Clinic, University, Hardy Street Commercial
- Low density in southwest corner
- Incentive district – collaborative efforts of parcels
- Think community
- Buildings along Hardy Street – use residential on top
- Medical uses with residential uses upper stories
- Sidewalks and lighting
- Tax incentives to draw developers

#### Hardy Creek

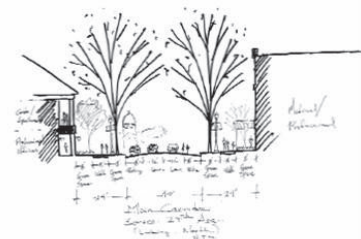
- Business improvement district with incentives
- 29<sup>th</sup> Avenue grand entry way
- Existing single-family residential with new rental cottages
- Townhouses
- Restaurants, entertainment
- Enhanced drainage
- Walk/bike trail along creek
- Parking structures with architectural value
- Focal element at south end of 29<sup>th</sup> and Arlington
- Encourage multi-family above retail
- Walk/bike/car
- Mother-in-law structures – university sporting events

#### Uptown District

- Buffers
- Creek enhancement
- Pedestrian walkways
- Rehabilitate existing older structures
- Parking out of site
- Commercial to match neighborhood character
- Arched entry way at USM main entrance
- Facade treatment to businesses along front on Hardy
- Walkway through the project area
- Row houses with rear alleys on 31<sup>st</sup>
- Stand along condos near existing single-family residential

# Focus Groups and Interviews

## 2006 Charrette Exercise Report



Although the groups designed the district in slightly different layouts, each group identified the common elements that would add value for this mixed use area:

- Sidewalks/pedestrian corridors
- Mixed vertical uses
- Street tree planting/landscaping
- Lighting
- Multi-use path – walking, biking
- District identity through design standards
- Creek/greenway enhancement/sustainability
- Gateways/entrances/signage
- Underground utilities
- Vehicular parking that supports district needs

### Comprehensive Plan Recommendations

Listed below are goals and strategies that are recommended for inclusion in the City of Hattiesburg Comprehensive Plan regarding this unique area:

- To provide and encourage development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating uses.
- To enhance the business economy by strengthening and protecting the image, identity, and unique character of the university, medical and neighborhood areas.
- To promote buildings that compliment surrounding developments and streets in an effort to create a cohesive visual identity.
- To create a unique streetscape with trees, sidewalks, attractive buildings, underground utilities, lighting and signage/gateway markers.
- To construct an efficient pedestrian and bike network that connects the university, hospital, residential and non-residential uses.
- To ensure vehicular parking supports pedestrian environment and is not a barrier for circulation.
- To promote and market workforce housing.
- To enhance natural features and sustainability.



# Neighborhood Survey, page 1



## Neighborhood Survey 2008-2028 Comprehensive Plan

Name of Neighborhood Association: \_\_\_\_\_

Today's Date: \_\_\_\_\_

1. How long have you lived in your neighborhood?

- ☐ A. < 5 years      ☐ B. 5-10 years  
☐ C. 11-15 years      ☐ D. More than 15 years

2. How would you grade your neighborhood as a place to live?

- ☐ A. Excellent      ☐ B. Good  
☐ C. Fair      ☐ D. Poor

3. When you think about your neighborhood, what are you most proud of?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. What keeps you from getting services you need in your neighborhood?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. If you could change anything about your neighborhood, what would it be?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. What most attracted you to this neighborhood?

- ☐ A. People      ☐ B. Schools  
☐ C. Convenience to work      ☐ D. Safety  
☐ E. Availability of housing      ☐ F. Price of housing  
☐ G. Other: \_\_\_\_\_

7. Do you believe that these issues about *business development* are causing a problem in your neighborhood? Check all that apply.

- ☐ A. Chain businesses displacing local businesses?  
☐ B. Business intrusion into residential neighborhoods?  
☐ C. Businesses taking up green/park space?  
☐ D. Lack of retail/service businesses in the area?

8. Do you believe that any of these *social issues* are a problem in your neighborhood? Check all that apply.

- ☐ A. Overcrowding  
☐ B. Voter Participation  
☐ C. Access for disabled  
☐ D. Gambling  
☐ E. Loitering  
☐ F. Alcohol/drug abuse  
☐ G. Depression/suicide  
☐ H. Prostitution  
☐ I. Gangs  
☐ J. Teen pregnancy  
☐ K. Truancy  
☐ L. Racial/ethnic tension  
☐ M. Illiteracy  
☐ N. Youth causing trouble while expelled/suspended from school  
☐ O. Abuse (spouse, children, elderly, parents)

Continued on back of page →

# Neighborhood Survey, page 2

Page 2

## Hattiesburg Neighborhood Survey



## 2008-2028 Comprehensive Plan

9. Do you believe that any of these *public safety issues* are a problem in your neighborhood? Check all that apply.

- ☐ A. Crimes against property
- ☐ B. Crimes against persons
- ☐ C. Personal safety
- ☐ D. Visibility of police patrols
- ☐ E. Visibility of community police (NET)

10. How satisfied are you with the condition of streets and roads in your neighborhood?

- ☐ A. Very satisfied      ☐ B. Satisfied
- ☐ C. Not satisfied      ☐ D. Very unsatisfied

11. How satisfied are you with the landscaping and maintenance of public spaces in Hattiesburg, including parks, street trees and public lands along roads and highways?

- ☐ A. Very satisfied      ☐ B. Satisfied
- ☐ C. Not satisfied      ☐ D. Very unsatisfied

12. Which issues do you feel need attention or improvement in your neighborhood?

- ☐ A. Flooding      ☐ B. Curb and drains
- ☐ C. Noise pollution      ☐ D. Air pollution
- ☐ E. Water pollution      ☐ F. Trash/litter
- ☐ G. Graffiti      ☐ H. Lighting
- ☐ I. Street repairs/potholes
- ☐ J. Sidewalk condition
- ☐ K. Abandoned buildings and lots
- ☐ L. Amount of open/green/park space
- ☐ M. Amount of trees/wooded areas
- ☐ N. Access to a neighborhood meeting space
- ☐ O. Zoning issues
- ☐ P. Other: \_\_\_\_\_

13. Do you have any other ideas, issues or concerns that were not addressed in this survey?

---



---



---



---

14. Were you aware that Hattiesburg is working on a comprehensive plan to guide growth, development and city policies for the next 20 years? If so, how did you find out about it?

- ☐ Was not aware
- ☐ WDAM
- ☐ Hattiesburg American
- ☐ Kick-off Flyer
- ☐ Neighbor/Friend
- ☐ Other

15. How would you like to be involved in this plan for Hattiesburg? How would you like to express your ideas and opinions?

- ☐ Attend workshop or open house-style meetings
- ☐ Attend public hearings
- ☐ Complete survey forms
- ☐ Attend neighborhood meetings or gatherings
- ☐ E-mail comments
- ☐ Other

Thank you for taking the time to complete this survey.



# Newsletter #1



## All Aboard!

Getting On Track for Hattiesburg's Future

Hattiesburg's Comprehensive Plan Newsletter

### City Kicks-Off Comprehensive Planning Process

Hattiesburg city officials are kicking-off the city's comprehensive plan and public involvement is needed. To celebrate the beginning of this process, a community-wide open house event will be held Friday, June 1, from 3 p.m. to 6:30 p.m., and Saturday, June 2, from 9 a.m. to 1 p.m. at the W.U. Sigler Center, 315 Conti Street.

According to Mayor Johnny DuPree, Ph.D., the event will be an opportunity for all citizens to provide ideas and opinions on the future of Hattiesburg, and on what Hattiesburg should be like 15 to 20 years from now.

"This plan will be the vision for the citizens of Hattiesburg," DuPree said. "The policies in this plan will set

Hattiesburg's course for the next 20 years. We want to hear from the people of Hattiesburg because this is their plan and it will be citizen-driven."

Refreshments will be provided. Also, crayons and coloring book activities will be available for children.

#### What is a comprehensive plan?

A comprehensive plan, also called a master plan or community plan, is a basic plan prepared to guide the development of a community.

A comprehensive plan covers an entire community and includes an analysis of all of the components that make up the community—people, housing, public buildings, public services, transportation,



Photo: The newly renovated Hattiesburg Depot, Downtown Hattiesburg, Mississippi

infrastructure, police and fire protection, and quality of life.

Though the plans cover a 20-year time period, updates should be made every 5 to 7 years, as events in a community can modify the course of a plan, or require that new information be considered.

### Vision Advisory Team Appointed

A fourteen-member committee, named the Vision Advisory Team, has been appointed by Mayor DuPree, the Hattiesburg City Council and the Hattiesburg Planning Commission to guide the comprehensive planning program.

The Vision Advisory Team's introductory meeting was held March 22, 2007 at the Jackie Dole Sherrill Community Center.

The Team's primary task is to develop a set of vision statements, which are the plan's broad policy statements, and to make recommendations on the

goals, objectives, policies, and projects that will be contained in the plan.

The members will obtain information on community needs by consulting with Hattiesburg's neighborhood associations, focus groups, a Technical Advisory Team comprised of city, county and agency representatives, and city residents.

Updates of Vision

Advisory Team activities will appear in this quarterly newsletter and on the City's website, [www.hattiesburgms.com](http://www.hattiesburgms.com). For more information,

please contact Virginia Lisovicz at (601) 554-1019, or send an e-mail to [all.aboard@neel-schaffer.com](mailto:all.aboard@neel-schaffer.com).

#### Vision Advisory Team

Mary Ann Barnes  
Fred Burns  
Richard Conville  
John Delgado  
Kenneth Fairley  
Perry Knight  
Bert Kuyrkendall  
Linda McMurtrey  
Wanda Naylor  
Jim O'Dair  
Johnnie Ruth Owens  
Betsy Rowell  
Micah Scott  
Addie Stover



Volume 1, Issue 1

April 12, 2007

City of Hattiesburg  
City Officials

Mayor  
Johnny L. DuPree, Ph.D.

#### City Council

Kim Bradley, Ward 1, President  
Deborah Denard Delgado, Ward 2  
Carter Carroll, Ward 3  
David Ware, Ward 4  
Henry Naylor, Ward 5

Chief Administrative Officer  
Beverly Magee Commodore

Director of Administration  
Eddie Myers

Director of Urban Development  
Willie Horton

City Attorney  
Charles Lawrence, Esq.

#### Hattiesburg Planning Commission

Leighton Lewis, Chairman  
Micah Scott, Vice-Chairman  
Marjorie Chambers  
Richard Conville  
Isaiah Easterling  
Pamela Pridgen  
Irene Williams Jones  
Johnny McArthur  
David Sheley  
John Tanks  
Larry Winborne

#### Dates to Remember:

- June 1-2—Open House at the W.U. Sigler Center
- Watch this corner in future newsletters for more information on upcoming events.

May 2007						
Su	Mo	Tu	W	Th	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June 2007						
Su	Mo	Tu	W	Th	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

# Newsletter #2



## All Aboard!

Getting On Track for Hattiesburg's Future

Hattiesburg's Comprehensive Plan Newsletter

### Hattiesburg Residents Want Sidewalks, Code Enforcement

Hattiesburg residents attended the June 1 and 2 kick-off event to begin the city's comprehensive planning process. "This is a chance for residents to let us know their ideas and concerns as we begin this planning process," said Mayor Johnny DuPree, Ph.D. "We wanted to start the process by hearing from Hattiesburg's citizens."

Upon entering, residents were given a post-it-note pad and pen and asked to write down their opinions on a number of different community issues, including neighborhoods, housing, streets, sidewalks, bikeways, community facilities, land use and education.

More than 400 comments were received. Residents who commented wanted

code enforcement, new sidewalks and bicycle paths, better street maintenance, more shopping opportunities downtown and east of Highway 49, cultural heritage events, drainage improvements, and recycling programs.

The Vision Advisory Team—Hattiesburg's comprehensive plan steering committee—will use these comments, future public input and technical data to develop the vision statements, goals, objectives, and programs that will be included in the comprehensive plan.

If you were unable to attend the kick-off and would like a chance to submit comments, the poster displays will be moving to various locations in Hattiesburg in the coming months, beginning with the

Council of Neighborhoods meeting, August 9 at 5:30 p.m. in the Cultural Center.



Photo: Comprehensive Plan Kick-Off at the Sigler Center

#### Post-It Note Comments

"Make Gordon's Creek a feature not a littered ditch."

"Put [utility] lines underground! Go solar! Go green!"

"More street lights."

"Need to keep our students in school—at least through high school. Include more arts in curriculum."

"Adopt ... 'complete streets' policy so that all new streets and street renovations accommodate the needs of all users, including cyclists and pedestrians"

official plan website at [www.hattiesburgms.com](http://www.hattiesburgms.com), or send an e-mail to [all.aboard@neel-schaffer.com](mailto:all.aboard@neel-schaffer.com).

### Neighborhood Surveys Available, Workshop Planned

Hattiesburg is fortunate to have a network of neighborhood associations to inform citizens of civic issues and empower residents to take action. An important component of the comprehensive planning process will be gathering input of neighborhood associations and members. The first opportunity to comment on neighborhood issues will be at Night Out Against Crime events. Neighborhood surveys will be available at the Night Out kick-off, July 31st, and at the Night Out Against Crime block parties located

throughout Hattiesburg, August 7, 2007. Planners are seeking to update information from the 1999 neighborhood planning effort—Neighborhoods Building Hattiesburg's Future. September 20, 2007, a neighborhood workshop will be held at the Jackie Dole Sherrill Community Center. In addition to identifying important neighborhood issues, attendees will have an opportunity to take part in preparing future land use plans and corridor plans for each neighborhood. For more information on upcoming activities, visit the



Volume 1, Issue 2

July 20, 2007

City of Hattiesburg  
City Officials

Mayor

Johnny L. DuPree, Ph.D.

City Council

Kim Bradley, Ward 1, President  
Deborah Denard Delgado, Ward 2  
Carter Carroll, Ward 3  
David Ware, Ward 4  
Henry Naylor, Ward 5

Chief Administrative Officer

Beverly Magee Commodore

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Marjorie Chambers  
Richard Conville  
Isaiah Easterling  
Pamela Pridgen  
Irene Williams Jones  
Johnny McArthur  
David Shelley  
John Tanks  
Larry Winborne

#### Dates to Remember:

- July 31, August 7—Night Out Against Crime events
- August 9—Council of Neighborhoods meeting
- September 20—Neighborhood workshop

August 2007						
Su	Mo	Tu	We	Th	Fri	Sat
28	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
September 2007						
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



# Newsletter #3



## All Aboard!

Getting On Track for Hattiesburg's Future

Hattiesburg's Comprehensive Plan Newsletter

### Work on Comprehensive Plan Continues

The last meeting of the Vision Advisory Team was held on November 29, 2007. Since then, additional information has been gathered through workshops and personal interviews.

Below is a list of this year's activities:

#### January

- 7th-** Business Survey circulated through the Area Development Partnership and City websites.
- 17th-** Second Neighborhood Workshop held to gather additional surveys, write Vision Statements, and identify and map future infrastructure needs.
- 26th-** Attended Mobile-Bouie Neighborhood Association meeting for Environmental

update.

- 29th-** Developer's Workshop provided developers, design professionals and the public an opportunity to learn about new development trends and to fill out a Developer's Survey.

#### February

- 7th-** Follow-up Interview: Ivory Williams, Director, Urban Development
- 15th-** Interview: Dr. Martha Saunders, President, USM
- 25th-** Interview: Dr. Angie Godwin, President, ADP
- 29th-** Follow-up Interview: Bennie Sellers, Director, Public Works



Photo: Vision Advisory Team Meeting— September 27, 2007



Photo: Downtown Walking Tour for Vision Advisory Team— October 27, 2007



Photo: Neighborhood Workshop— January 17, 2008.



Photo: Developers' Workshop— January 29, 2008.

Visit the official plan website at [www.hattiesburgms.com](http://www.hattiesburgms.com), or contact La'Keylah White at 601-545-4591

### Future Activities, Public Meeting Dates Set

As work on the 2008-2028 Comprehensive Plan continues, the following meeting and appointment dates have been set:

#### March

- 7th-** Distribute draft Chapters 1-4 to the Vision Advisory Team
- 17th-** Meet with Mayor DuPree to present preliminary draft.

- 1st-** Preliminary draft available to the public at certain locations and the City's website.

- 24th-** Citywide public forum to receive comments.

#### May

- 14th-** Planning Commission Special-Called Public Hearing on draft plan.

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e-mail: [all.aboard@neel-schaffer.com](mailto:all.aboard@neel-schaffer.com)

Volume 1, Issue 3

April, 2008

City of Hattiesburg  
City Officials

Mayor

Johnny L. DuPree, Ph.D.

City Council

Kim Bradley, Ward 1, President  
Deborah Denard Delgado, Ward 2  
Carter Carroll, Ward 3  
David Ware, Ward 4, Vice-President  
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Eddie Myers

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Ivory Williams

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Linda McMurtrey, Secretary  
Marjorie Chambers  
Isaiah Easterling  
Irene Williams Jones  
Joe White  
Johnny McArthur  
John Tanks  
Larry Winborne

#### Dates to Remember:

- **April 1**—Preliminary Draft available to Public.
- **April 24**—Citywide Public Forum at Hattiesburg Cultural Center, Downtown. 5:30—8 pm
- **May 14**—Special-Called Planning Commission Hearing at Jackie Dole Sherrill CC. 1 pm

#### April 2008

Su	Mo	Tu	We	Th	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

#### May 2008

Su	Mo	Tu	We	Th	Fri	Sat
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31







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COMPREHENSIVE PLAN  
2008-2028

City Boundary/  
General Street Map

Legend

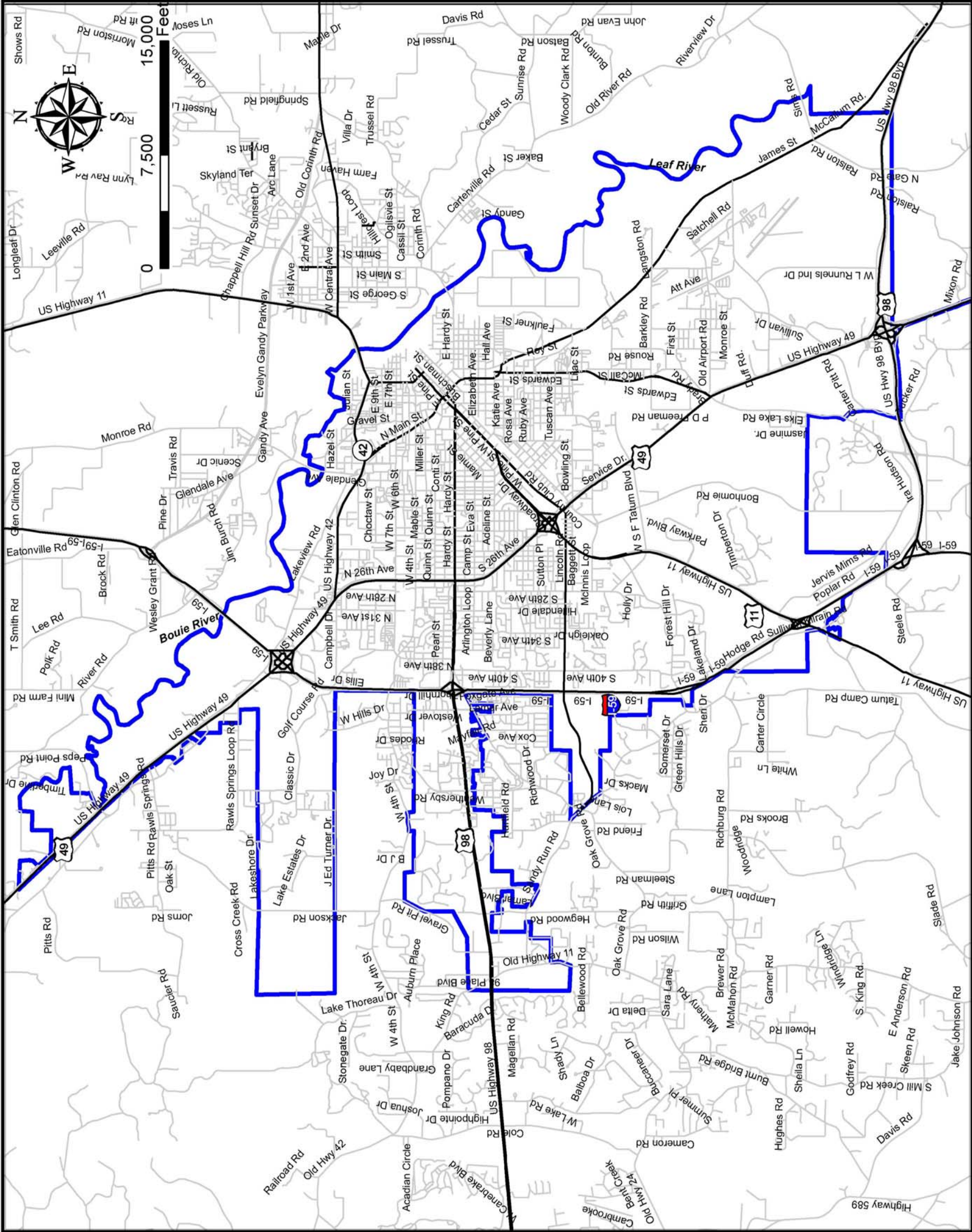
- Streets
- City Limits

Map Data Source:  
City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008

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# COMPREHENSIVE PLAN 2008-2028

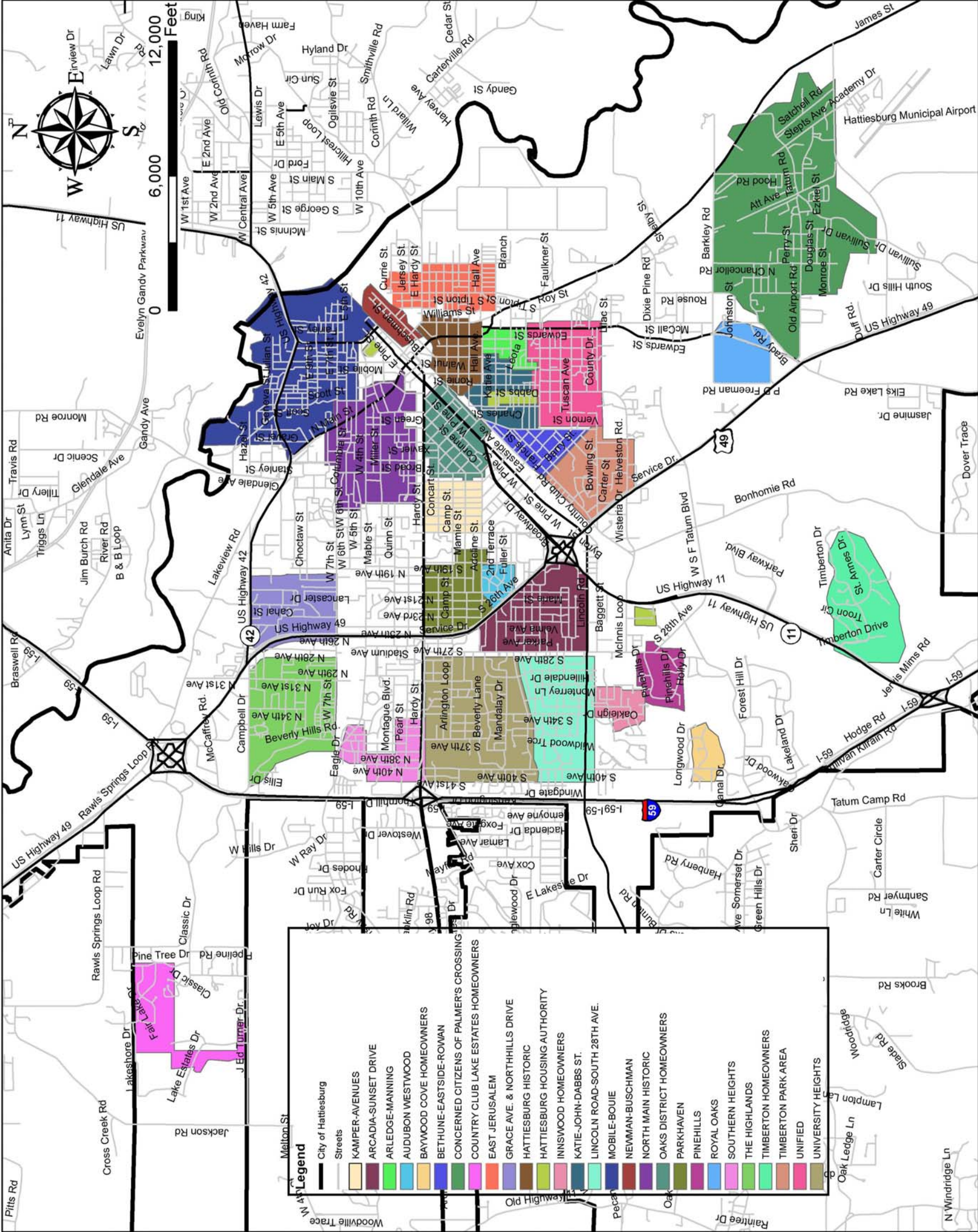
## Neighborhood Associations

Map Data Source:  
City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008

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COMPREHENSIVE PLAN  
2008-2028

Local Historic  
Conservation  
Districts

Legend

- Streets
- Hattiesburg Historic Neighborhood
- Newman-Buschman Railroad Historic District
- North Main Historic District
- Oaks Historic District

Map Data Source:

City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008



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# COMPREHENSIVE PLAN 2008-2028

## Floodplain and Waterways

- Legend**
- Streets
  - Water
  - Streets
  - City Limits
- Flood Zones**
- FLOODWAY
  - ZONE A
  - ZONE AE
  - ZONE X

Map Data Source:  
City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008



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# COMPREHENSIVE PLAN 2008-2028

## Sites of Environmental Concern

### Legend



Former Davis Timber Site



Former Forrest Co. Co-op and Meridian Fertilizer



Former Gulf States Cresote Site



James Street Landfill



MS Central Railroad

### Map Data Source:

City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008



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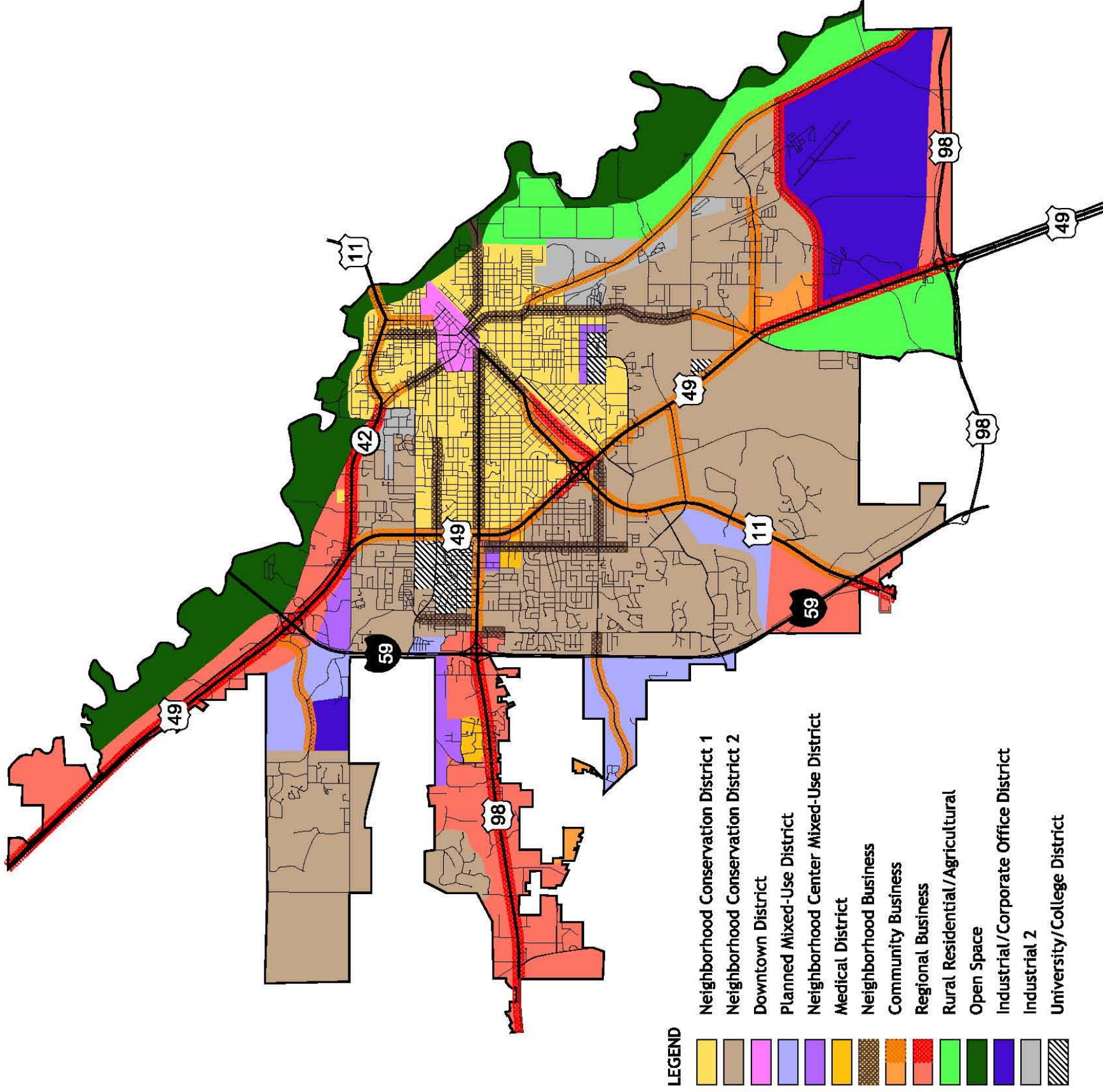
# COMPREHENSIVE PLAN 2008-2028

## Future Land Use

Date: April 1, 2008  
Revised: October 8, 2008  
Revised: December 16, 2008



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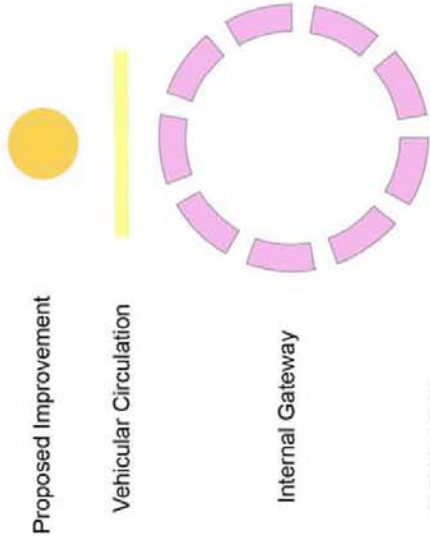




# Broadway Drive Corridor

## Template for Proposed Corridor Studies

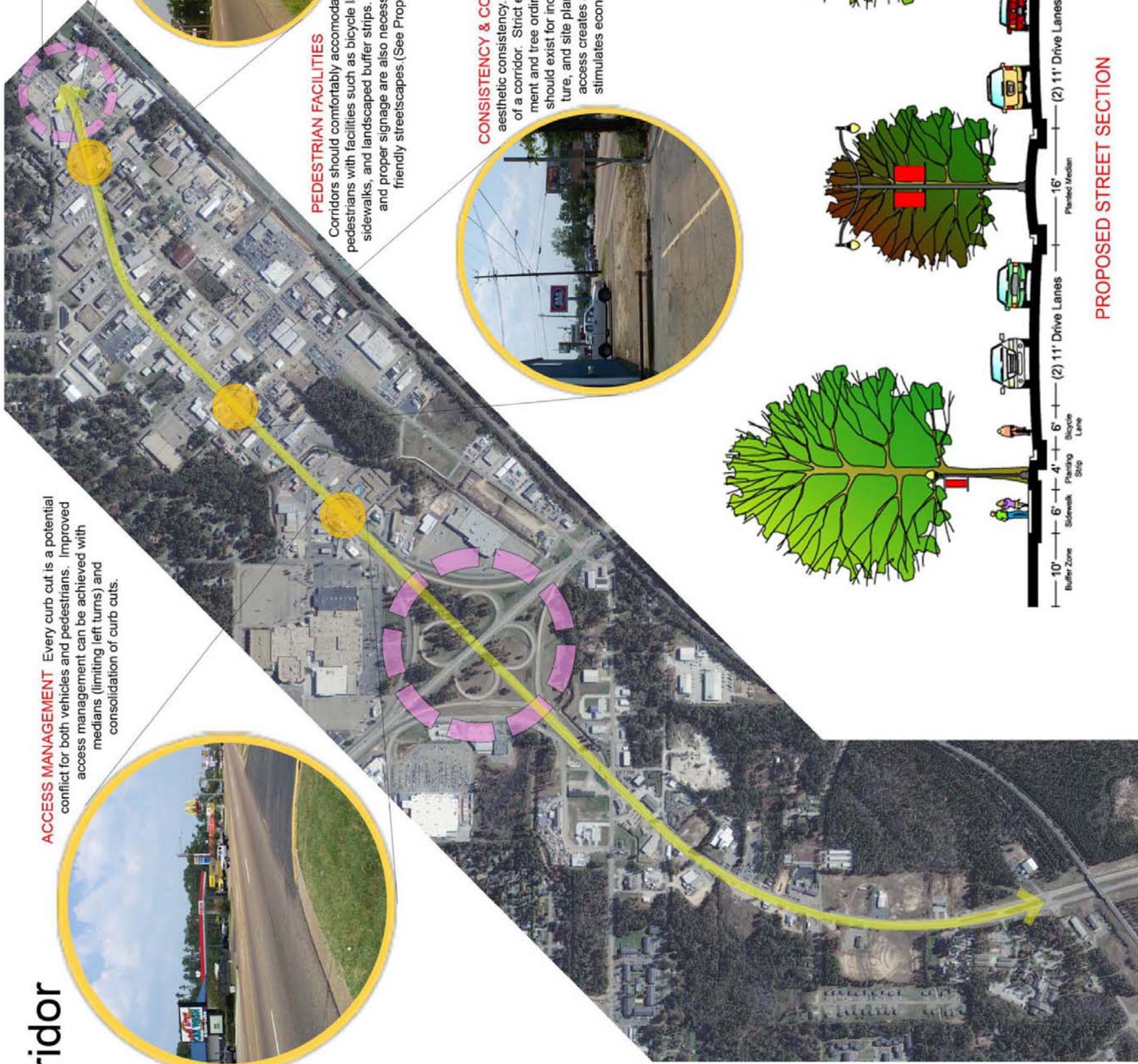
The Comprehensive Plan supports the need for individual commercial corridor studies. The study should consider existing land use, future land use, design guidelines, pedestrian ways, landscaping/trees, signage and corridor ingress/egress improvements.



**ACCESS MANAGEMENT** Every curb cut is a potential conflict for both vehicles and pedestrians. Improved access management can be achieved with medians (limiting left turns) and consolidation of curb cuts.



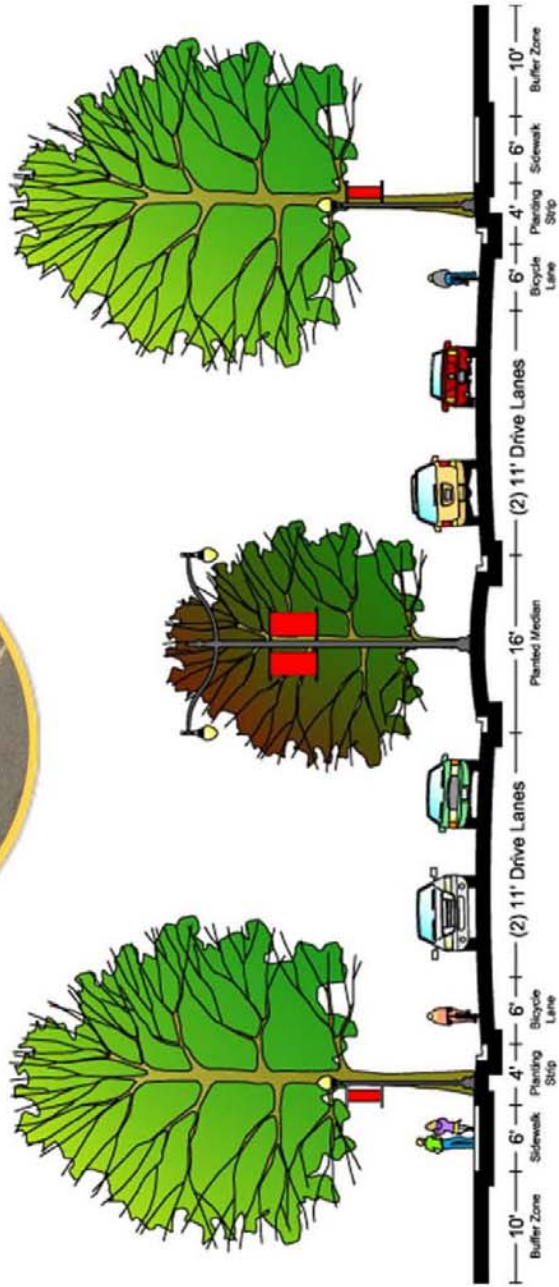
Downtown Gateway



### PEDESTRIAN FACILITIES

Corridors should comfortably accommodate pedestrians with facilities such as bicycle lanes, crosswalks, transit shelters, sidewalks, and landscaped buffer strips. Street trees, attractive lighting, and proper signage are also necessary to create pedestrian friendly streetscapes. (See Proposed Street Section).

**CONSISTENCY & CONSOLIDATION** Corridors should offer aesthetic consistency. A landscape ordinance is vital to the aesthetics of a corridor. Strict enforcement of the existing buffer zone requirement and tree ordinance is also vital. In addition, design guidelines should exist for individual corridors to govern signage, architecture, ture, and site planning. Consolidation of utilities, signage, and access creates a more pleasing image of the community and stimulates economic growth.



### PROPOSED STREET SECTION



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# COMPREHENSIVE PLAN 2008-2028

## Downtown Facade Improvement Boundaries

### Legend

Streets



Downtown Boundary

Map Data Source:

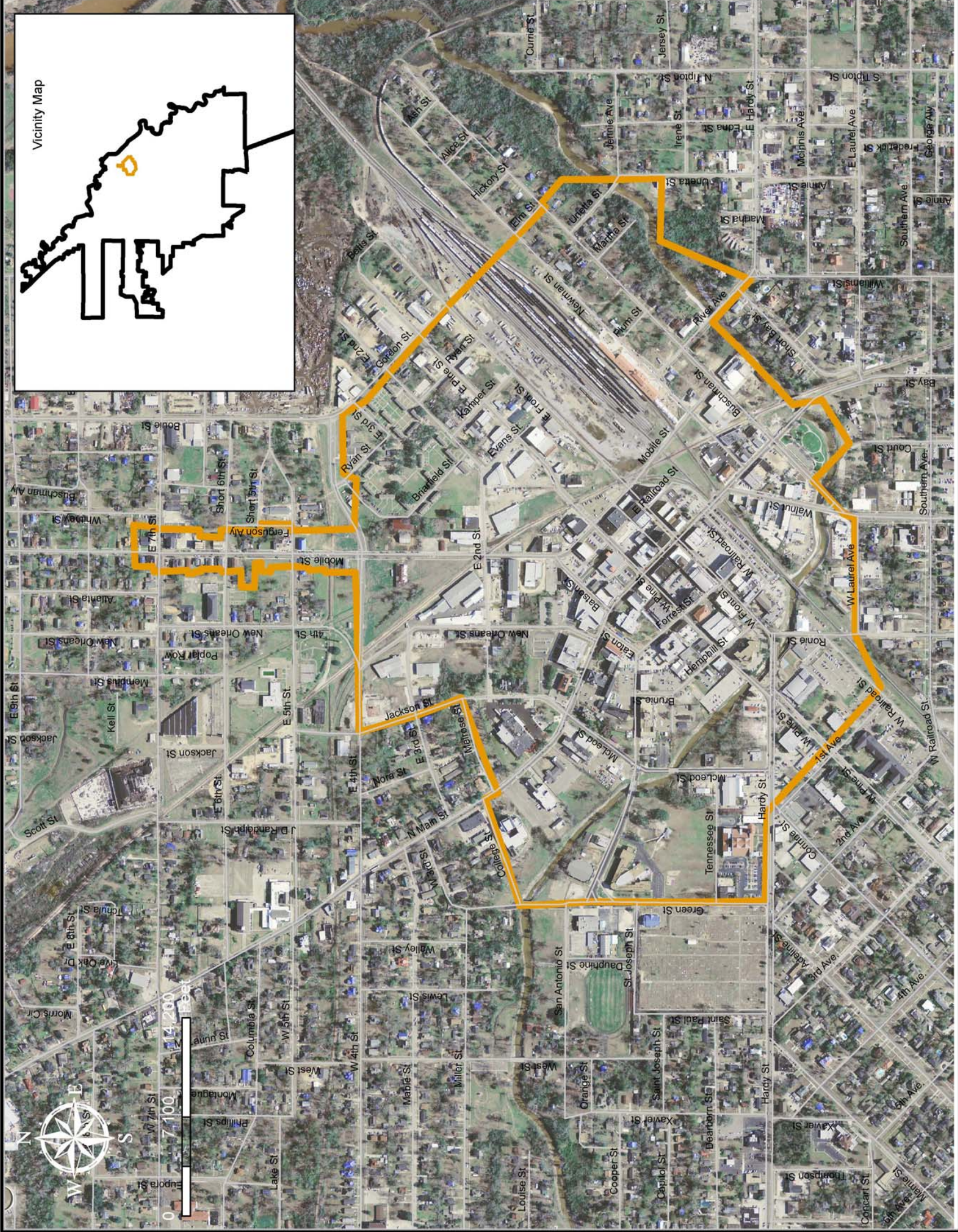
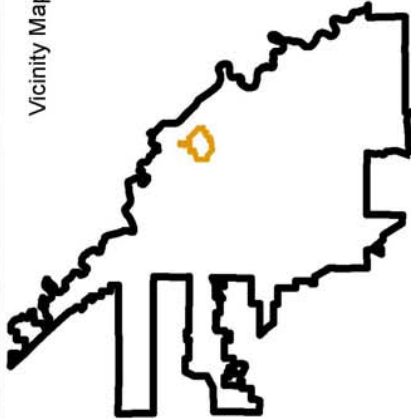
City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems

Date: April 1, 2008

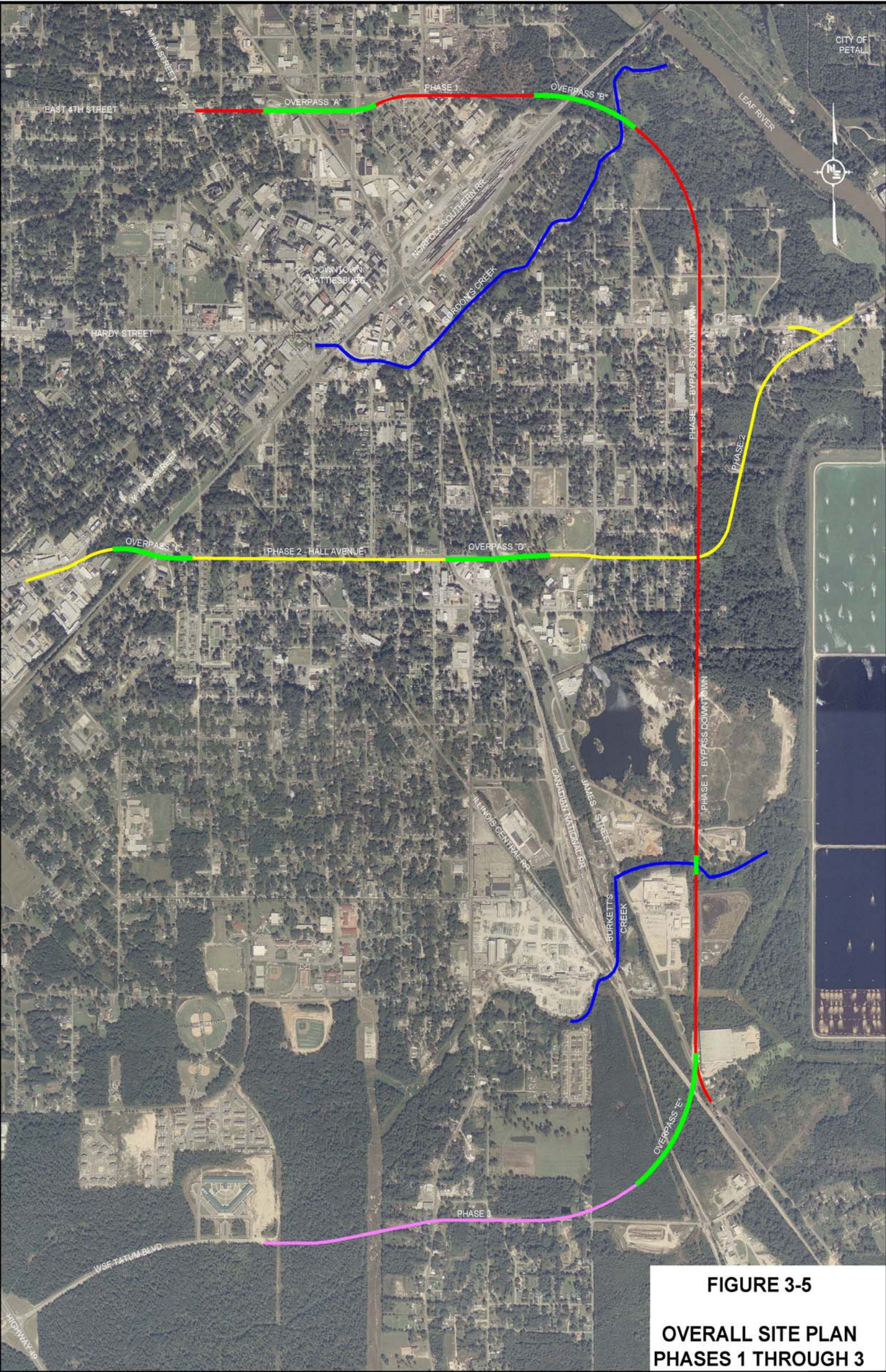


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Vicinity Map







**FIGURE 3-5**  
**OVERALL SITE PLAN**  
**PHASES 1 THROUGH 3**

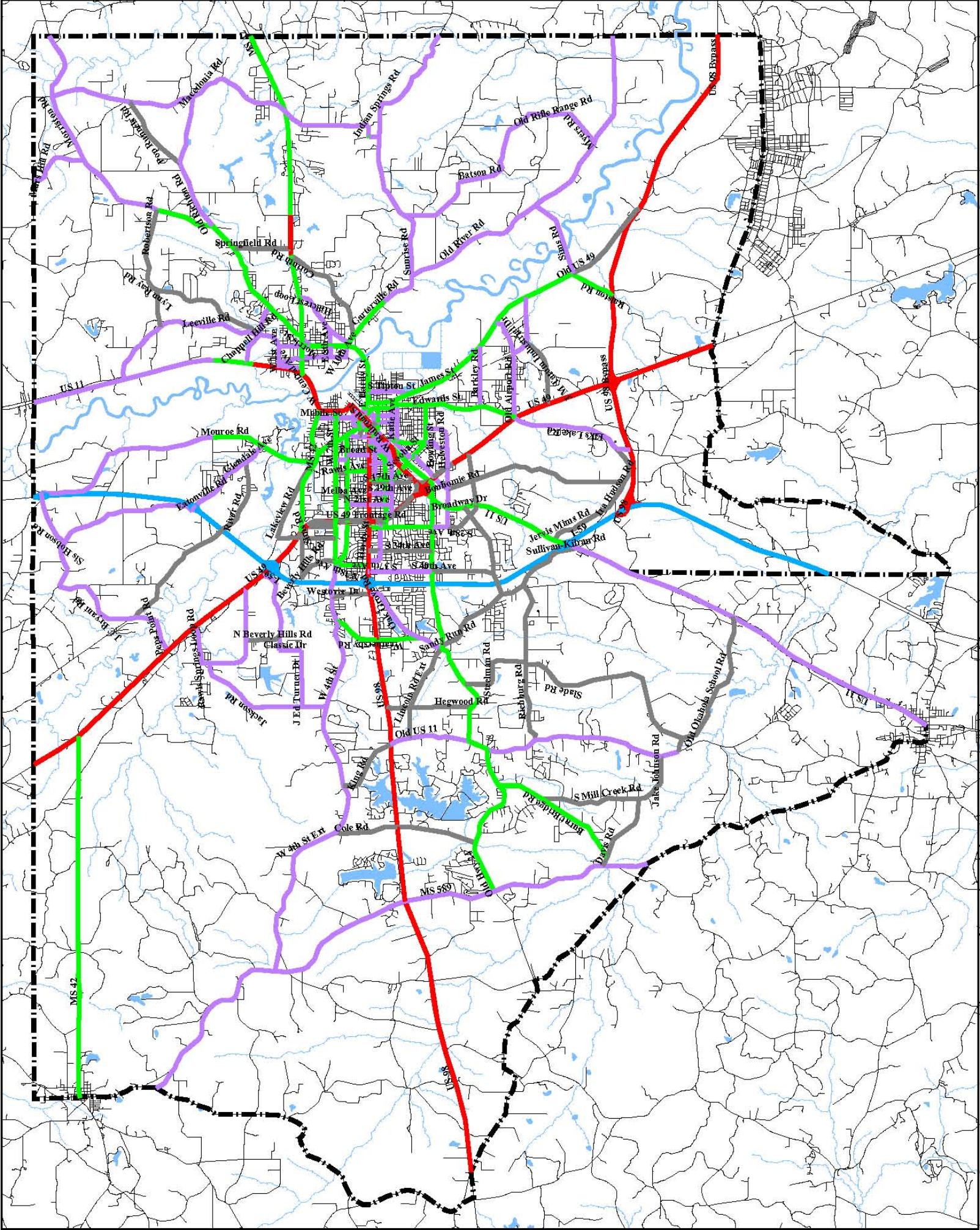
SCALE: 1" = 500'

**HATTIESBURG AREA - PHASED ROADWAY IMPROVEMENTS**









2030

Hattiesburg Urbanized Area

Transportation Plan

Figure 2-1

Functional Classification

Legend

Study Area

Functional Class

Interstate

Principal Arterial

Minor Arterial

Collector

Unclassified

.8 0 .8 1.6 2.4 3.2

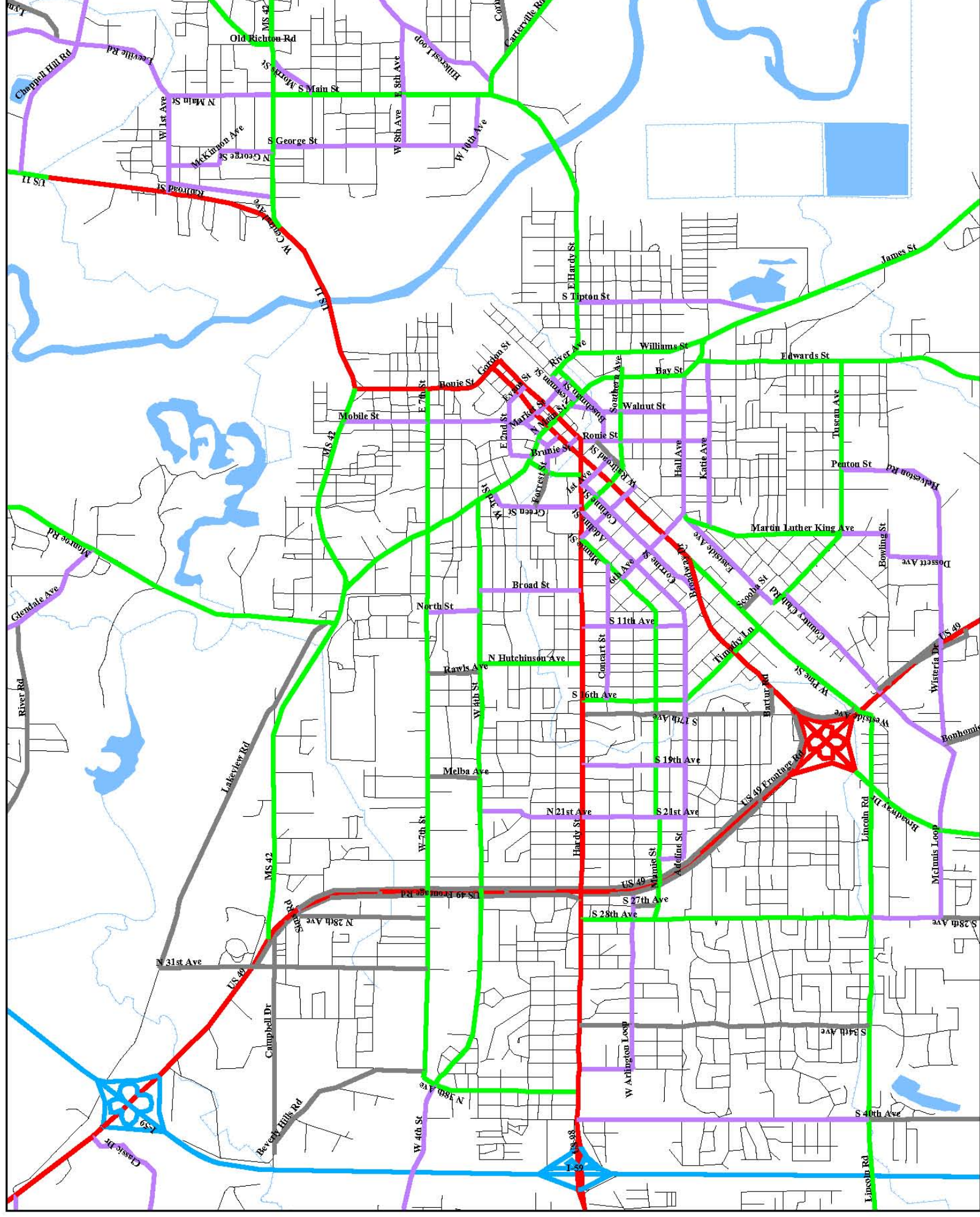
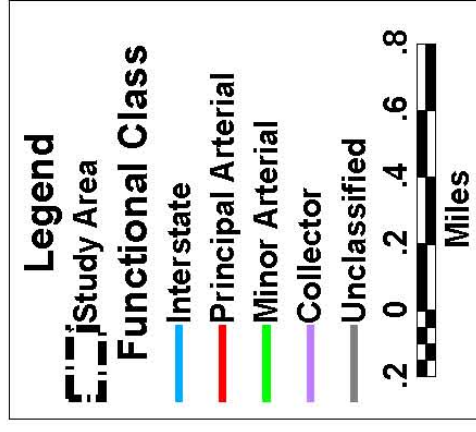
Miles

Source: MDOT

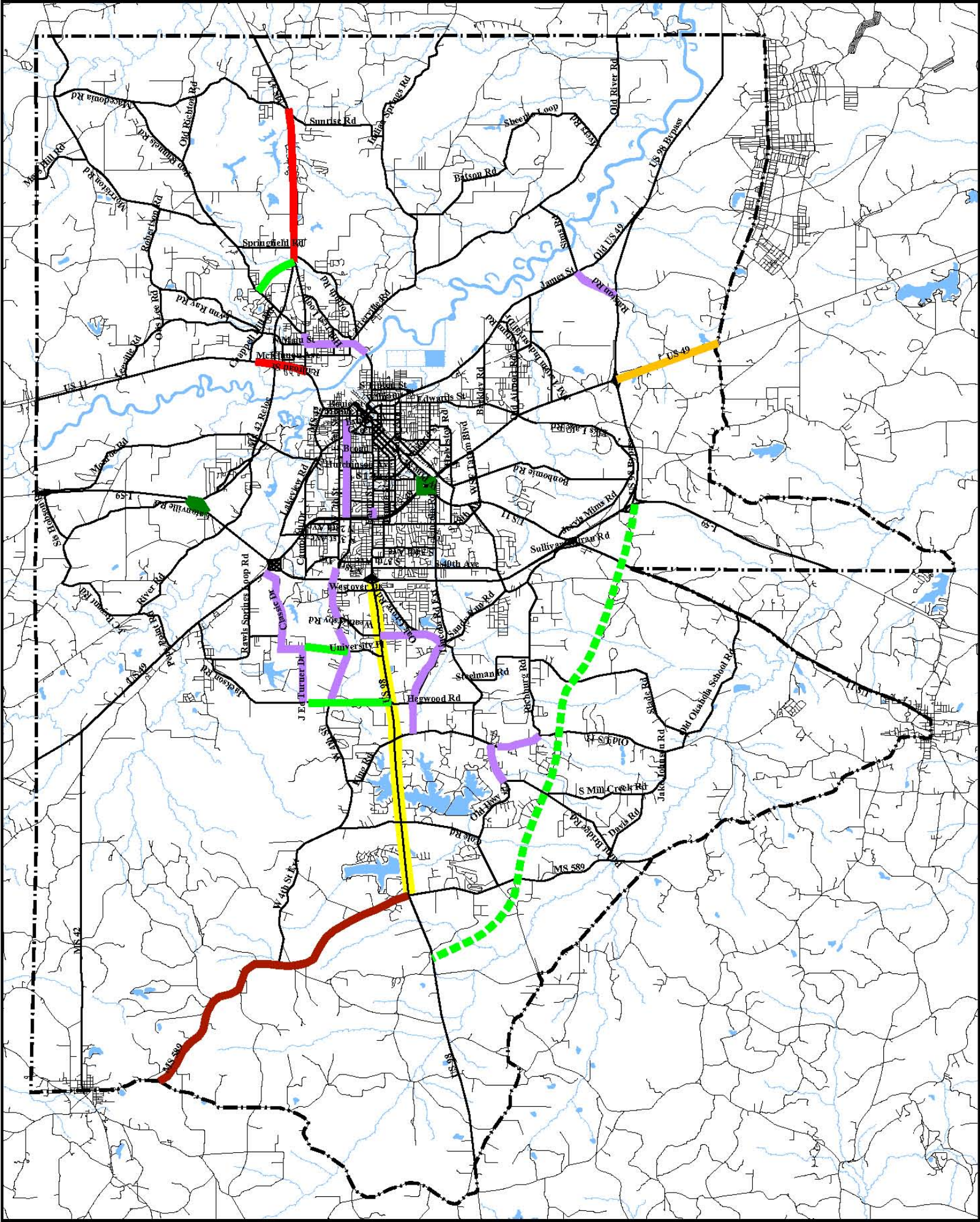


# Hattiesburg Urbanized Area 2030 Transportation Plan

**Figure 2-2**  
**Functional**  
**Classification**







2030

Hattiesburg Urbanized Area

Transportation Plan

Figure 7-3

Stage I Projects

2007 - 2011

Legend

ITS Projects

Signal Corridor

Stage I Projects

Widen (Add 2 Lanes)

New Roadway

Engineering

Center Turn Lane

Reconstruction

Interchange Improvement

Upgrade to Expressway

0.8 0.8 1.6 2.4 3.2

Miles

Source: Neel-Schaffer, Inc.

PETAL

FORREST

LAMAR

HATTIESBURG

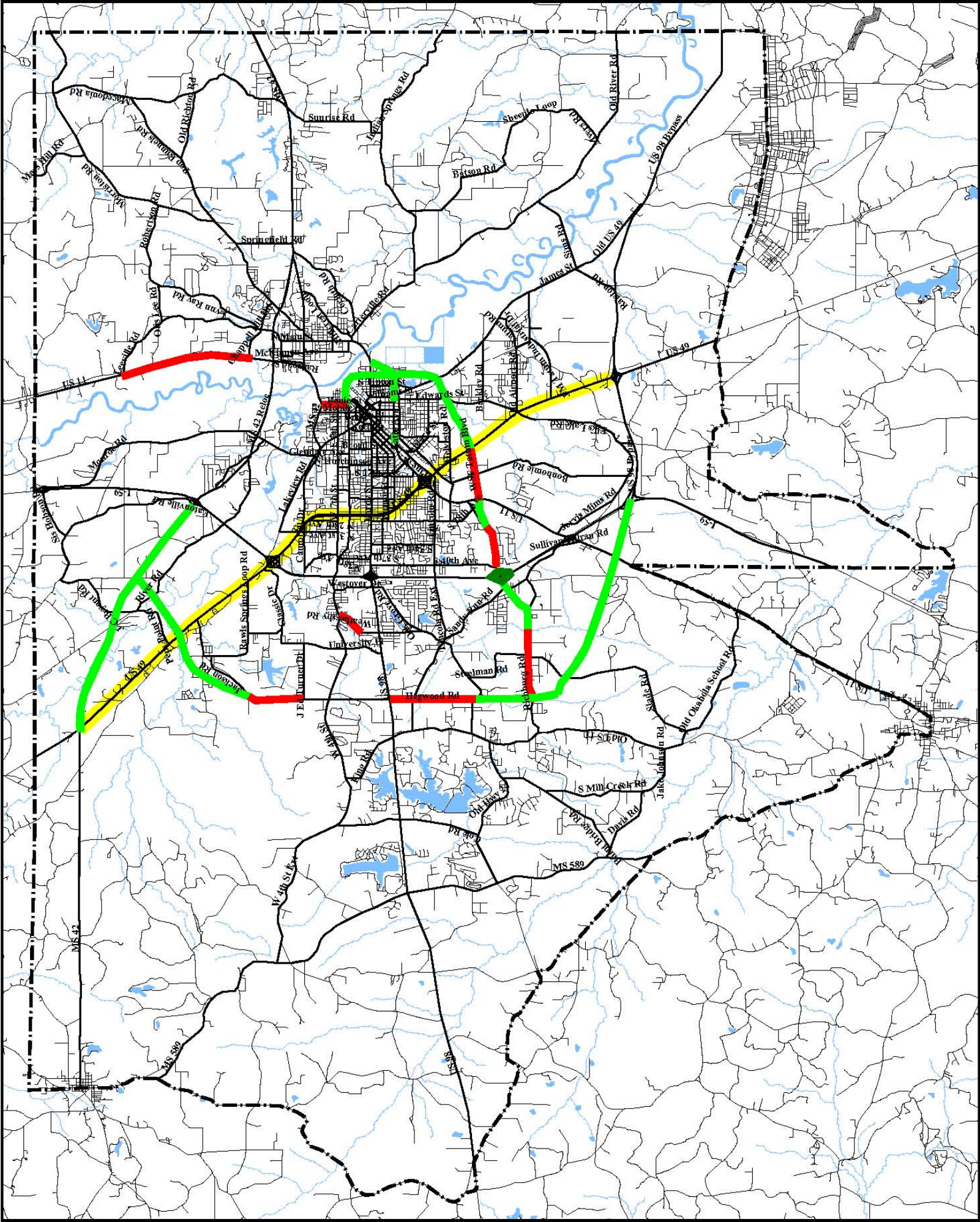
MP

Metropolitan Planning Organization

MULTIPLAN

THE FUTURE IN MOTION





2030

Hattiesburg Urbanized Area  
Transportation Plan

Figure 7-4

Stage II Projects  
2012 - 2020

Legend

ITS Projects

Signal Corridors

Stage II Projects

Widen (Add 2 Lanes)

New Roadway

Interchange Improvement

.8 0 .8 1.6 2.4 3.2

Miles

N

W

E

S

Source: Neel-Schaffer, Inc.

PETAL

FORREST

LAMAR

HATTIESBURG

MP

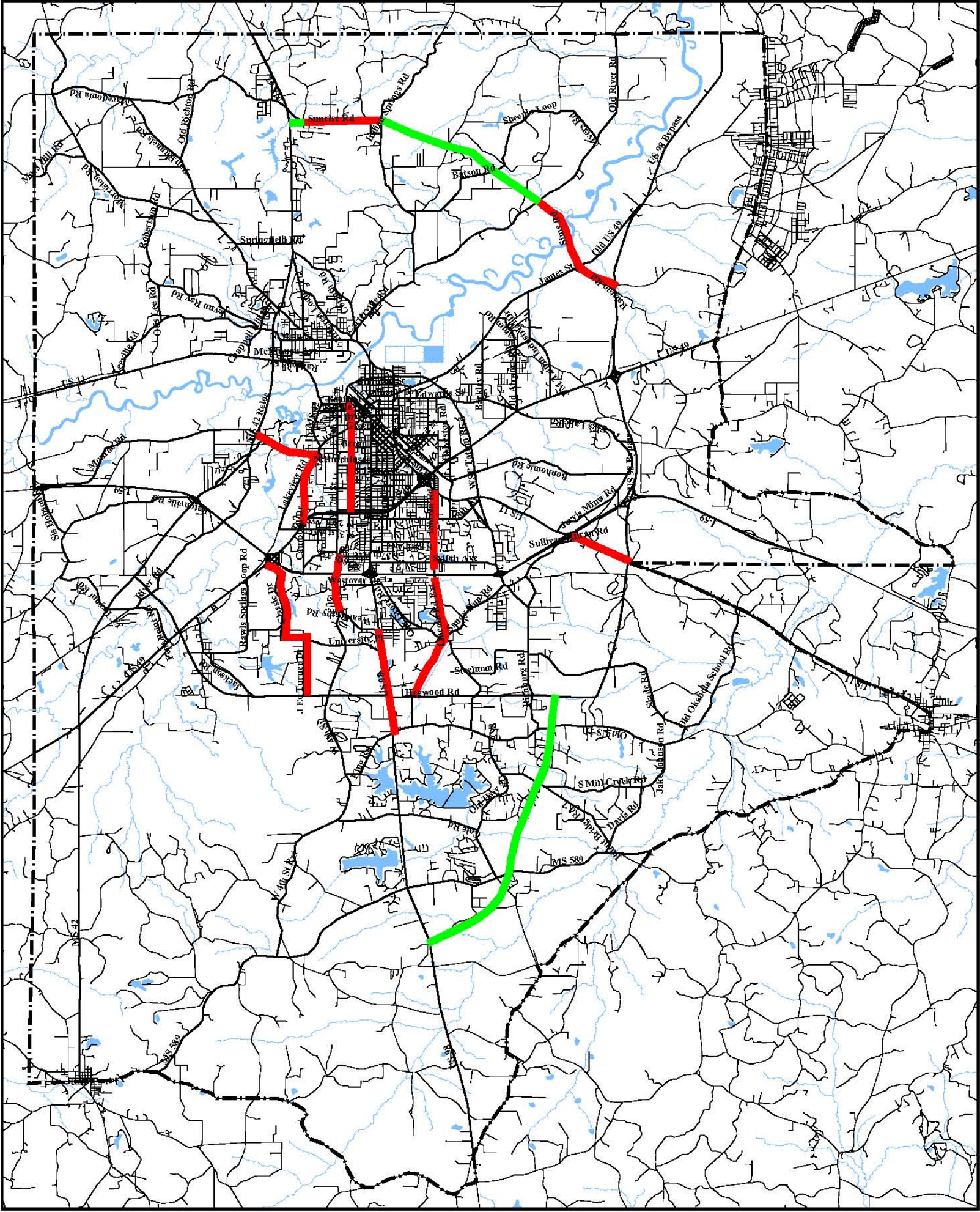
Metropolitan Planning Organization




MULTIPLAN

THE FUTURE IN MOTION

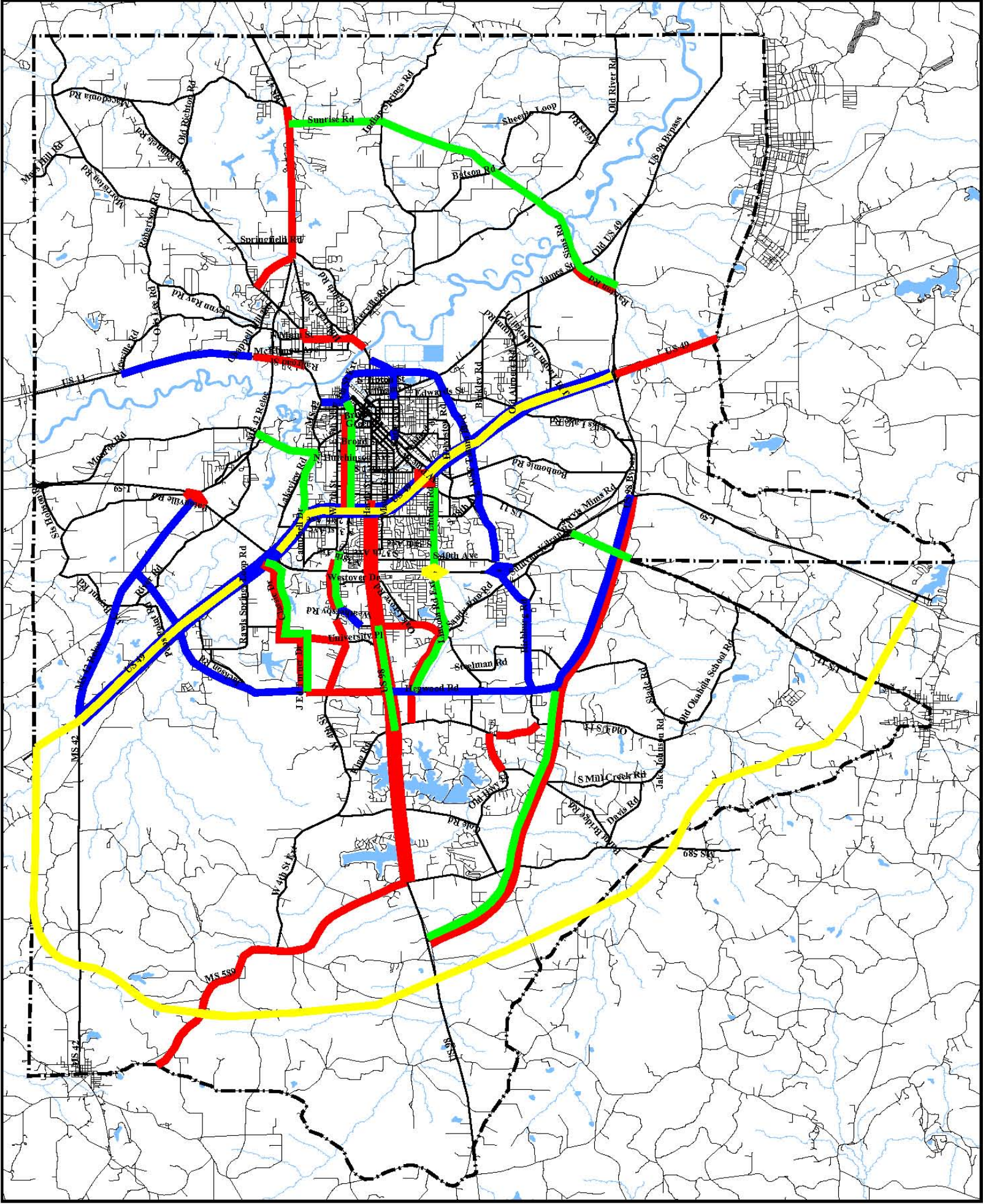
Stage II Projects C-14





<b>2030</b> <b>Hattiesburg Urbanized Area</b> <b>Transportation Plan</b>	<i>Figure 7-5</i> <b>Stage III Projects</b> <b>2021 - 2030</b>	<div><b>Legend</b> --- Study Area <b>Stage III Projects</b> — Widening (Add 2 Lanes) — New Roadway</div> <div></div> <div>Source: Neel-Schaffer, Inc.</div>		
--	--	--	---	---





<b>2030</b> <b>Hattiesburg Urbanized Area</b> <b>Transportation Plan</b>	<i>Figure 7-7</i> <b>Stage Schedule</b>	<div><b>Legend</b> <b>Stages</b> Stage I Projects Stage II Projects Stage III Projects Vision Projects</div> <div></div> <div>Source: Neel-Schaffer, Inc.</div>	 MPO Metropolitan Planning Organization	
--	--	---	---	--



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COMPREHENSIVE PLAN  
2008-2028

Parks

Legend

- Streets
- Water
- City Limits

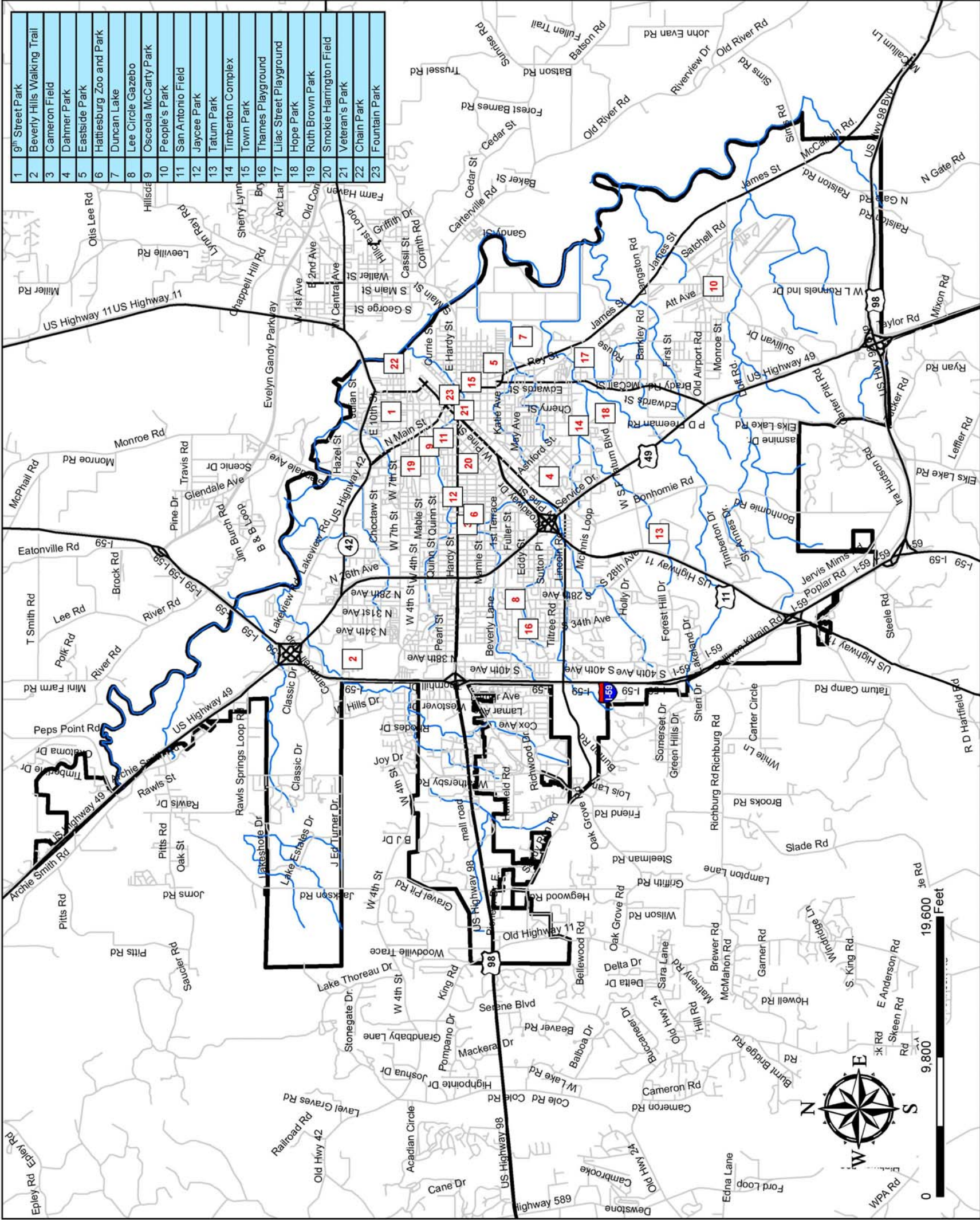
Map Data Source:

City of Hattiesburg  
Department of Urban Development  
Geographic Information Systems and the  
Parks and Recreation Dept.

Date: April 1, 2008



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Hattiesburg, MS 39403-1487  
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		N-S PROJECT NO.: 00.08647.001		FILENAME: MASTER.dwg	
		SCALE: 1" = 60'		SURVEYED BY:	
		DSGN: RPB		DATE: 05/2008	
		DRWN: RPB		DATE: 05/2008	
		CHD: RPB		DATE: 05/2008	
		DATE: 05/2008		DATE: 05/2008	

CHAIN PARK  
AT TWIN FORKS

CITY OF HATTIESBURG  
PARKS & RECREATION DEPARTMENT  
HATTIESBURG, MISSISSIPPI

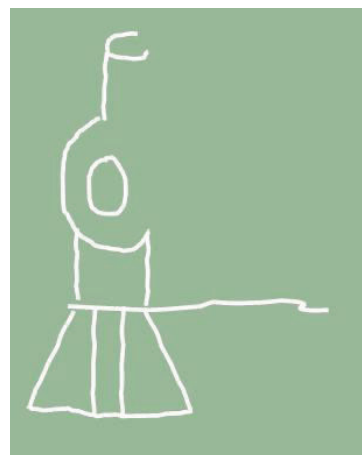


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PARK LAYOUT

WORKING NUMBER: DRAWING NUMBER:

# Appendix D: Neighborhood Profiles



## *All Aboard!*

### Participating Neighborhoods

Arcadia-Sunset  
Arledge  
Audubon-Westwood  
Baywood Cove  
Duane-Myrtle  
East Jerusalem  
Hattiesburg Historic  
Highlands  
Hutchinson City Park  
Irene Chapel  
Kamper-Avenues  
Katie-John-Dabbs  
Lincoln Road-South 28th  
Midway  
Mobile-Bouie

North Main  
The Oaks  
Parkhaven  
Plymouth Rock  
Unified Residents of  
Hattiesburg Housing  
Authority  
University Heights



# Neighborhood Survey, page 1



## Neighborhood Survey 2008-2028 Comprehensive Plan

Name of Neighborhood Association: \_\_\_\_\_

Today's Date: \_\_\_\_\_

1. How long have you lived in your neighborhood?

- ☐ A. < 5 years      ☐ B. 5-10 years  
☐ C. 11-15 years      ☐ D. More than 15 years

2. How would you grade your neighborhood as a place to live?

- ☐ A. Excellent      ☐ B. Good  
☐ C. Fair      ☐ D. Poor

3. When you think about your neighborhood, what are you most proud of?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. What keeps you from getting services you need in your neighborhood?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. If you could change anything about your neighborhood, what would it be?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. What most attracted you to this neighborhood?

- ☐ A. People      ☐ B. Schools  
☐ C. Convenience to work      ☐ D. Safety  
☐ E. Availability of housing      ☐ F. Price of housing  
☐ G. Other: \_\_\_\_\_

7. Do you believe that these issues about *business development* are causing a problem in your neighborhood? Check all that apply.

- ☐ A. Chain businesses displacing local businesses?  
☐ B. Business intrusion into residential neighborhoods?  
☐ C. Businesses taking up green/park space?  
☐ D. Lack of retail/service businesses in the area?

8. Do you believe that any of these *social issues* are a problem in your neighborhood? Check all that apply.

- ☐ A. Overcrowding  
☐ B. Voter Participation  
☐ C. Access for disabled  
☐ D. Gambling  
☐ E. Loitering  
☐ F. Alcohol/drug abuse  
☐ G. Depression/suicide  
☐ H. Prostitution  
☐ I. Gangs  
☐ J. Teen pregnancy  
☐ K. Truancy  
☐ L. Racial/ethnic tension  
☐ M. Illiteracy  
☐ N. Youth causing trouble while expelled/suspended from school  
☐ O. Abuse (spouse, children, elderly, parents)

Continued on back of page →

# Neighborhood Survey, page 2

Page 2

## Hattiesburg Neighborhood Survey



## 2008-2028 Comprehensive Plan

9. Do you believe that any of these *public safety issues* are a problem in your neighborhood? Check all that apply.

- ☐ A. Crimes against property
- ☐ B. Crimes against persons
- ☐ C. Personal safety
- ☐ D. Visibility of police patrols
- ☐ E. Visibility of community police (NET)

10. How satisfied are you with the condition of streets and roads in your neighborhood?

- ☐ A. Very satisfied      ☐ B. Satisfied
- ☐ C. Not satisfied      ☐ D. Very unsatisfied

11. How satisfied are you with the landscaping and maintenance of public spaces in Hattiesburg, including parks, street trees and public lands along roads and highways?

- ☐ A. Very satisfied      ☐ B. Satisfied
- ☐ C. Not satisfied      ☐ D. Very unsatisfied

12. Which issues do you feel need attention or improvement in your neighborhood?

- ☐ A. Flooding      ☐ B. Curb and drains
- ☐ C. Noise pollution      ☐ D. Air pollution
- ☐ E. Water pollution      ☐ F. Trash/litter
- ☐ G. Graffiti      ☐ H. Lighting
- ☐ I. Street repairs/potholes
- ☐ J. Sidewalk condition
- ☐ K. Abandoned buildings and lots
- ☐ L. Amount of open/green/park space
- ☐ M. Amount of trees/wooded areas
- ☐ N. Access to a neighborhood meeting space
- ☐ O. Zoning issues
- ☐ P. Other: \_\_\_\_\_

13. Do you have any other ideas, issues or concerns that were not addressed in this survey?

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14. Were you aware that Hattiesburg is working on a comprehensive plan to guide growth, development and city policies for the next 20 years? If so, how did you find out about it?

- ☐ Was not aware
- ☐ WDAM
- ☐ Hattiesburg American
- ☐ Kick-off Flyer
- ☐ Neighbor/Friend
- ☐ Other

15. How would you like to be involved in this plan for Hattiesburg? How would you like to express your ideas and opinions?

- ☐ Attend workshop or open house-style meetings
- ☐ Attend public hearings
- ☐ Complete survey forms
- ☐ Attend neighborhood meetings or gatherings
- ☐ E-mail comments
- ☐ Other

Thank you for taking the time to complete this survey.



# Neighborhood Survey Results

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Due to the size of this document and the number of participating neighborhoods, the Neighborhood Profiles can be viewed at the

City's website: [www.hattiesburgms.com](http://www.hattiesburgms.com)

Click on the  
Comprehensive Plan “train” logo  
located on the home webpage.

