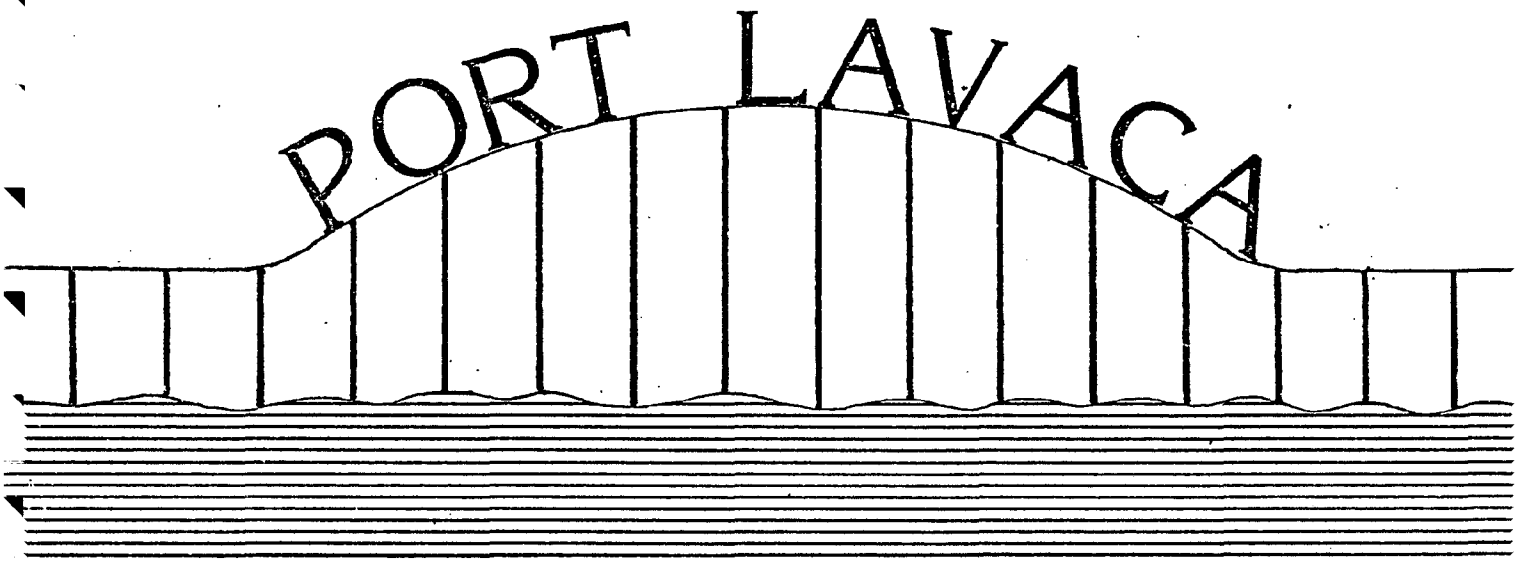

COMMUNITY DEVELOPMENT PLAN 1979-1990

GOLDEN CRESCENT COUNCIL OF GOVERNMENTS

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1980

PORT LAVACA

COMMUNITY DEVELOPMENT PLAN

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SEP 23 1981

January, 1980

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John L. Dodd

CITY COUNCIL

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Kenneth D. Lester

Tiney Browning

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Joe E. Pedigo

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PLANNING BOARD

Don Lenertz, Chairman

Ishmael Torres

David Denham

Frank Wedig, Jr.

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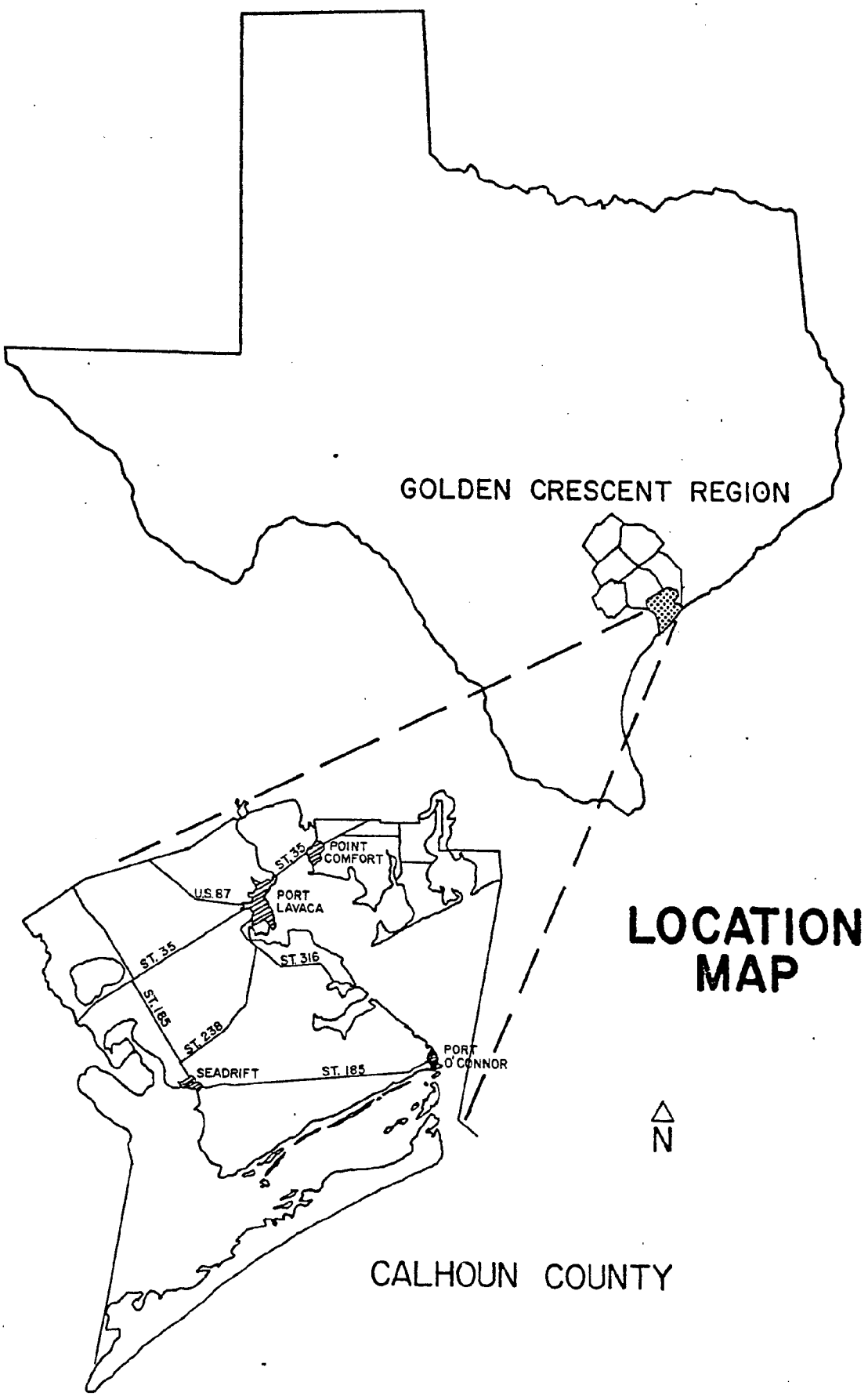
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CALHOUN COUNTY

CITY OF PORT LAVACA, COMMUNITY DEVELOPMENT PLAN

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INTRODUCTION

CITY OF PORT LAVACA, COMMUNITY DEVELOPMENT PLAN

INTRODUCTION

On January 24, 1962, the firm Candill, Rowlett and Scott contracted with the City of Port Lavaca to produce a comprehensive plan. In accordance with the basic principle of the comprehensive planning process, the City, on June 26, 1978, entered a second agreement, the purpose of which was to update the original plan. The Golden Crescent Council of Governments was appointed this task. The purpose of this document, then, is to update the factual material found in the original plan, to redefine problems and issues facing the city, and to offer some recommendations which might be taken to solve these stated concerns.

The results of field work and conversations with citizens of Port Lavaca and with city employees have shown that there are two overriding issues facing the citizens of Port Lavaca. The first is the need to resolve long-neglected issues and problems that have resulted in a quality of urban environmental and living conditions which is less than the city's potential. The second is the need to develop within city government and administration an ability to cope with the expected population and urban growth.

With the above in mind, this document is presented in two parts. Part I is composed of a section on citizen concerns and comments. It is the concerns, comments, and involvement of the citizenry which represent the foundation and direction of the city planning process. Moreover, only after the problems and issues facing the citizens of Port Lavaca have been clearly defined can an attempt be made to solve them. Part II consists of the actual data collected from months of field work and reflects, to a large degree, many of the concerns listed by the citizens of Port Lavaca.

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PART I

PORT LAVACA
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CITIZEN CONCERNS & COMMENTS

CITIZEN CONCERNS & COMMENTS

Soon after the comprehensive planning process was initiated, several steps were taken to involve the citizens of Port Lavaca. First, over 3,000 forms were mailed to residents in an attempt to solicit concerns and comments. A copy of this form appears on the following page. Unfortunately, response to the mailed forms was extremely low - less than 2%. Second, a series of public meetings was held in which citizens were invited to attend and express their views.

Together with the comments made at the public meetings, responses to the mailed forms were used to define issues and offer possible solutions. Eight subject areas were identified as topics causing major concern for the citizens of Port Lavaca:

A. Housing

B. Public Safety

C. Growth and Development

D. Traffic, Transportation, and Streets

E. Community Facilities

F. Historic Preservation and Tourism

G. Parks and Recreation

H. Education

It should be noted that the listing of these topics in no way implies a list of priorities.

In an effort to place these eight subject areas into some useful framework, concerns, goals and objectives, and recommendations list a specific date for completion simply to establish some measurable time frame by which the city and its citizens can monitor their progress

THE GOLDEN CRESCENT COUNCIL OF GOVERNMENTS (GCCOG) IS PRESENTLY UNDER CONTRACT WITH THE CITY TO UPDATE THE COMPREHENSIVE PLAN FOR THE CITY.

THE CITY AND GCCOG NEED YOUR HELP TO INSURE THAT CITIZENS HAVE AN OPPORTUNITY TO UNDERSTAND, COMMENT, AND PARTICIPATE IN THE DEVELOPMENT OF THE WORK ACTIVITIES. GCCOG STAFF HAVE TENTATIVELY DEVELOPED A LIST OF TEN (10) SEPARATED COMMITTEES TO STUDY THE CITY AND MAKE RECOMMENDATIONS.

THE TEN (10) COMMITTEES ARE:

A. HOUSING
B. PUBLIC SAFETY
C. GROWTH AND DEVELOPMENT
D. TRAFFIC, TRANSPORTATION AND STREETS
E. COMMUNITY FACILITIES
F. HISTORIC PRESERVATION AND TOURISM
G. PARKS AND RECREATION
H. UTILITIES
I. EDUCATION
J. CITY FINANCES

CLIP ALONG LINE AND DROP IT BY CITY HALL

DEAR SIR: MY IDEAS FOR COMPREHENSIVE PLANNING FOR PORT LAVACA ARE: (IN ORDER OF IMPORTANCE)

1ST PRIORITY _____

2ND PRIORITY _____

3RD PRIORITY _____

I WISH TO SERVE ON COMMITTEE _____ MY NAME IS _____

ADDRESS _____ TELEPHONE NUMBER _____

toward the elimination of defined problems and issues. It should be stressed that these time frames and recommendations do not obligate the city nor the citizens into a definite course of action. Rather, they stand as suggestions for the accomplishment of the stated goals and objectives. More specifically, if the City wants to be in the position by 1990, as described in greater detail later in this document, activities must be accomplished to allow for this growth to occur in a systematic way.

CITIZEN CONCERNS AND COMMENTS

HOUSING

Concern

There is a general shortage of new housing in the city. More rental housing units, primarily multi-family, as well as single-family dwellings are needed.

Goal & Objective

To encourage private developers/builders to expand the current stock of multi- and single-family dwellings.

Recommendation

Serious consideration should be given to expand the current housing stock by 10% during the next three years. Emphasis should be on apartments, and where high mortgage interest rates inhibit expansion of new single-family dwellings, encouragement of increased mobile-home development should be considered.

Concern

Something should be done to provide low-cost housing for the elderly and those on fixed incomes.

Goal & Objective

To provide decent, low-cost housing for the elderly and those on fixed incomes.

Recommendation

Existing federal programs should be utilized in order to provide approximately 40 housing units over the course of the next two years for the elderly and those on fixed incomes.

Concern

The quality of existing housing needs to be enhanced.

Goal & Objective

The preservation and improvement of the ~~existing~~ housing stock.

Recommendation

Continue to use grant monies for home rehabilitation; however, the rate at which existing homes are rehabilitated should be such that targeted homes within the city are completed by 1985.

PUBLIC SAFETY

Concern

Traffic signs in school zones are not adequately maintained, and the school crossing at Highway 35 is extremely dangerous.

Goal & Objective

To address the present inadequacies existing in the school-zone traffic signs and the school crossing at Highway 35.

Recommendation

Action should be taken immediately to address the present dangers in the school crossing at Highway 35. Funds should be allocated in next year's budget to begin a regular program of signs maintenance in school zones.

Concern

Lack of sidewalks creates a hazard for pedestrian traffic.

Goal & Objective

To provide a greater number of sidewalks so as to minimize the danger inherent in pedestrian traffic.

Recommendation

The city needs to begin budgeting funds for sidewalk construction in the areas of most need by 1982.

Concern

As the city grows, added police protection will be needed.

Goal & Objective

(See Community Facilities)

Recommendation

(See Community Facilities)

Concern

Action should be taken to reduce the amount of absentee ownership.

Goal & Objective

Reduce the amount of absentee ownership.

Recommendation

The City Council should enforce more stringently its current ordinance which controls the growth of weeds and tall grasses on open lots. A similar ordinance should be passed controlling the existence of abandoned and dilapidated structures. Where possible, the City should encourage the development of abandoned lots so that more exist within the City by 1985.

GROWTH AND DEVELOPMENT

Concern

Proper long-range planning including adequate opportunities for citizen participation and the passage of land-use controls should be established to meet the problems of future growth.

Goal & Objective

To ensure that long-range planning, including a citizen participation mechanism as well as land-use controls, is developed to meet the problems of future growth.

Recommendation

A citizens' advisory committee should be appointed by the Planning Board no later than the end of this year in order to create an institution whereby planning issues and citizen concerns can be regularly presented to the board. One area of immediate concern is the discussion and adoption of land use controls, which are needed to deal with the problems of increased growth.

Concern

A positive strategy should be taken to encourage economic development.

Goal & Objective

Encourage the type of economic development which will benefit the City and its citizens.

Recommendation

The city should take action no later than the middle of 1981 to begin securing funds from the Economic Development Administration for economic development projects.

TRAFFIC, TRANSPORTATION, AND STREETS

Concern

The city should construct more sidewalks, especially in school areas and along Highway 35.

Goal & Objective

(See Public Safety)

Recommendation

(See Public Safety)

Concern

Port Lavaca's streets need preserving.

Goal & Objective

To maintain and preserve the streets of Port Lavaca.

Recommendation

Every effort possible should be made to curb and gutter, as well as to pave the streets listed in the community facilities section by 1985. Existing streets needing repair should be done so over the course of the next three years.

Concern

More taxis are needed in the city.

Goal & Objective

To increase the number of taxis and related forms of public transportation.

Recommendation

The city needs to encourage the use of more taxis over the course of the next few years. Possible federal funding sources such as that under the Rural Transportation Act should be considered for the supplying of additional public transportation.

Concern

Needed are a plan for the future extension of North Virginia Street to Oak Glen Drive, better planning for parking areas at shopping centers, more street lights, and a solution to traffic problems being created by truck and rail movement.

Goal & Objective

Solution to some pressing traffic concerns most important of which are a plan for North Virginia Street, better parking at shopping areas, more street lights, and problems associated with rail and truck movement.

Recommendation

The city should make arrangements to begin a comprehensive traffic and thoroughfare study no later than the end of this year.

COMMUNITY FACILITIES

Concern

Expansion and improvement of existing fire, police, and city hall services are needed.

Goal & Objective

Expand and improve existing fire, police, and city hall services as needed.

Recommendation

Current staff deficiencies, as indicated in the community facilities section, should be corrected by 1983 so that increases mandated by future growth can, thereafter be met.

Concern

There is a need for better hospital facilities, primarily emergency room medical care.

Goal & Objective

To improve the quality of medical care, especially in regard to emergency room care.

Recommendation

The city should meet with local hospital officials to determine what deficiencies exist in current hospital care and then coordinate a program to address these problems.

Concern

Ambulance service should be improved.

Goal & Objective

Improve the current level of ambulance service.

Recommendation

The city should seek funding in this area to improve the level of ambulance service no later than 1981.

Concern

The city needs additional water-treatment and water-storage capacity.

Goal & Objective

Increase the present water-treatment and water-storage capacity

Recommendation

Action needs to be taken to correct current deficiencies by 1985.

HISTORIC PRESERVATION AND TOURISM

Concern

A combined effort is needed to beautify the bayfront and to restore the downtown area.

Goal & Objective

To beautify the bayfront and restore the downtown area.

Recommendation

The City could assist in the improvement of the downtown area in several ways. For example, it could sponsor downtown clean-up days, or the City could assist downtown merchants by limiting the amount of time shoppers can park in any given parking space. The bayfront could be improved through securing financial support from the Department of Interior's Land and Conservation Water Fund. Such action should be taken by 1982.

Concern

Port Lavaca needs to stimulate tourism.

Goal & Objective

To stimulate tourism.

Recommendation

Perhaps the best approach to stimulating tourism would be such steps as beautifying the city and aggressively promoting a tourist-attraction program. The city could work with the Chamber of Commerce to begin a concerted tourist program by 1982.

PARKS AND RECREATION

Concern

More neighborhood parks, open spaces, and recreational activities for children are needed.

Goal & Objective

Increase the number of neighborhood parks, the amount of open spaces, and the assortment of recreational activities for the city's youth.

Recommendation

The community facilities section suggests that the city has a current deficit of approximately 14 acres of neighborhood park land. The city should take action to see that this acreage is acquired by 1983. If the City cannot provide the deficit acreage, mandatory dedication should be required in all new subdivision developments.

Concern

Maintenance is a major and increasing cost for park operations; however, the city charter limits the amount of money which can be allocated to parks.

Goal & Objective

Obtain increased funding for park maintenance and operations.

Recommendation

If the council determines that the City Charter is financially restricting the proper maintenance of park areas, the document should be amended so as to eliminate this problem. However, if the budget will not permit the City to incur the increased cost of park maintenance, several options could be considered. First, seek private donations. Second, charge park-user fees, which could be collected through a slight increase in utility bills. Third, make park maintenance the responsibility of the neighborhood in which the park exists.

Concern

Better park security is needed to prevent problems associated with vandalism.

Goal & Objective

Reduce the amount of park vandalism by increasing park security.

Recommendation

Funds need to be appropriated by 1982 for the hiring of a park security guard.

EDUCATION

Concern

The quality of education in the public school system should be upgraded.

Goal & Objective

To upgrade the quality of education in the public school system.

Recommendation

The city should meet with local school officials to determine what deficiencies exist in the public education system and coordinate a program to address problem areas.

Concern

There is little effort to keep citizens informed about public affairs, topics and issues.

Goal & Objective

To increase the public's awareness about issues and topics of community interest.

Recommendation

In an effort to help overcome this problem, all facets of the local government should make a special effort to disseminate information to the public in a timely and informative fashion. Follow-up news releases should be made on issues of public interest.

PORT LAVACA
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PART II

ECONOMY AND POPULATION

The report Population Growth in Calhoun County prepared under the Coastal Energy Impact Program for Calhoun County Independent School District (C.C.I.S.D.) serves as the basis for information in this section. That report should be consulted for a full understanding of the Calhoun County labor market and for projections of population to 1990.

THE LABOR FORCE

Table 1 shows the changes in the Calhoun County labor force between 1970 and 1979. The labor force has grown by approximately 562 workers since 1970. In that same period, the unemployment rate changed from 3.4% to 4.5%. The work force reached a high of 7,278 workers in 1975, but the period's highest unemployment rate (6.3%) was recorded in 1976.

Available information shows that a relatively large proportion of the labor force working in Calhoun County lives in surrounding counties. Part I of the study Population Growth in Calhoun County indicates that approximately 30% of the total work force lives outside Calhoun County.

STRUCTURE OF THE ECONOMY

Presented in table 2 is a reflection of the Calhoun County economy, as reported by the U.S. Census Bureau in County Business Patterns. It should be noted, however, that these data include approximately 77.5% of the county's workers. Excluded from the data are government employees, farm workers, self-employed individuals, and domestic servants.

As can be seen by Table 2, total employment in the indicated industries has declined between the years 1974 and 1976. Manufacturing appears to have lost the most workers during this period. In the past, much of the

TABLE 1

CALHOUN COUNTY LABOR FORCE, 1970 to 1979

	Total Labor Force	Total Employed	Unemployed	Unemployment Rate
April 1970	6,315	6,080	235	3.7%
April 1971	6,670	6,400	270	4.0%
April 1972	6,185	5,960	225	3.6%
April 1973	6,140	5,930	210	3.4%
April 1974	6,926	6,695	231	3.3%
April 1975	7,278	6,838	440	6.0%
April 1976	7,248	6,791	457	6.3%
April 1977	7,056	6,676	380	5.4%
April 1978	6,810	6,521	289	4.2%
April 1979	6,877	6,568	309	4.5%

SOURCE: Texas Employment Commission.

fluctuation in manufacturing employment could be attributed to variations in production schedules of the two major manufacturing firms, particularly the Alcoa plant.

Despite the decline in manufacturing employment, that industry still remains as the dominant private-sector industry in Calhoun County. In terms of manufactured products, chemicals and allied products, as well as the development of primary metals, predominate. Although employment in the agricultural sector is relatively small, this industry, especially shrimping and oystering, contributes substantially to the local economy. Linkage to national markets for the above goods is provided through rail and water transportation. Recent economic activity in the construction industry, operation of the Calhoun Plaza Shopping Center, and growth in the oil extraction/services sectors indicate that the county's total employment level may well be in excess of the 1976 figure of 5,074 workers.

INDUSTRIAL GROWTH POTENTIAL

Table 3 (found in Impacts of Energy-Related Facilities) presents a summary of new or expanding industrial facilities in the Calhoun labor market as of January 1980. These activities include all publicly announced new facilities or expansions of existing facilities. Only those facilities which can be classified as "basic" industries are considered. Simply stated, "basic" or export industries are those which produce products and services which are sold outside the local market area, thereby generating a flow of income into the local economy. Application of an employment multiplier will provide estimates of the total employment expected to be generated by these new and expanding industries.

TABLE 2
COVERED EMPLOYMENT, NUMBER & SIZE OF REPORTING UNITS BY INDUSTRY GROUPS 1974 and 1976

	TOTAL	Agric., Forest, Fish Services	Mining	Construction	Manufacturing	Transp., Comm., Util.	Wholesale Trade	Retail Trade	Finance	Services	Unclassified Est.
CALHOUN - 1974											
Total Employees	7,726	75	82	469	5,511	104	249	748	136	308	44
Total Reporting Units	405	31	9	36	27	19	37	126	23	71	26
1 - 9 Employees	339	30	7	28	7	17	31	107	21	65	26
10 - 19 Employees	25			2	4	1	2	12		4	
20 - 49 Employees	28	1	2	5	5	1	3	7	2	2	
More Than 50 Employees	13			1	11		1				
CALHOUN - 1976											
Total Employees	5,074	62	80	405	(H)	119	186	(F)	148	411	(A)
Total Reporting Units	356	20	8	33	20	19	29	128	24	74	1
1 - 9 Employees	291	19	4	23	10	18	24	106	21	65	1
10 - 19 Employees	35	1	3	7	2		3	14	1	4	
20 - 49 Employees	24		1	2	5	1	2	7	2	4	
More Than 50 Employees	6		0	1	3			1		1	

Source: County Business Patterns, 1974 & 1976, Bureau of Census.

NOTE: Statistics used in County Business Patterns are derived from employment and payroll information reported on Treasury Form 941. Reporting units include covered wage and salary employment of private nonfarm employers and nonprofit membership organizations; and religion, charitable, educational and other nonprofit organizations under elective provision of Federal Insurance Contribution Act.

(A) = 0 - 19
(F) = 500 - 999
(H) = 2,500 - 4,999

MIGRATION ESTIMATES

Growth scenarios presented in the report Population Growth in Calhoun County result in the following estimates of migration into Calhoun County which is expected to result by 1990 from the influx of new basic industry:

Scenario #1 (Expected Growth Pattern) = 18,864 people

Scenario #2 (High Growth Scenario) = 24,499 people

Scenario #3 (Low Growth Scenario) = 6,571 people

PROJECTED POPULATION TO 1990

In the study Population Growth in Calhoun County, Scenario # 1 was used as the migration estimate for the projection. The results of that study indicate a virtual doubling of the population of Port Lavaca by 1990. A population of 10,726 is estimated for 1980. A population of 21,803 in 1990 would be expected if all industries listed in Table 3 are completed by 1990 and if housing is available in the county.

The Calhoun population study suggests that the population decline which had been experienced in the early and mid-1970's has reversed itself and that a period of rapid growth should be expected during this and the next decade. For long-range planning purposes, it is recommended that the projection of 21,803 people in 1990 be used. This figure is used in subsequent sections of this document.

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IMPACTS OF ENERGY-RELATED FACILITIES

IMPACTS OF ENERGY-RELATED FACILITIES

DEFINITIONS/SCOPE

The inclusion of this section serves two purposes. First, as required by the Coastal Zone Management Act of 1972, (which financed this document) economic and population growth resulting from energy-related facilities must be analyzed. Second, analysis of this growth is an important element in the comprehensive planning process. Public policy questions expected to arise from such growth are defined but are not analyzed in detail. Likewise, an in-depth assessment of the environmental impact of energy-related facilities is also beyond the scope of this assessment.

The pertinent definitions are:*

Coastal Energy Activities

a) The term "coastal energy activity" is limited to the following activities:
1) Any Outer Continental Shelf energy activity;
2) Any transportation, conversion ,treatment, transfer, or storage of liquefied, natural gas; or
3) Any transportation, transfer,or storage of oil, natural gas, or coal (including, but not limited to by means of any deep-water port)
b) An activity is a "coastal energy activity" only to the extent that:
1) The conduct, support, or facilitation of such activity requires and involves the siting, construction, expansion or operation of any equipment or facility; and
2) A technical requirement exists which necessitates that such siting, construction, expansion, or operation be carried out in, or in close proximity to, the coastal zone of any coastal State.
c) Such technical requirements are limited to:
1) Dependency on coastal waters;
2) Safety;
3) Proximity to oil, natural gas, or coal fields;
4) Location of markets;
5) Federal siting regulations or decisions; and
6) Type and amount of required land.

* Federal Register, 5/21/79, Page 29585. Part 931-Coastal Energy Impact Program, Subpart B, Sections 931.13 through 931.19.

Significantly Affected

The coastal zone of a coastal State is "significantly affected" by the siting, construction, expansion, or operation of an energy facility if such siting, construction, expansion, or operation:
a) Causes or is likely to cause population changes in the coastal zone;
b) Changes or is likely to change employment patterns in the coastal zone, including those in fishing and tourism;
c) Damages or threatens to damage or degrade any valuable environmental or recreational resources in the coastal zone, including ambient air, water or noise quality, or any other Federal, State, or local environmental standard.
d) Increases or threatens to increase risks to public health, safety, or real property in the coastal zone.

Outer Continental Shelf Energy Activity

a) The term "Outer Continental Shelf energy activity" means:
1) Any exploration for, or any development or production of, oil or natural gas from the Outer Continental Shelf; or
2) The siting, construction, expansion or operation of any new or expanded energy facilities that are directly required by such exploration,development or production.

Energy Facility

a) The term "energy facility" means any equipment or facility which is or will be used primarily:
1) In the exploration for, or the development, production, conversion, storage, transfer, processing, or transportation of, any energy resource; or
2) For the manufacture, production, or assembly of equipment, machinery, products, or devices which are involved in the activities described
b) The term includes:
1) Electric generating plants,
2) Petroleum refineries and associated facilities;
3) Gasification plants;
4) Facilities used for the transportation, conversion, treatment, transfer, or storage of liquefied natural gas;
5) Uranium enrichment or nuclear fuel processing facilities;
6) Coal storage, transportation or transfer facilities;
7) Drilling rigs, platforms, subsea completions, and subsea production systems;
8) Construction yards for platforms and exploration rigs, pipe coating yards, bases supporting platforms and pipeline installation, and crew and supply bases;
9) Oil and gas storage facilities;
10) Marine pipeline systems;
11) Oil and gas processing facilities;
12) Facilities, including deepwater ports, for the transfer of petroleum;
13) Facilities for geopressurized gas; and
14) Terminals which are associated with any of the foregoing.

INVENTORY

Based on reviews of public announcements and on interviews with community and industrial representatives, the inventory of basic industries in Table 3 was developed. Facilities and activities listed in that table are those which are classified as basic, that is, industries producing products that are exported.

Of the total facilities listed, the following fall within the definition of coastal energy activity:

1. El Paso Liquid Natural Gas Terminal
2. Outer Continental Shelf (OCS) activities.

Other facilities in surrounding counties which are energy related but which do not adequately meet the definitions are listed below. These facilities may have indirect impacts but they can not be cited as coastal energy activities for Calhoun County:

1. Coleto Creek Power Generating Station (CP&L), Goliad County
2. South Texas Nulcear Plant, Matagorda County
3. Irish Pipe Coating Co., Victoria County
4. Vistron Coeporation, Calhoun County

Confirmed New Employment

Of the known industrial growth which is forecast for Calhoun County and its immediate vicinity, 3,800 confirmed new construction jobs and 889 confirmed new operational jobs are expected. Of these confirmed jobs, there are 219 confirmed operational jobs which may be directly attributed to an energy-related facility (OCS activity).* There are no confirmed construction jobs attributable to an energy-related facility.

*Due to the nature of OCS development activities, all jobs are assigned to the operational category, although some construction activities are included.

FACILITY/LOCATION	ESTIMATED COMPLETION DATE (1)	CONFIRMED /1 (2)	NOT CONFIRMED (3)	ESTIMATED NEW EMPLOYMENT /2 (4) CONSTRUCTION	(5) OPERATIONAL
Formosa Plastics, U.S.A. Hwy 35, Point Comfort Calhoun County	July, 1982	X		1,100	500
Vistron Petrochemical Corporation (Phase I) Hwy 185, Green Lake Calhoun County	Dec.,1981	X		1,000 (phases I thru IV)	120
Vistron Petrochemical Corporation (Phase II, III, IV) Hwy 185, Green Lake Calhoun County	1986 est.		X		1,380
El Paso LNG, Col Powderhorn Ranch Calhoun County	1983 est.		X	1,250	158
OCS-Related Facilities* (all coastal areas and communities)	mid 1980's	X			219
Gulf Oil Corporation	mid 1980's		X	1,000 (est.)	125
DuPont Company (expansion) Hwy 185, Bloomington Victoria County		X		1,700	50

/1/ All permits have been obtained or firm is far enough along in pre-construction activities that construction is assured.

/2/ This is the estimated number of persons to be employed by this facility as announced by the firm. It includes residents who transfer into those jobs, new residents who move in to take those jobs, and commuters.

* Outer Continental Shelf oil industry including exploration, drilling, production and supportive services. Employment estimates are calculated as a portion of total employment for Region IV (Victoria County, Jackson County, Matagorda County, Calhoun County). Refer to Offshore Oil: Its Impact on Texas Communities, Volume II, Texas Coastal Management Program, June, 1977.

Total Direct Employment Potential

If all potential new industrial growth listed in Table 3 (including both confirmed and unconfirmed facilities) are considered, the following initial job openings are identified. An estimated 6,050 new construction jobs and 2,552 new operational jobs are forecast for this decade. These figures include all energy-related facilities, including the unconfirmed El Paso Liquid Natural Gas facility. Of the total potential new jobs, 1,627 or 18.9% could be attributed to energy-related facilities.

The above estimates are of basic employment, which result in spin-off or indirect employment as discussed in the section below. The following table summarizes estimates of new basic employment:

TABLE 4

SUMMARY OF BASIC EMPLOYMENT IN CALHOUN COUNTY, 1980-1990

	Confirmed New Employment	Unconfirmed New Employment	Total Employment
TOTAL ESTIMATED NEW EMPLOYMENT	4,689	3,913	8,602
Construction	3,800	2,250	6,050
Operational	889	1,663	2,552
TOTAL ENERGY-RELATED NEW EMPLOYMENT	219	1,408	1,627
Construction	-0-	1,250	1,250
Operational	219	158	377

ASSESSMENT OF IMPACTS

Direct and Indirect Employment

Thus far, the dicusssion has involved only the direct or initial jobs which are forecast to be created as a result of new basic activities. However, according to traditional economic - base theory, basic or export-related jobs have the effect of creating spin-off or indirect jobs within the local economy. In other words, as export-related activities bring more dollars into the local economy, workers in these basic industries will be spending their income locally. As increased spending occurs locally, a greater demand will be placed upon local goods and services. Hence, indirect jobs will occur in order to meet this rising demand.

In Population Growth in Calhoun County, the above principle was used to calculate an employment multiplier of 3.08. Basically, speaking, the multiplier states that for every export-related job occurring within the county, a total of 3.08 jobs will result (1 export-related job + 2.08 indirect jobs = 3.08 total jobs).

Recalling the findings of the previous section, a total of 8,602 new jobs may result during this decade as a consequence of increased basic activity. Of this amount, 2,552 jobs are expected to be within the operational category. By applying the employment multiplier to these new operational jobs, it is possible to get a rough indication of the total direct and indirect affects of the proposed basic development. The multiplier is not, however, applied to construction jobs because these positions are temporary. And, since it is not clearly known at what point indirect jobs begin appearing after the introduction of basic jobs into the local economy, it is perhaps better not to estimate the indirect effects of the construction-related activity.

If the employment multiplier of 3.08 is applied to estimates of total new operational jobs, it is found that 7,860 new direct and indirect jobs (3.08 x 2,552) can be expected within the Port Lavaca area. The total direct and indirect effects of the operational jobs associated with energy-related facilities amounts to 1,161 new jobs (3.08 x 377). Thus, 13,910 new jobs (7,860 direct and indirect jobs + 6,050 construction jobs) may appear over the course of this decade as a result of the proposed basic industry development.

Direct and Indirect Population

In an effort to arrive at a maximum population estimate, it is necessary to, first, assume that all jobs generated by the proposed basic industry development is filled from residents outside the county and, second, it must be assumed that these new residents will settle in Port Lavaca. If the forestated are assumed, then all that is necessary is to multiply the number of jobs as found in the previous section by a population multiplier. This procedure will produce the total number of people expected to migrate into the City of Port Lavaca during this decade.

Again, referring to the study Population Growth in Calhoun County, a population multiplier of 2.4 will be used. In a general sense this multiplier states that for every job in the State of Texas, there are approximately 2.4 people. Applying the population multiplier to the total number of jobs created by the proposed basic industry development, one arrives at a maximum estimated population of 33,384 people (13,910 x 2.4). This figure is the maximum number of people expected to migrate into the Port Lavaca area during this decade due to the proposed industrial development.

Permanent Population

Of course the figure of 33,384 people includes the effects of both construction and operational employment. Considering for the moment just operational jobs, which are permanent, and therefore, of more concern to the City, it can be seen that 18,864 persons (7,860 x 2.4 = 18,864) may arrive in the Port Lavaca area during the 1980's. Of these 18 864 total people, 2,786 (1,161 x 2.4) or 15% can be attributed to the effects of energy-related facilities.

Temporary Population

Since construction employment is of a temporary nature, it should be considered separately from permanent employment. Thus, as many as 14,520 people (6,050 x 2.4) may be generated as a result of the total 6,050 new construction jobs in Calhoun County. However, of these 14,520 people, 3,000 or 21% can be associated with energy-related facilities.

In an effort to bring this discussion into perspective, the above figures have been summarized in the following chart. Note that the population effects attributed to energy-related facilities account for a sizeable amount of total population (17%). Moreover, a significant proportion of population growth is associated with construction activities. The transitory nature of the construction work force warrants a closer analysis of the impacts which are expected to be placed upon Calhoun County and the City of Port Lavaca. Therefore, a final section is included which outlines several characteristics of the construction work force, as well as discusses the degree to which public services will be impacted by this type of growth.

TABLE 5

SUMMARY OF DIRECT AND INDIRECT EMPLOYMENT
AND EXPECTED POPULATION FOR CALHOUN COUNTY, 1980-1990

	(1) Direct Employment	(2) (1) x 3.08 Indirect Employment	(3) (2) x 2.4 Expected Population
TOTAL EMPLOYMENT	8,602	13,910*	33,384
Construction	6,050	N/A	14,520**
Operational	2,552	7,860	18,864
ENERGY-RELATED	1,627	2,411*	5,786
Construction	1,250	N/A	3,000**
Operational	377	1,161	2,786

* Contains direct employment figure for construction.
**Column 3 x column 1.

Construction-Related Population

Some of the characteristics of the expected construction-related population growth include:

(1). rapid influx during 1980 and 1981 with a peak in late 1980 and mid-1981;

(2). large proportion do not establish permanent residence;

(3). due to 1 and 2 above, the majority would be expected to seek manufactured or multi-family housing within urban areas and within convenient commuting distance to construction sites.

By listing the categories of urban development and public services and their existing conditions, an indication of the expected impacts from the type of growth forcast above can be made:

(1). Local Urban Development

Existing Conditions: Looking at the Existing Land Use Map in the Port Lavaca Community Development Plan, two major development characteristics are seen. First the predominance of single family residential development (90% of total residential land) and second the trend of commercial land use located at major traffic intersections and along major thoroughfares.

Expected Impact: The character of residential development is expected to change to reflect a greater demand for housing other than single family residences. The proportion of multi-family and mobile home land use will increase. A majority of the 6,050 new employees may demand housing other than single family.

The trend toward strip commercial development and suburban commercial development which has resulted from the modest growth prior to 1980 is expected to accellerate. Convenience stores and fast food outlets will be in demand.

(2). Housing

Existing Conditions: The current predominance of single family housing is discussed above.

Expected Impact: Housing demand from a construction-related population will be for rental units. Mobile homes may be a primary housing alternative.

(3). Police Protection

Existing Conditions: Refering to the Community Services and Facilities section of the Port Lavaca Community Development Plan, a force of 13 officers is now employed. This is roughly 1.2 officers per 1,000 persons.

Expected Impact: While current officer staffing is within acceptable standards for current population, an increase in police staff and in capital expenditures for equipment and facilities will be required by the type of population growth described above.

(4). Medical Services

Existing Conditions: While medical facilities are not assessed in the Port Lavaca Community Development Plan, there is one hospital (75 bed capacity) which provides emergency service and an estimated 10 physicians in Port Lavaca. Ambulance service is currently provided under private contract.

Expected Impact: An increase in the population places a high demand on medical services. Emergency services and clinical or outpatient care will experience the most immediate increase in demand. The long-term expansion of hospital capacity and in the number of physicians will have to be assessed in terms of the long-term growth of the county.

(5). Recreation and Entertainment

Existing Conditions: Referring to the Community Services and Facilities section of the Port Lavaca Community Development Plan, the city is deficient in Neighborhood park lands; and there are no major regional parks in Calhoun County. Current maintenance staffing in the Port Lavaca Parks Department stands at two (2) full-time and two (2) part-time employees.

There are a number of outdoor recreational areas which are not owned or maintained for public access. These include the Harbor of Refuge area, Magnolia and Alamo Beach areas, the Indianola area, as well as recreational areas in the Port O'Connor areas.

Expected Impact: Demand for park land will increase for all types of parks; and the deficiency in neighborhood park land will be increasingly felt. Increased utilization of public access areas will create public health and public safety problems. Demand for road maintenance, trash pick-up, sanitation facilities and police protection will be increased.

(6). Education and Training

Existing Conditions: The Calhoun County Independent School District (C.C.I.S.D.) provides educational services throughout the county. Facilities are adequate for current demand and are capable of absorbing new growth. Capital expenditures are expected to result from the overall growth forecast and cannot be attributed directly to a large construction work force. The C.C.I.S.D. has recently developed new facilities for vocational training.

Expected Impact: Impact in this case refers more to the education and training opportunities presented by a significant increase in local demand for employment in the construction and building trades. Liaisons between the C.C.I.S.D. and construction employees as well as new plant managers should be developed so as to establish occupational training programs.

(7). Public Utilities (Water and Wastewater)

Existing Conditions: According to the Community Services and Facilities Section of this document, the Water Department is presently staffed by one (1) superintendent and six (6) employees. In addition, the city maintains five (5) water-storage tanks and seven (7) water wells, which have been on a standby basis since 1970 (when the Guadalupe-Blanco River Authority began supplying 100% of the city's water needs). Water-storage capacity is currently adequate; however, pressure drops have been experienced in the growing areas to the north of the city. The four (4) water wells at the Westlund Grade Road site are in a deteriorating state. Port Lavaca's wastewater system is supported by one (1) superintendent and seven (7) staff personnel, two (2) treatment plants (one of which is in a deteriorating condition), and sixteen (16) lift stations (seven (7) of which have been identified as having structural and/or capacity inadequacies).

Expected Impact: Should the city experience the forecasted increase in population, it will be faced with major capital improvements in its water-supply and treatment systems. It appears, though, that much of this improvement will occur in the wastewater treatment system.

(8). Fire Protection

Existing Conditions: Port Lavaca has one central fire station which is manned by one (1) Fire Chief, one (1) Fire Marshall, and nine (9) Firemen. The department operates three shifts with three men per shift on duty and has a standing volunteer force of approximately thirty (30) personnel.

Expected Impact: Even now, the one central fire station is inadequate for serving the city's needs. This observation is particularly true in regard to the northern developing areas of Port Lavaca. Increased population will necessitate the expansion of fire personnel and facilities.

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LAND USE SURVEY & ANALYSIS

LAND USE SURVEY AND ANALYSIS

The land use inventory is presented a two-part map at a scale of 1 inch = 400 feet. A discussion of the land use inventory is first presented. This is followed by an analysis of current land use which shows the relative amount of land devoted for each use. A discussion of the development patterns exhibited by the City of Port Lavaca is then presented using information from the inventory. Significant features such as commercial nodes and strips, residential areas and transition zones are discussed.

DISCUSSION OF THE LAND USE INVENTORY

The land-use inventory was conducted in conjunction with the condition of structures survey. Each parcel of land was surveyed and designated as one of the following seven land use categories.

Single Family Residential - detached single family units only. Does not include single mobile homes.

Multi-Family Residential - duplexes, apartment, and multi-family. The number of total units is shown for each duplex and complex on the Housing Condition of Structures map.

Mobile Home - single mobile homes and mobile home parks. The number of total units is shown for each mobile home park.

Commercial - uses devoted to the sale of products or services. Includes retail businesses, shopping centers, parking lots, hotels, motels, repair services, offices, storage areas associated with commercial use, warehouses and storage yards. Associated with distributor ships and railroad storage yards.

Public/Semi-Public - includes uses that involve the general public or uses that provide a service or benefit to the public. Includes government facilities, hospitals, parks and open space, schools, and churches.

Agriculture - uses devoted primarily to the production of food or fiber, including cropland, developed pastureland, and open rangeland. In the tabulation of land use, acreage for streets and right-of-ways are included in the total for agriculture.

Vacant Land - includes vacant lots or plots in the city and those in platted subdivisions.

In cases where mixed uses occur, the land use designation is based on the predominant use.

CURRENT LAND USE IN PORT LAVACA

The following table presents the total land area devoted to each use within the City of Port Lavaca and its extraterritorial jursidiction (E.T.J.). Under state law, the E.T.J. is defined as that area beyond the corporate boundaries of the City in which, by ordinance, the application of plating and subdivision regulation may be extended.

TABLE 6
TOTAL LAND USE,
PORT LAVACA INCLUDING EXTRATERRITORIAL JURISDICTION
January, 1980

LAND USE	ACRES	PERCENT OF TOTAL DEVELOPED LAND
Residential	750.07	48.96
Commercial	287.19	18.75
Public/Semi-Public	494.72	32.29
TOTAL DEVELOPED LAND	1,531.98	100.00
Agriculture*	7,344.87	
Vacant	454.52	
TOTAL LAND AREA	9,331.37	

*Includes Streets and Right-of-Ways

The total land area of Port Lavaca and its one mile E.T.J. is 9,331.37 acres. The predominant land use is agriculture (78.71%). The 1,531.98 acres of developed land represent 16.42% of the total land area.

Within the developed land area, the predominant land use is residential (49%). Land devoted to the three types of residential use are presented below.

TABLE 7
RESIDENTIAL LAND USE
PORT LAVACA INCLUDING EXTRATERRITORIAL JURISDICTION
January, 1980

TYPE OF USE	ACRES	PERCENT OF TOTAL
Single Family	665.34	88.70
Multi-Family	21.60	2.88
Mobile Home	63.13	8.42
TOTAL RESIDENTIAL	750.07	100.00

Single-family units are the predominant type of housing in Port Lavaca; and a very small proportion of land is devoted to multi-family housing.

Field surveys indicate that there is no significant quantity of nonagriculture land use outside the current city limits. However, new housing construction is occurring to the northwest and this may indicate future trends in new housing location. Within the city limits, a similar pattern of land use is found.

TABLE 8
TOTAL LAND USE
PORT LAVACA CITY LIMITS
January, 1980

LAND USE	ACRES	PERCENT OF TOTAL DEVELOPED LAND
Residential	690.10	56.45
Commercial	256.66	21.00
Public/Semi-Public	275.69	22.55
TOTAL DEVELOPED LAND	1,222.45	100.00
Agriculture*	1,189.89	
Vacant	613.55	
TOTAL LAND AREA	3,025.89	

* Includes Streets and Right-of-Ways

TABLE 9
RESIDENTIAL LAND USE
PORT LAVACA CITY LIMITS
January, 1980

TYPE OF USE	ACRES	PERCENT OF TOTAL
Single Family	619.03	89.70
Multi-Family	13.56	1.97
Mobile Home	57.51	8.33
TOTAL RESIDENTIAL	690.10	100.00

Table 10 presents comparisons of Port Lavaca's general land-use patterns in 1962 and 1980. As shown by that table, all general types of land-use increased over the indicated period. However, most substantial was the increase in the public/semi-public land-use category. Land devoted to this section more than doubled.

TABLE 10

LAND-USE COMPARISONS FOR PORT LAVACA, 1962 and 1980

LAND USE	PORT LAVACA, 1962		PORT LAVACA, 1980	
	% OF DEVELOPED AREA	ACRES PER 100 PERSONS /1/	% OF DEVELOPED AREA	ACRES PER 100 PERSONS /2/
RESIDENTIAL	34.5	5.58	56.45	6.43
COMMERCIAL	19.4	3.14	21.00	2.39
PUBLIC/SEMI-PUBLIC	10.5	1.71	22.55	2.57

/1/ Based on estimated population of 11,380 persons. Caudill, Rowlett and Scott, Port Lavaca Plan, December, 1963.
/2/ Based on an estimated population of 10,726 persons. Golden Crescent Council of Governments estimate, January, 1980.

TABLE 11

FUTURE LAND USE REQUIREMENTS
FOR PORT LAVACA, 1990

1 Land-Use Type	2 Current Needs, Acres per person*	3 Current needs, Total acres	4 Future needs, Total acres**	5 Numerical Change, (4)-(3)	6 Percentage Change (5)÷(3)
Residential	.064	690.10	1,395.39	705.29	102.20
Commercial	.024	256.66	523.27	266.61	103.88
Public/Semi-Public	.026	275.69	566.88	291.19	105.62

*Based on the 1980 estimated population of 10,726 persons. GCCOG, Population Growth in Calhoun County (1980) Calculated by dividing column 3 by 10,726 people.

**Based on the 1990 estimated population of 21,803 persons. GCCOG, Population Growth in Calhoun County (1980). Calculated on the assumption that current needs in acres per person (Column 2) would suffice for future demands.

Development Patterns

The general pattern of land use is a significant intermixture of commercial and residential land uses. Commercial concentrations are found in the original central business district (in the vicinity of Main Street between Virginia Street and Commerce Street), along South Main Street, Virginia Street, Broadway Street, the Highway 35 Bypass, and along Austin Street in the vicinity of Alcoa Drive.

Significant expansion of commercial land use is occurring along the Highway 35 Bypass particularly from Half League Road to the Causeway and along Virginia Street. Expansion of other commercial areas is occurring to a lesser extent.

The Land Use Map reveals that residential land is widely scattered throughout the original town site (roughly the east, central portion of the city).. There is no clear-cut pattern of residential use in this area; a high degree of mixture of commercial, residential, and vacant land is found. Other more homogeneous residential areas are found outside this central area.

Although homogeneous residential areas exist, "transition zones" between residential areas and commercial areas can be seen. These are areas where a high degree of mixture of land uses is found. The Land-Use Map reveals a large number of vacant parcels throughout the City.

Public/semi-public uses amount to 22.55% of the developed land and are well mixed throughout the city. The largest tracts of public/semi-public land are utilized as schools.

FUTURE LAND USE IN PORT LAVACA

According to Table 6, Port Lavaca would need to double its current acreage for every type of land-use by the year 1990. Of course, this observation is based on several assumptions. The most important assumption is that the 1990 population of Port Lavaca will reach its projected level. This projection required that industrial expansion of the plants listed in Table 10 (Economy and Population Section) occurs as announced. The forestated, further requires that the housing market in Port Lavaca expands in such a way as to accommodate the increased population growth. Third, Table 6 assumes that the current needs in acres per person for each land-use type would not change substantially from 1980-1990.

PORT LAVACA
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HOUSING CONDITIONS SURVEY & ANALYSIS

Existing Housing Conditions

Listed in Table 7 is a description of Port Lavaca's housing by condition. An actual field survey was conducted by the Golden Crescent Council of Governments' regional planning staff, in order to assess current housing conditions. The classification scheme shown below is one developed by the Texas Department of Community Affairs. In their publication Housing Data Collection, that department outlines ten criteria which are used to place housing in one of three physical conditions. These criteria were used in the survey and are as follows:

-Appearance of Neighborhood

-Appearance of Lawn and Shrubs

-Appearance of Property Boundaries

-Condition of Roof

-Condition of Exterior Wall Surfaces

-Condition of Porch (if one exists) and Front Entryway

-Condition of Doors and Trim around Doors

-Condition of Windows and Trim around Windows

-Evidence of Electricity

-Evidence of Plumbing

The three major conditions which result from the application of the above criteria are standard, deteriorating, and dilapidated. These conditions can be defined in the following manner:

Standard: A housing unit which contains no or only minor structural defects. If defects are present, they are such that corrective action can be attained

through the course of periodic, routine maintenance. Examples include hairline cracks in masonry and plaster walls, lack of paint, cracked window panes, torn screens, and broken gutters and downspouts.

Deteriorating: A housing unit exhibiting one or more structural defects, the seriousness of which could not be corrected through regular maintenance. If left unrepaired, these defects would eventually render the housing structure unsafe and unhabitable. Examples include broken or missing window panes, missing bricks, open cracks, and rotted, loose, or missing material over a slight area of walls, roof, or foundation.

Dilapidated: A housing unit which does not provide safe or adequate shelter, since it endangers the health, safety, and well-being of the residents. Structural defects are of such magnitude that extensive repair and reconstruction would be needed to make the unit habitable. Examples include rotted, loose, or missing material over a large area of walls, roof, or foundation; sagging roof ridges; out-of-plumb walls; extensive damage as a result of fire, storm, flooding, or termites; and inadequate original construction such as shacks, walls resting directly on the ground, or sheds, barns, and the like which have been converted to living units.

TABLE 12
CITY OF PORT LAVACA
SURVEY OF HOUSING UNITS
DECEMBER, 1979

CATEGORY	NUMBER	PERCENT OF TOTAL	ABANDONED	VACANT
Standard	2,959	84.49	0	7
Deteriorating	436	12.45	3	5
Dilapidated	107	3.06	21	4
TOTAL HOUSING UNITS	3,502	100.00	24	16

TABLE 13
CITY OF PORT LAVACA
SURVEY OF HOUSING UNITS
DECEMBER, 1979

CATEGORY	STANDARD		DETERIORATING		DILAPIDATED		TOTAL	PERCENT
	#	%	#	%	#	%		
Single Family	2,254	83.08	371	13.68	88	3.24	2,711	100.00
Multi-Family	377	82.67	60	13.16	19	4.17	456	100.00
Mobile Homes	328	98.50	5	1.5	0	0	333	100.00
TOTAL	2,959	84.45	436	12.45	107	3.05	3,502	100.00

Two additional terms found in Table 7 deserve comment--abandoned and vacant. Abandoned structures refer to those which are unoccupied and are structurally unsound and unfit for habitation. In addition, from the presence of tall weeds and high grasses, it is apparent that the unit is not being considered for habitation. Vacant refers to those unoccupied housing units which could be used for habitation depending upon the amount and feasibility of needed repairs (if any). Moreover, a vacant structure, unlike an abandoned unit, exhibits the appearance of being only temporarily unoccupied.

According to Table 7, it is clear that Port Lavaca's housing stock is in reasonably sound condition. Most units are in a standard condition and, while there exist abandoned and vacant structures, these units account for a very small proportion of total units.

Table 8 displays the condition of housing by unit type for Port Lavaca. As the table indicates, a relatively large number of structures under each type is in standard condition. This situation is particularly true for mobile homes. However, single- and multi-family residences contain a much higher proportion of deteriorating and dilapidated units than does the mobile home category.

Referring to the Condition of Structures Map, we see that the bulk of deteriorating and dilapidated housing units are located in the older, centrally located portions of the city. An exception to this generalization is the housing area north of Warehouse Street (at U.S. Highway 87). The majority of abandoned and vacant structures also appears to be located in the above two sections of the city. The forestated is indicative of the general patterns occurring across the nation, i.e., as suburban development intensifies, disinvestment in the central areas of the city occurs. A subsequent rise of deteriorated and dilapidated housing in the core sector of the city results.

Another observation to be discussed here involves Table 9. Listed in that table are the numbers and percentages of housing units by type for Port Lavaca during 1962 and 1979. Single-family structures are clearly the predominant existing type of housing units in Port Lavaca. Multi-family units are the next most prevalent type, with mobile homes representing the least utilized form of housing. In comparing the existing housing stock to that which existed in 1962, it is evident that the prevailing trend has been for fewer single-family units and more multi-family units and mobile homes.

TABLE 14
PORT LAVACA HOUSING STOCK BY TYPE, 1962 and 1979

CATEGORY	Port Lavaca, 1962* Number	Percent	Port Lavaca, 1979 Number	Percent
All Units	3,045**	100.00	3,502	100.00
Single Family	2,667	87.59	2,713	77.47
Multi-Family	216	7.09	456	13.02
Mobile Homes	162	5.32	333	9.51

* Source: Plan Report: Port Lavaca Plan, Caudill, Rowlett and Scott (December 1963), p. 11.
**Contains 325 units outside the city limits.

Finally, and referring to the Condition of Structures map, we find that Port Lavaca is basically heterogeneous in its spatial distribution of housing types. In other words, most portions of the City contain all three types of housing units. However, mobile homes appear to be most numerous in the west-central and southern sections of the City (for example, Tilley Street between Half League Road and Trinity Street; Alcoa Drive near Austin Street; and both sides of State Highway 238). Relatively large multi-family structures can be found in the peripheral areas of Brookhollow Estate, where over one-third of the City's apartment units are located.

Housing Supply

When information from different sources is analyzed, it becomes evident that housing in Port Lavaca is in short supply. Several examples will help support this contention. First, according to the Golden Crescent Council of Governments*, approximately 30% of the Calhoun County work force lives outside the county. Apparently, Victoria absorbs much of this commuting work force. Interviews with community leaders in Port Lavaca reveal that there is a consensus that commuting occurs because of the lack of housing in Port Lavaca. Second, vacancy rates for existing housing in Port Lavaca are extremely low. Table 7 suggests that this rate may be less than 1% for dwelling units. Similarly, a recent apartment survey conducted by a San Antonio construction firm shows that in January of this year there were only 13 vacant apartments out of Port Lavaca's total 456 units. Another indicator of the low vacancy rate for apartments is that several of the city's motels have begun renting rooms on a monthly basis. Third, although new housing construction in Port Lavaca is not stagnant, there were only 77 building permits issued for new residential starts during the last two years (1978-1979).

In view of the inadequate housing supply, the question that follows is: Why the shortage? The following factors have been identified as contributors to this situation: a lack of qualified builders who are interested in the Port Lavaca housing market; consumer tastes which find Victoria and the rural areas to be a more attractive place to live; the high cost of money in the form of excessive mortgage interest rates; poor soil suitability for private sewer-septic systems in areas immediately around

*Population Growth in Calhoun County, by Golden Crescent Council of Governments, January 1980.

Port Lavaca but outside the city limits; and until recently, the relatively inexpensive cost of gasoline which made daily commuting economically feasible.

Although the above are certainly valid explanations for the dearth of suitable housing in Port Lavaca, another problem may exist. This potential problem involves city ordinance provisions governing the approval of plats and the issuing of building permits. While the forestated is not to suggest that Port Lavaca's building-compliance procedures are faulty, it is mentioned as an area which should be studied by the City to ensure that developers and builders are not being unduly restricted in their attempts to supply private housing. Such an effort would require close cooperation between the City and area builders and developers.

Future Demand for Housing

A projected population of 21,803 has been forecast for the City of Port Lavaca in 1990. It is clear that the City will be faced with some difficult housing policy issues if this magnitude of growth does in fact occur. Not only will the Planning Board be confronted with real decisions on where new housing will go, the City will have to determine how to generate new housing and what kind of housing to encourage. For example, it is very possible that utilization of more apartments and mobile homes may prove to be an attractive solution to short-run housing shortages.

Given in Table 10 is the estimated number of housing units which would be needed to accommodate the expected 1990 population of Port Lavaca. The estimated 7,125 units rests on several assumptions. First, current housing and population estimates (which were used to determine future housing needs) are basically correct. Second, the projected industrial and population growth for the current decade will occur. And third, assuming that enough housing can be produced in Port Lavaca to accommodate the projected population increase, these individuals will choose to reside in Port Lavaca and not, for example, Victoria.

TABLE 15

Future Housing Demand for
Port Lavaca, 1990

1980*		1990			
1 Population	2 Housing Units	3 Population*	4 Housing Units**	5 Numerical Change 4 - 2	6 Percentage Change 5 ÷ 2
10,726	3,502	21,803	7,125	3,623	103.46

*Source: Golden Crescent Council of Governments, Population Growth in Calhoun County (1980).

**Note : Derived by (1) dividing 1980 population estimate by the 1980 housing, estimate; then (2) using the 1990 population estimate and the results of (1) to solve for the number of 1990 housing units (column 4).

PORT LAVACA
COMMUNITY
DEVELOPMENT
PLAN

COMMUNITY SERVICES & FACILITIES

COMMUNITY SERVICES AND FACILITIES

INTRODUCTION

The purpose of this section is to provide an analysis of public service delivery and the condition of public facilities. Based on this information, an assessment of the adequacy of services to meet future needs will be made. The following services are considered:

City Hall Complex

Water Supply System

Sanitary Sewer System

Streets and Bridges

Warehouse/Garage

Police Protection

City Animal Shelter

Fire Protection

Parks and Outdoor Recreation

Readers desiring a detailed inventory of each of the above service facilities should refer to the appendix.

It should be noted that the community services discussed in this section are those provided directly by the City of Port Lavaca. Other services provided to the citizens of the City are provided either under contract with private firms or by Calhoun County with contributions by the City. The following public services are provided under contract: ambulance service and solid waste disposal. The following services are maintained by Calhoun County with partial support from the City of Port Lavaca: library services, public health services, and museum/cultural facilities.

CITY HALL COMPLEX*

The City's administrative and finance offices are located on Fulton Street in one structure and the public works department in another. All other City departments are headquartered elsewhere in the City.

Space Utilization: Based on accepted office space standards, offices are of adequate size for the number of personnel in the city administrative offices (see below). However, these offices do not conform to accepted office design practices in that there is no designated reception area separate from staff work space. Further, the utilization of staff work space for filing of City records and for storage space contributes to severe crowding. Security problems arise from storage of city records in an area of general public access.

Office Space Standards

Private Offices:	Minimum of 100 square feet, maximum of 300 square feet, depending on the requirements of the occupant. Only in cases where the occupant routinely meets with delegations of 10 or more people should the size approach 300 square feet. For the average Government function, the private office should not exceed 200 square feet.
Semi-Private Offices: (2 or more occupants)	Minimum of 150 square feet, maximum of 400 square feet.
Source:	Time-Saver Standards for Building Types, ed. by Joseph DeChiara and John H. Callender, McGraw-Hill, New York, 1973.

*Note: Information on the City Hall Annex is presented in the section on Police Protection.

The inventory reveals that there is inadequate storage space in the city administrative offices. (see appendix) The city finance offices appear to have fewer problems with crowding and office layout; however, storage space is limited.

The Public Works Department is housed in a small building, 693 square feet in size. The Receptionist/Secretary office space is inadequate in size, particularly since the space doubles as reception area. The drafting room is inadequate in size, particularly since a large portion of the space is used for storage files.

Parking/Access: Paved parking is provided for a minimum of 40 vehicles providing good access to all three departments.

Structural Condition/Appearance: The City Hall building presents an attractive appearance; however, structural problems are apparent. Interior water damage has occurred in the area of the hallway of the administrative offices and in the coffee room.

The Public Works building, remodeled in 1968, is in generally sound condition.

Adequacy of Service and Future Growth: Although accepted practices vary, a certain amount of inefficiency does arise in cases where the various departments are not headquartered at a central location.

Growth of the magnitude projected in this report (Refer to Economy and Population) is expected to require expansions of the inspections staff, the public works staff, the billing and the clerical staff of the finance office, and the clerical staff of the administrative offices by the year 1990. Current facilities are inadequate to accommodate these staff expansions.

WATER SUPPLY SYSTEM

The accompanying map, Water Mains, shows the location of key mains of the water distribution system. In 1968, the Guadalupe Blanco River Authority (GBRA) began supplying treated water for the City of Port Lavaca. Prior to the transfer to the GBRA system, the City maintained seven water wells. These wells are still operational and are tied into the distribution system via a 12-inch main for emergency supply.

Space Utilization: The Water Department Headquarters building provides adequate space for current use.

Parking/Access: Adequate parking space is available.

Structural Condition/Appearance: The headquarters building, a metal frame structure, is the City's original warehouse for all departments. Constructed in 1949-50, it is now in a deteriorating condition with deterioration of metal framework and leaking roof.

Two of the five storage tanks utilized by the City to maintain water pressure were constructed prior to 1950. The city-owned water wells at the Westlund Grade Road site are in deteriorating condition. The well sites are poorly maintained and structural problems were observed in the well-housing structures (the mechanical condition of the pumping facilities were not assessed in this study).

Adequacy of Service and Future Growth: In terms of size, the water department headquarters building is expected to be adequate to serve any expansion in water department personnel through 1990. However, the structural condition of the building is such that, at the minimum, rehabilitation of the framework will be required during that period.

The following summary provides an assessment of the current adequacy of critical elements of the water system for Port Lavaca. And, based on an estimated population of 21,803 in 1990, the projected demand or requirements for each of these elements are calculated.*

Water Resources

Description/Design Capacity: Raw water supplies for the Port Lavaca Water Treatment Plant are furnished exclusively from the Guadalupe River. The contract between the Guadalupe-Blanco River Authority and the City of Port Lavaca, dated February 20, 1968 specifies that the quantity of water (maximum) is not to exceed 4,480 acre feet per year which is approximately 4 million gallons per day (mgd). Water supply from the Guadalupe River is authorized under Water Appropriation Permits #1375, #1592, and #1614, supplemented from time to time by stored water from the Canyon Reservoir under water appropriation Permit #1886 when the natural flow of the river is inadequate to supply the needs of the city.

Current Demand or Utilization: Based on data for FY 1979 supplied by GBRA, an annual total of 569.756 million gallons (mg) of water were treated; this amounted to a daily average of 1.561 mgd. Of this total, 465.134 mg or 1.274 mgd were consumed by the City of Port Lavaca. Thus, current permits are adequate for current demand

Projected Demand or Requirements: Based on a projected Port Lavaca population in 1990 of 21,803 and using FY 1979 consumption as a guide, an estimated 945.490 mg or 2.590 mgd will be required for treatment. Thus, current permits are expected to be adequate to assure raw water supplies in 1990.

Raw Water Canal (Calhoun County Canal Division)

The Calhoun County Canal System is owned and operated by the Guadalupe Blanco River Authority. The system transports water from the Guadalupe River to farming and industrial users and to the Port Lavaca Water Treatment Plant on a contract basis. Permits in force, in effect, guarantee the flow of water in adequate supply to meet the City's contracted water demand.

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*Information for this section was provided, in part, by the Guadalupe Blanco River Authority, Fannin Office and Seguin office.

Port Lavaca Water Treatment Plant

Description/Design Capacity: The plant was constructed in 1968 by the GBRA under an agreement in which the City agreed to pay up to 100% of the debt service on bonds issued by GBRA to cover construction expenses. Debt service payments are made on a sliding scale based on average daily consumption. The City also pays operating and maintenance costs established in an annual budget by GBRA and the City. The following summary outlines these expenses:

TABLE 16

Debt Service Payments on Treatment Plant:

Ave. Daily Consumption for month	Port Lavaca pays	GBRA pays
2 mgd	67%	33%
2 - 3 mgd	80%	20%
3 - 4 mgd	90%	10%
4 mgd	100%	-0-

Credits for Sales to Others (Calhoun County Rural Water System):

Credit is based on % of treated water sold to the additional customers. The credit is applied to all costs, both fixed (such as debt service) and variable (such as operations and maintenance).

For example, if the Calhoun County Rural Water System (CCRWS) buys 20% of the water in a month, they pay 20% of the City's 67% of the debt service and 20% of the operating and maintenance costs.

The following describes the key components of the plant:

1. Raw Water Storage Reservoir - taste and odor treatment through the addition of copper sulphate and citric acid. This was originally designed to be partitioned into two parts and to have levees protected by a soil cement covering for erosion protection. Neither of these designs were carried out. With erosion protection, the reservoir has a useful depth of approximately 20 feet. Current useful depth is approximately 4 feet.

2. Internal Pipes and Water Pumps - pipes and pumps are sized at a minimum of 4 mgd. Some pipes are sized up to a maximum of 10 mgd.

3. Sedimentation Basin - removal of particulate matter through addition of flocculent and following particles to settle in a still pond. Plant has one basin at 20,880 cubic feet capacity. Health Department recommends two basins and a basin volume that would allow 6 hrs. detention time. Current size of this basin allows 1.75 hours detention time at 2 mgd production rate.

4. Filtering System - final filtering of water. Filters sized to effectively treat water at production rate of 1 to 2 mgd.

Current Demand or Utilization: Current purchasers of treated water are the City of Port Lavaca and the Calhoun County Rural Water System. As discussed above, these two users purchased a total of 569.756 mg of treated water or a daily average of 1.561 mgd. These are average figures; and it is reported that the plant at times produces at a rate of up to 3 million gallons per day (primarily to compensate for treated water used in the filter cleaning process and to compensate for shut down times at night. Even on accellerated production days, the overall capacity of the plant is adequate to meet demands of current population. However, it must be recognized that individual components are not adequately sized for current peak production days. In effect, other components must compensate or operations procedures must be altered to compensate particularly for the sedimentation basin. Current utilization of the key components is summarized below:

1. Storage Reservoir - Currently used at less than full capacity due to potential erosion of levee when full. Also, lack of partition requires that reservoir be drained every 25-30 days for drying and cleaning. During these times water is treated directly from the canal.

2. Internal Pipes and Conduits - Currently utilized at well below design capacity.

3. Sedimentation Basin - At current capacity, the following are retention times for specified production rates: 3.5 hours @ 1 mgd; 1.75 hours @ 2 mgd; 1.16 hours @ 3 mgd; and 0.87 hours @ 4 mgd. Thus, inadequate retention times are being obtained for efficient operation. The lack of dual basins inhibits adequate preventive maintenance and overhaul of moving parts. Operating procedures which have been implemented to compensate include use of higher than normal amounts of coagulant and coordination with the city to store additional water during shutdowns for cleaning.

4. Filtering System - At current capacity filters require frequent cleaning through a backwash procedure. Filters become dirty more frequently due to high sediment content of water out of sedimentation basin:

Projected Demand or Requirements: As presented above, the projected population for the City of Port Lavaca in 1990 indicates that demand for treated water may approach 945.490 mg annually or 2.590 mgd. Additional demand by the one other user, CCRWS, would increase the total demand for treated water to 1158.689 mg annually or 3.174 mgd. This assumes CCRWS continues to purchase 18% - 20% of the total. In order to obtain this average production rate, it is conceivable that the plant would produce at its maximum design capacity during periods of the year.

Water Supply Pipeline

This 16 inch pipeline is owned and maintained by the City. It transports treated water from a metering point at the treatment plant to the City's distribution system. It is sized to transport up to 4 mgd of water.

Port Lavaca Water Storage

Description/Design Capacity: Refering to the inventory and assuming that existing tanks can be utilized at capacity, the City has a total storage capacity of 2.25 mg.

Current Demand or Utilization: Based on the FY 1979 consumption rates, an estimated 118.8 gallons per person was consumed (based on an estimated population of 10,726). At these rates a current storage capacity of 1.274 mg is required. Thus, current capacity is .974 mg greater than daily requirements. This, of course, assumes the .5 mg tank at 1025 W. Main will be returned to service.

Although current storage capacity is adequate in absolute terms, suburban growth, particularly to the North is reducing the ability to maintain adequate water pressure with existing tanks.

Projected Demand or Requirements: Projected storage requirements are set at 2.59 mg (based on a popualtion of 21,803 in 1990). Thus, an additional capacity of .34 mg would have to be added by 1990. Further, based on growth trends shown in Future Land Use Map, the location of additional storage should be North of the HWY 35 Bypass.

Port Lavaca Water Distribution System

Description/Design Capacity: Information on the Water Mains Map indicate that key mains provide good coverage to existing urban development and mains are available for economical tap-in for expansion of the system.

Projected Requirements: A comparison of existing water service areas and expected future growth patterns (refer to Water Mains Map and Future Land Use Map) reveals areas of potential expansion of the water distribution system.

1. Parallel Half League Road beyond HWY 35 Bypass;
2. Parallel HWY 1090 beyond HWY 35 Bypass; and
3. Service to the area bounded by Half League Road and HWY 1090.

The areas listed are those which may be required to be installed by the city to provide adequate tap-in lines for future urban development.

WASTEWATER SYSTEMS

The City is currently awaiting the results of an Environmental Protection Agency Step I planning study conducted by the City's engineering consultants.

This section is limited to a consideration of personnel, structural condition of facilities, and areas of future demand for sewage collection. Results of the EPA planning study will provide further information on the adequacy of the collection system.

Space Utilization: At current staffing levels, headquarters and laboratory space at the Lynn's Bayou Plant is adequate.

Parking/Access: Parking for crew and visitors at the Lynn's Bayou Plant is inadequate.

Structural Condition/Appearance: Headquarters facilities are in deteriorating condition. The inventory reveals that structural problems were cited at four of the lift stations and subsurface structural problems were cited at four stations.

Treatment equipment at the Lynn's Bayou Plant is generally considered to be in deteriorating condition and at least part of the system is inoperative. Treatment equipment at the Blardone Plant is in sound condition.

Adequacy of Service and Future Growth:

Sanitary Sewer Collection System

Description/Design Capacity: Maps prepared by the City's engineering consultant show existing collectors. The map defines four catchments served by the Lynn's Bayou plant and two served by the Blardone Plant. Wastewater from each of the four catchments served by the Lynn's Bayou plant enters the plant through one of four inlet pipelines. The sizes of the four inlets are:

1. ten-inch line serving a large area of the north and northeast;

2. twelve-inch line serving the Brookhollow and surrounding areas;

3. eighteen-inch line serving areas paralleling HWY 35 to the west and south; and

4. twelve-inch line serving the central city areas.

A ten-inch line and a twelve-inch line serve the two catchments of the Blardone Plant.

Current Demand or Utilization: Current flows generated from each of the catchments are not calculated in this study; moreover, flow capacities of each inflow line have not been obtained. It is assumed that each inflow line is adequately handling existing flows. Further studies are needed to develop these data so that the quantity of additional flow which can adequately be handled by each inflow line will be known.

Projected Demand or Requirements: Referring to the Future Land Use Map, each existing catchment is adjacent to some portion of the expected growth areas. Thus, increased flows can be expected to be generated in each catchment. Further analysis is needed to define the quantities of additional flow which may be expected from the anticipated growth areas. Comparisons with the maximum capacities of inflow lines should help in defining the need for new sewer mains or the realignment of catchments served by the two plants.

Wastewater Treatment (Lynn's Bayou Plant and Blardone Plant)

Description/Design Capacity: The two treatment plants serving Port Lavaca have a total permitted treatment capacity of 1.3 mgd (Blardone capacity = 500,000; Lynn's Bayou capacity = 800,000).

Current Demand or Utilization: Due to inadequacies at the Lynn's Bayou plant, actual treatment capacity is reported to be 1.0 mgd. Based on a current population estimate of 10,726 and a flow of 118.8 gallons per person, a total of 1.274 mgd of effluent is currently generated in the city. Thus, current treatment capacity is inadequate to serve existing requirements.

Projected Demand or Requirements: Based on a projected population in 1990 of 21,803 and a flow of 118.8 gallons per person, a total of 2.590 mgd of effluent is expected.

STREETS AND BRIDGES

Headquarters, equipment storage, and maintenance facilities for this department are located at the City's Warehouse/Garage.

Space Utilization: Refer to City Warehouse/Garage.

Parking/Access: Refer to City Warehouse/Garage.

Structural Condition/Appearance: Refer to Warehouse/Garage.

Adequacy of Service and Future Growth: The accompanying Streets Map defines the location of existing streets, the location of unpaved streets, and the location of streets without curb and gutter. Only streets within the city limits are considered. The following is a summary of the existing conditions of streets*:

Unpaved Street Segments	Length
-Section between El Camino Real & Timberlane Drive	2,600
-Section between U.S. HWY 35 Business & Broadway Street	300
-Randle Street at Garner Street	250
-Wilson Street at railroad crossing	500
-Mary Street at Johnny Drive	200
-Dale Street at Johnny Drive	250
-Abner Street at Johnny Drive	250
-Center Street between Juanita and Lavaca Streets	250
-Cypress Street between Juanita and Lavaca Streets	250
-Section between Trinity and Lavaca Streets	550
-Section between Juanita and Lavaca Streets west of Cemetery	250
-South Street between Benavides and Lavaca Streets	1,500
-Lavaca Street south of Cypress Street	1,000
-Juanita Street south of Cypress Street	1,050
-Benavides Street south of South Street	600
-San Antonio Street south of Cypress Street	1,050
-Mulberry Street between San Antonio and Benavides Streets	200
-Chestnut Street between San Antonio and Benavides Streets	200
-Oleander Drive north of Leon Street	300
-Purple Sage Drive between McPherson and Palms Drives	700
-Vail Drive east of Purple Sage Drive	350
-Total, unpaved	12,600 feet

*No ranking of priorities is implied.

Streets Needing Curb and Gutter	Length
-Section between US HWY 35 and El Camino Real	950
-US HWY 35 Business Route from City Harbor to bay front	8,450
-Parker Street west of US HWY 35 Business	1,400
-Haviland Street	1,050
-Calhoun Street	
-Houston Street between Newlin and Crockett Streets	1,000
-Newlin Street between Farm Road 1090 and Houston Streets	850
-Marjorie Street	250
-Fulton Street	200
-Randle Street between US HWY 35 Business and Wilson and Randle Street between US HWY 35 Business and Garner Streets	1,050
-Garner Street between Commerce and Randle Streets	300
-Oak Drive	1,050
-Davis Avenue	800
-Cheeves Avenue	950
-Dan Avenue	1,100
-Jennings Avenue	1,200
-Farm Road 1090 between Oakglen and Davis Avenues	1,150
-Nueces Street between Tilley and George Streets	600
-Trinity Street between Tilley and George Streets	650
-County Road between Half League Road and Knipling Street	800
-George Street between Warehouse Road and immediately east of Half League Road	2,650
-Schooley Street east of Half League Road	550
-Bonorden Street at Schooley Street	650
-Henry Street at Bonorden Street	350
-Mahan Street at Railroad Street	300
-Railroad Street at San Antonio Street	750
-Nueces Street at Railroad tracks	200
-Trinity Street at Railroad tracks	250
-Juanita Street at Railroad tracks	250
-Johnny Drive	1,900
-Ezzel Street between Main and Oren Street	1,100
-William Street	450
-Leona Street at William Street	100
-Lavaca Street between Austin and Cypress Streets	700
-Chestnut Street between Benavides Street and bay front	1,450
-Mulberry Street east of Guadalupe Street	250
-Cypress Street east of Guadalupe Street	250
-Commerce Street between Cypress and Outer Streets	300
-Farm Road 1090 north of Harbor of Refuge	3,400
-Seadrift Street between Jackson Street and City Limits	1,600
-Total, Curb and Gutter	43,100 feet

The Future Land Use Map provides a basis for the planning of future collector streets.

The City does not have a thoroughfare master plan; however, information in this study including the Land Use Map, the Future Land Use Map, and the Population Section provide a basis for completion of a thoroughfare plan. Future traffic and suburban expansion will mandate a comprehensive transportation study and plan. Such a plan should designate thoroughfare streets including those in the central city which are to be upgraded due to increased traffic flow; it should define the location of new collector streets to serve suburban growth; and it should refine the location of the Urban Highway System in conjunction with the Texas Department of Highways and Public Transportation.

CITY WAREHOUSE/GARAGE

This facility, located at 624 George Street, provides warehouse space for all departments and serves as storage and office space for the Street Department. All city vehicles are services through garage facilities on this site.

Space Utilization: Referring to the inventory, minor problems are found in office layout particularly in the use of one office for storage and secretarial space. There appears to be no serious shortage of warehouse space at this time and increased utilization expected from city growth can be accommodated. However, the office and warehouse space may be suffering from poor layout and efficiency, as well as inadequate security design. Problems center on multiple use of the secretary/receptionist office for storage, placement of the secretary/receptionist in the second office, and unrestricted access of visitors and city staff waiting for service to warehouse/garage space.

Garage space and staffing is considered adequate for current workload. Current garage staff consists of one superintendent, one secretary, one serviceman, and one mechanic. Increased workload expected from city growth in this decade will require an expanded staff and would also require additional garage equipment, e.g., grease racks. Specific estimates of future personnel and equipment requirements will have to be based on more detailed assessments of the operations.

Parking/Access: There are no problems with parking or access.

Structural Condition/Appearance: The two main buildings on this site are in sound condition. However, the garage structure is approaching

20 years of service. Thus, significant repairs and rehabilitation can be expected during the next decade. The wash rack is in deteriorating condition and rehabilitation or replacement is required.

Adequacy of Service and Future Growth: Currently the Warehouse/ Garage facility is adequate to serve demand.

Capital expenses in the 1980s are expected to arise from 1) the need to rehabilitate the aging garage building, 2) the need to install additional equipment and repair facilities to accommodate increased growth, and 3) the need to remodel/redesign the warehouse office space.

POLICE PROTECTION

Current conditions within the Police Department are presented below and in the accompanying inventory in the Appendix. Also shown is information for the City Hall Annex, which is used as the City Council Chamber and the Municipal Court Room.

Space Utilization: Based on accepted office space standards, adequate space is provided for the Police Chief Office and the Dispatcher Room. However, the Dispatcher Room is used for storage of records and supplies.

This building was previously the Coastal Bend Savings Office and office layout does not meet the needs of Police Department functions. Problem areas include a lack of secure entrance for moving persons in custody, a lack of privacy in the investigation room and the use of the Investigations Room for equipment storage. Conflicts arise when confidential interviews are required. Further, the City Hall Annex often doubles as waiting room and lounge area for officers.

Parking/Access: Parking is limited to 2 official spaces for the Police Department; however, completion of a budgeted off-street lot will relieve the parking shortage.

Structural Condition/Appearance: This is a twenty-five year old structure which is judged to be in deteriorating condition. While a detailed structural inspection would be required to assess total extent of deterioration, a visual inspection revealed rotted wood on eaves, exterior and interior cracks in walls, and interior damage from water leaks. Chronic roof problems are reported.

Adequacy of Service and Future Growth: Conditions of the Police Department facilities are currently reducing the efficiency of service delivery. Space requirements of the existing staff are greater than that available in the current facility. And the deteriorating condition of the structure requires immediate attention. It is doubtful that rehabilitation of this structure, which would include redesign of interior space and probable expansion of the facility, would meet the long-term needs of the department.

According to the accompanying inventory in the Appendix, there are a total of 19 personnel in the Police Department, excluding the Animal Warden. Of these personnel, a total of 13 officers are employed. Assuming a current population of 10,726 people for Port Lavaca, the ratio of total police personnel per 1,000 people equals 1.77. The ratio of sworn officers per 1,000 people is somewhat lower -- 1.21. In the years following 1960, the ratio of police officers per 1,000 people has stabilized around 1.7 for all cities in the nation.* Listed below are additional national statistics for cities approximately the size of Port Lavaca.

*Community Development Standards: A Municipal Planning Guide for Land Use and Community Facilities, Association of Student Planners, Texas A & M University, Department of Urban and Regional Planning (1978), p. 38.

TABLE 17
SELECTED UNIFORMED AND NONUNIFORMED POLICE STATISTICS
FOR THE U.S., 1977 and 1979

City Size	Average Police Personnel Per 1,000 Population, 1978	Average Nonuniformed Police Personnel, 1978	Average Sworn/ Uniformed Police Personnel, 1976
10,000-24,999	2.01	6	28

Source: Municipal Yearbook 1977, 1979

Of course, arriving at an adequate police protection standard depends upon many factors such as the local crime rate, population, density, patrol area, etc. Therefore, viewing Port Lavaca in terms of national averages is not so meaningful as is the fact that as the City grows, so will the need for increased police protection. Thus, if the City doubles in population by 1990, the number of sworn officers msut also double in order to maintain the current ratio of 1.21 sworn officers per 1,000 people.

ANIMAL SHELTER

The City of Port Lavaca maintains an Animal Shelter and employs an Animal Warden under the supervision of the Police Chief. The accompanying inventory sheet (see Appendix) reveals that facilities are adequate to meet the City's long-term animal control problems.

FIRE PROTECTION

The Fire Department currently operates out of one central station located at Mahan and Guadalupe Streets.

Space Utilization: Office space and crew quarters within the Fire Station are adequate for current requirements. Poor layout of garage space due to past expansions of existing facilities is the most important space problem.

Parking/Access: Parking is adequate.

Structural Condition/Appearance: Originally constructed in 1948, the structure is in sound condition.

Adequacy of Service and Future Growth: Using a standard of 1.5 miles service radius,* developed areas to the north and east are not adequately served from a central fire station.

Comparisons to expected areas of growth reveal that urban expansion will continue to the north and east, thus increasing the need for fire protection in that area. Future growth is also expected to the southwest.

RECREATION AND PARKS

Recreation and parks activities operate out of the department building located at 220 N. Benavides.

Space Utilization: The converted residential structure provides adequate office space. Remodeling and redesign of the facility to provide efficient and attractive offices and storage space has not been completed.

Parking/Access: Parking and access adequate at both park headquarters and at park sites.

Structural Condition/Appearance: The office structure is in sound condition. The building has not been adequately remodeled and upgraded as an office structure. In Tilley Park and George Adams Park, the need for repair of equipment and facilities is cited (refer to Inventory sheet in Appendix).

Adequacy of Service and Future Growth: Currently, the maintenance staff in the Recreation and Parks Department stands at 4 positions, in addition to the Parks Director. Current staff is not adequate to maintain existing parks within the City.

*Texas State Board of Underwriters.

The summary below provides the current amounts of park land by type of park in Port Lavaca.

TABLE 18
PARK INVENTORY FOR PORT LAVACA, 1979

Neighborhood Parks	Acreage	Acres/1000 population*	Standard**
City Park	9.18		
Adams Park	1.7		
City Hall Park	1.0		
TOTAL	11.88	1.1/1000	2.5/1000
District Parks			
Bay Front Park	15.00		
Fishing Pier	25.911		
Sports Complex	21.		
TOTAL	61.911	5.8/1000	2.5/1000

Based on a comparison with accepted standards, the City is deficient in neighborhood park acreage.

A comparison of current park facilities (City Parks Map) with expected growth patterns reveals that inadequate park facilities will be experienced particularly to the north of the HWY 35 Bypass. The projected population for 1990 will create a demand for approximately 43 additional acres of neighborhood park land.***

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*Based on a current population estimate of 10,726.
**National Recreation and Park Association (NRPA) park standards.
***Based on a projected population of 21,803.

PROPOSED COMMUNITY SERVICES

For the most part, the City is providing adequate services to its residents. However, there is one area which could be improved -- that of emergency services. The following is a discussion oriented toward the improvement of this extremely important service.

Emergency Services

In the section on citizen concerns and comments, residents of Port Lavaca pointed out that emergency room medical care was less than adequate. To that end, it was recommended that the City coordinate its efforts with local hosptial officials in determining what action could be taken to correct this deficiency. A related concern was the inadequacy of ambulance service within the City. In response to that issue, the board recommendation was made to improve the level of ambulance service by 1981. More specifically, the City of Port Lavaca should consider establishing an Emergency Medical Service (EMS) unit.

Under the authority of the Emergency Medical Services Act of 1973, as amended, the federal government makes available project grants for the initial acquisition of equipment and personnel. Funding for future expansion and improvements of the EMS unit is also available. However, day-to-day operational costs must be funded through service fees charged to patients, contributions, and local tax revenues.*

*Southwest Research Institute, Planning and Implementing Community and County Emergency Medical Service Systems, by Stephen W. Seale, Jr. (June, 1974), p. 27.

The EMS unit should be housed with the fire department, so as to consolidate emergency services where possible. If the City feels that it is unable to retain a salaried staff of EMS technicians, it should study the possibility of using volunteers. If, however, the latter approach is used, approximately 30 volunteers would be needed to properly maintain the unit.**

A second emergency service which needs careful considerations is the 911 emergency access number. Presently, residents of the City are required to use different numbers for police, fire, and medical emergency services. This situation is confusing to residents and can be costly in terms of life and property.

Unlike the existing system, the 911 system brings all emergency services under one number, thereby eliminating the confusion and inefficiency of a multiple listing system for police, fire, and medical services.. Installation of the 911 system must be arranged through the area phone companies, and it should be pointed out that the process usually takes approximately 12 - 18 months to complete. Rates for this service depend upon the size of the community and the desired sophistication of the 911 system.

**Golden Crescent Council of Governments, Emergency Medical Services System Plan: Golden Crescent Region, p. 4 A-3.

PROPOSED COMMUNITY FACILITIES

As previous discussions point out, the City is currently deficient in certain functional areas associated with community facilities. The purpose of this section, then, is to recommend some specific courses of action which might be taken to correct these deficiencies. These suggestions consider both current and future demands and pertain to the following categories: City Hall complex (to include police protection) the water-supply system, sanitary-sewer system, streets and bridges (major thoroughfares), fire protection, and parks and outdoor recreation. The attached map reflects the locations of these proposed facilities.

City Hall Complex

The current situation necessitates the construction of a new City Hall complex. Several departments are overcrowded, structural deficiencies are present in existing buildings, and departments are not housed within a single building. This last deficiency fosters inefficiency in operations and courses inconvenience and confusion to citizens requiring City administrative services.

The City-owned block at Benavides and Railroad streets is, for several reasons, an ideal site for a proposed new City Hall complex. First, its location makes it roughly central to most points within the City. Second, the land has already been acquired. Third, the site is of sufficient size to meet current and future staff needs. Moreover, construction of a new facility would allow the existing City Hall Complex at Fulton Street and the City Annex at Mahan Street to be utilized as future storage sites (City Council and the Planning Board would also move their operations from the City Hall Annex to the new building).

Water Supply System

Since present suburban growth to the north of the City is reducing water pressure in that area, the City should seriously consider the construction of an additional water-storage facility, preferably at a site north of the HWY 35 Bypass. The storage facility should be large enough to accomodate the expected 1990 population of 21,803 people -- a population which would require an additional 340,000 gallons (.34 mg) of water. A possible location could be the one indicated on the Proposed Community Facilities Map.

Sanitary Sewer System

Without the details of the ongoing EPA-step I study, it is not possible to assess the full extent of the inadequacies of the present collection system. However, it is understood that the existing treatment system is not sufficiently handling current demands. Therefore, an additional wastewater treatment plant should be constructed.

If the EPA study determines that existing collector lines are of sufficient size, then the new facility should be located in the vicinity of the present system, as indicated on the attached map. However, if the results of the study show that the above is not the case, then a site closer to the northern section of the City should be considered, perhaps one in the general area indicated by the alternative site (see attached map).

Streets and Bridges

A detailed analysis of proposed streets and bridges is, of course, beyond the scope of this study. Such an undertaking will have to await the results of a comprehensive thoroughfare plan. However, what can be shown are extensions of major thoroughfares. As the Proposed Community Facilities Map indicates, such extensions would call for a loop connecting Alcoa Drive and extending around the northside of the City; an extension between this loop and HWY 35; the widening of the street feeding Timberline, Del Mar, LaSalle, and Seascape drives; and the connecting of Farm to Market Road 1090 with Commerce Street.

These extensions would serve several purposes. First, a major highway, to the north of the City would complement and support the private development already occurring there. If the City expects to meet quickly current and future housing needs, it must have access to undeveloped areas. Second, such a highway would provide residents in developing areas with a convenient way of commuting to and from their homes. Third, an outer loop to the north would relieve the congestion generated on Hwy 35 due to increased development in this area. Fourth, an outer loop would provide an identifiable boundary within which growth can occur in an orderly systematic way. Finally, a beltway connecting Alcoa Drive, Commerce Street, and HWY 35 will encourage traffic to flow around, instead of through, the City. This concept will become increasingly important as Port Lavaca's population increases.

Fire Protection

One way in which the adequacy of fire-protection services can be assessed is the areal distance over which fire vehicles must travel to extinguish fires. In developed areas, and generally speaking, the maximum distance over which fire trucks must travel to respond to a call should not exceed 1.5 miles. When applying this standard to existing conditions in Port Lavaca, it becomes apparent that the fire station on Mahan Street is not capable of providing adequate fire-protection services to all areas of the City. This finding is graphically displayed by the solid circular line on the Proposed Community Facilities Map.

If current deficiencies in the fire protection system are to be corrected and if developing areas (see Future Land Use Map) are to be adequately served with fire protection, two additional fire stations need to be constructed. One possible site could be that located in the vicinity of the proposed loop, between Brookhollow Estates and Noble Point. Locating a fire station in this area would ensure that future development to the north could be adequately services by fire vehicles. Similarly, a second station could be established in the southwest corner of the City, near the intersection of HWY 87, State HWY 35, and Alcoa Drive. This station could serve future growth to the south of the City. In both cases, the stations would have easy access to major highways.

Determining the site of a proposed fire station is, of course, much easier than choosing an appropriate size for one. Such a decision requires detailed cost-benefit analysis. It is for this reason that recommending a suitable fire station size will not be given serious consideration here.

However, it can be stated that, on the surface, a three-bay station appears to be a viable alternative. Three bays provide ample space for current use and future expansions. Moreover, this station size considers the use of an Emergency Medical Service (EMS) unit -- an option the City might consider at a later date. The estimated cost of a three-bay station in 1979 was $110,000.*

*Golden Crescent Council of Governments, Community Facilities, Circulation Study, and Environmental Assessment: City of Victoria, Texas.

PARKS AND OUTDOOR RECREATION

Earlier it was stated that the City of Port Lavaca is deficient in neighborhood parks by 15 acres. If this deficiency were to go un-co-rected and if the City were to reach a 1990 population of 21,803 people, the total amount of deficient neighborhood parkland would equal approximately 43 acres. Clearly, the City should begin planning for new park areas before the magnitude of this deficiency becomes too great for the City to correct.

In planning for parks, many factors, above and beyond cost, should be considered. Two major concerns include standards and site location. Standards pertain to the functions, size, and equipment of the park. According to the National Recreation and Park Association (NRPA), a neighborhood park is entended to serve a relatively confined area -- a subdivision or a relatively cohensive neighborhood. The service area should be somewhere around one-quarter to one-half mile, the park should be five to twenty acres in size, and there should be approximately 2.5 acres per 1,000 people. In terms of park equipment, a neighborhood park should include a ball diamond, play area with equipment, and tables for playing cards and picnicking.*

*Community Development Standards: A Municipal Planning Guide for Land Use and Community Facilities, Association of Student Planners, Texas A & M University, Department of Urban and Regional Planning (1978) p. 28.

The second major planning factor is site location. Under site location are such elements as proximity to public schools, equity, and visual amenities. NRPA suggests that neighborhood parks be adjoined, where, possible, to elementary schools.** In this respect, existing playground equipment and open spaces can be better utilized. The element of equity states that areas of the City deficient in parkland should be given priority in the allocation of new park areas. The objective here is to balance the distribution of neighborhood parkland. And, finally, there is the factor of visual amenities. Trees, waterways, and other natural features should be incorporated into parkland to the degree that these features exist in a community.

The Proposed Community Facilities Map indicates three additional neighborhood parks which are needed to correct current deficiencies. Future parks were not considered, since these areas, as stated earlier, can be obtained through manditory dedication when new subdivisions are built. These parks roughly conform to NRPA guidelines; however, it should be noted that despite the general conformity to standards, several isolated neighborhoods are still without local parks. The housing additions off U.S. Highway 87 and Noble Point are two examples. No specific discussion has been directed here toward the amount and type of equipment to be included in the proposed parks. It is hoped, though, that the parks can be supplied with such items as ball diamonds, swings, monkey bars, tables, etc.

**IBID

In regard to site location, the parks were not adjoined to existing elementary schools. Harrison, Jefferson, and Madison elementary schools o not appear to have additional surrounding space for neighborhood parks. Roosevelt and Jackson elementary schools have sufficient surrounding space, but locating parks near these schools would not correct parkland deficiency in outlying neighborhoods. Site considerations were, therefore, based upon equity and visual amenities.

As the City Parks Map indicates, areas to the north and south of the City are without neighborhood parks. These areas were given, as a result, priority in the allocation of new parklands. With respect to visual amenities, the proposed parks were located in areas having the most significant natural features. The forestated was particularly true in the case of the two parks located along the attractively wooded areas of Lynn's Bayou.

Three remaining comments need to be made concerning the proposed parks. First, if the wastewater treatment plant were to be located near the recommended site on Lynn's Bayou, then the purchase of both the park and the additional land for the plant could be coordinated under the same effort. Second, since Sulton Park is so close to the Sports Complex and since the park ahs yet to be developed, it could be sold, and the proceeds could be used to purchase one of the three indicated park areas.

Finally, and most important, even if the City is unable to develop these proposed park areas at the moment, it should seriously consider acquiring the land. Urban expansion to the north and south of the City may encroach upon the few remaining natural areas of the City. Once these areas have been developed, the City may have permanently lost the opportunity to turn them into pleasant, attractive parks.

PORT LAVACA
COMMUNITY
DEVELOPMENT
PLAN

ENVIRONMENTAL INVENTORY

ENVIRONMENTAL INVENTORY

This section of the Community Development Plan for Port Lavaca contains the identification and categorization of the significant or critical environmental elements which are present in and immediately around the city. Such an inventory of environmental elements is necessary for two reasons. First, the natural environment has the capacity to shape urban growth. Therefore, natural "growth shapers" need to be recognized and considered in the pursuit of plans for future urban activity. An example of a possible growth shaper is the existence of flood prone areas. Urban development in flood areas is impeded by the tendency of these regions to flood.

A second reason for the inclusion of an environmental inventory is that all urban development carries with it a price - usually one which somehow alters or impacts the surrounding natural environment. The changes imposed upon the natural environment by forces of urbanization are frequently of a destructive or threatening nature. Hence, if permanent or extensive damage to sensitive ecological elements is to be averted, identification of these components is a necessary prerequisite for urban development. An example of this point is residential encroachment upon irreplaceable wildlife sanctuaries.

For purposes of this study, the following comprise the overall elements which may be termed the environmental inventory:

-Significant Vegetation and Wildlife Habitats

-Surface Water

-Flood Prone Areas

-Slopes

-Soil Suitability

-Open Space/Vacant Land

-Land Development Patterns

SIGNIFICANT VEGETATION AND WILDLIFE HABITAT

Definition:

Sources of information used in this section include Soil Survey of Calhoun County, Texas by U.S. Department of Agriculture Soil Conservation Service (1978); Special Report: Fish and Wildlife Resources Texas Coastal Basins by U.S. Department of Agriculture Soil Conservation Service (1975); "Game Habitat Mapping" by the State of Texas (Oak-Prairie Game Management Survey, Project No. W-92-R-3, June 1, 1965 to May 31, 1966); maps as contained in Resources of Texas Coastal Region: The Coastal Management Program by General Land Office of Texas (1975); maps as contained in Atlas of Texas by the University of Texas at Austin Bureau of Business Research (1973); Port Lavaca and Calhoun County by Port Lavaca Chamber of Commerce and Agriculture (official brochure map, 1978); Environmental Geologic Atlas of the Texas Coastal Zone - Port Lavaca Area by J.H. McGowen, et al. (1976); and finally, actual field survey of Port Lavaca. This section was reviewed by U.S. Department of Agriculture specialists.

Port Lavaca lies in what is termed the Coastal Prairie. Identifiable vegetation within this area consists of agricultural cropland, wooded bottomland, brushland, grassland, and to a limited extent, salty prairie and salt marsh. Each classification has its own unique set of characteristics. As a result, the discussion which follows presents the distinguishing natural features, the vegetation community, and the wildlife community associated with each classification.

Agricultural Cropland

Distinguishing Features: Annual, commercially produced grain crops.

Vegetation Community: Land under cultivation is used primarily for the production of rice and grain sorghum.

Wildlife Community: Grain croplands supply an excellent habitat for waterfowl, especially geese and ducks, small mammals like nutria, cottontail rabbit, raccoons, and assorted species of rodents. Snakes, dove, and quail are also found in these areas.

Wooded Bottomland

Distinguishing Features: Occurs in scattered motts and along drainage systems; characterized by dense coverage of hardwood trees, supplying little open area.

Vegetation Community: Oak and hackberry are the two most common examples in the Port Lavaca area.

Wildlife Community: A wide variety of wild animals exists in woodland areas. Most commonly seen are bobcat, skunk, coyote, gray squirrel, raccoon, opossum, numerous species of small birds, and snakes.

Brushland

Distinguishing Features: Low trees and shrubby vegetation found on level to rolling terrain.

Vegetation Community: Macartney rose, prickly ash, huisache, cactus, and mesquite are frequently seen in brushy areas.

Wildlife Community: Deer, quail, dove, cottontail rabbit, coyote, fox, jackrabbit, rodent, hawk, vulture, and snakes abound in sections designated as brush.

Grassland

Distinguishing Features: Marked by level to rolling terrain which is, for the most part, covered by grasses.

Vegetation Community: Common grasses are little bluestem, brownseed paspalum, longtom paspalum, Texas wintergrass, and buffalograss.

Wildlife Community: Similar to wildlife found in areas classified as brush but with particular emphasis upon small mammals, dove, quail, meadowlark, field sparrow, rodents, armadillo, and snakes.

Salty Prairie

Distinguishing Features: Salty prairie is characterized by nearly level to sloping terrain. The soils are saline and are subject to inundation (occasional coverage) by tides or storm waters. The vegetation community consists of a combination of tall and mid grasses.

Vegetation Community: Gulf cordgrass is the dominant grass found on salty prairies. Bluestem, switchgrass, reed, marshhay cordgrass, seashore saltgrass, and shoregrass are examples of the remaining grasses to be found upon these prairies.

Wildlife Community: Salty prairies contain much of the wildlife found in grassland areas, but additional emphasis is placed upon animals, such as waterfowl, which prefer wetter areas.

Salt Marsh

Distinguishing Features: Basically speaking, a marsh is a low lying, wetland area characterized by the presence of grass coverage, a permanently established high water table, and a perennially wet substrate. Marshes are usually inundated and can be of both salt and

freshwater types. In and around Port Lavaca, marshes are categorized as salt. Moreover, they are typically supported by terrain less than five feet above sea level and are found along, for example, bays, bayous, deltas, and floodplains.

Vegetation Community: Common plants include marshhay cordgrass, seashore saltgrass, shoregrass, smooth cordgrass, bulrush, cattail, and bushy sea-oxeye.

Wildlife Community: A diverse range of mammals, reptiles, and amphibians can be found in marsh areas. Ducks, geese, shore birds, herons, and alligators are common inhabitants. In addition, the critical habitat region around Port Lavaca is a recognized natural breeding area for shrimp, finfish, and blue crab.

Significant Features: (Refer to Vegetation Map)

The most significant visual feature is the extensive amount of cropland in close proximity to urbanized areas. This offers a rather monotonous landscape which is not currently being enhanced. The presence of weeds and undergrowth adjacent to streets and roads presents a general unkempt appearance.

Brushland in isolated locations occurs throughout the city, and it is important to remember the significance of this vegetation community as a potential visual element due to the presence of trees of significant size. Further, brushland often occurs in conjunction with surface water and areas of steep slope. Areas of significant brushland are:

1. Upper reaches of Lynn's Bayou northeast of Six Mile Road. This occurs in conjunction with surface water (trees of significant size are found here).

2. Large area south and west of Lavaca Street and South Street. Portion of this area occurs in conjunction with an intermittant stream.
3. Area bounded by Lavaca Street, Juanita Street, Cypress Street, and South Street. Trees of significant size as well as an intermittant stream are found here.
4. Significant brushland areas are found along Little Chocolate Bayou and its tributaries.

Wooded Bottomland vegetation is very limited in the Port Lavaca area. Significant areas are found only along the urbanized segments of Lynn's Bayou and its tributaries. Wooded areas which occur in conjuction with vacant land are significant, specifically the segment from Newlin Street north to HWY 35 Bypass and from the Davis Avenue area northward to Oak Glen Drive. An isolated Woodland area occurs at the intersection of HWY 35 Bypass and Half League Road.

Significant wetland areas, Salty Prairie and Salt Marsh, are found along the extent of the bay front. The Salt Marsh habitat along the Little Chocolate Bayou extends inland to a point north of HWY 35. The occurrence of a coastal habitat in the upland area is a unique feature which may be threatened by future developments.

SURFACE WATER

Definition:

In the Port Lavaca study area, surface water refers to all bodies of water which can be classified under one of four categories:

Bays - salt waters adjacent to the coastal mainland.

Intermittent Streams and Lakes - those which may not contain water year around.

Lakes and Ponds - natural or manmade bodies of water.

Bayous and Marshlands - slow moving, marshy tributaries and low-lying, grassy wetlands.

Significant Features: (Refer to Surface Water Map)

Two bays are found to exist off the city's shores. The first of these, Lavaca Bay, is situated along the northern and eastern boundaries of Port Lavaca. Included along this stretch of coast are several natural and manmade harbors, among which are the City Harbor, Smith Harbor, and the Harbor of Refuge. Chocolate Bay is the second of the two bays and lies to the south of the city.

The most significant features listed under the heading of Intermittent Streams and lakes are the series of small drainage tributaries. One of these small drainage systems is located between Seadrift Street and Farm to Market Road 1090. These ditches extend toward the Harbor of Refuge. Several minor intermittent streams are, likewise, found along Port Lavaca's two bayous (one stream intersects Little Chocolate Bayou in the area west of Alcoa Street and another one connects with Lynn's Bayou at a point roughly between Newlin and Stanley streets). Finally, a stream crosses Farm to Market Road 1090 flowing toward and connecting with the upper western corner of the Harbor of Refuge.

No major ponds or lakes are found to exist within the city's interior. However, a sizeable pond is visible on the shoreline directly off U.S. Highway 35 near Noble Point. A smaller pond exists in the vicinity of the proposed city park at the end of Main Street.

Two bayous are present in Port Lavaca. Lynn's Bayou runs through

the northern section of the city and empties into the City Harbor. Little Chocolate Bayou is located south of the city and flows into Chocolate Bay. As mentioned in the section on vegetation and wildlife habitats, a significant aspect concerning Little Chocolate Bayou is the identifiable portions of marshland along its banks. This marsh area extends around Chocolate Bay, the Harbor of Refuge, and continues in scattered portions along the coastline adjacent to Lavaca Bay. An important feature of Lynn's Bayou is the clearly distinguishable section of woodland which follows the bayou's course.

FLOOD PRONE AREAS

Definition:

The map depicts areas which lie in the 100-year flood plain. Designating an area as a 100-year flood plain simply means that it is subject to flooding on a scale the magnitude of which occurs, on average, only once in every 100 years. Depiction of the flood prone areas of Port Lavaca was based entirely on information as contained in the Flood Insurance Rate Map: Calhoun County, Texas by the U.S. Department of Housing and Urban Development (1977)*.

Significant Areas: (Refer to Flood Prone Areas Map)

As the map reveals, the entire coastal shoreline of Port Lavaca is included in the 100-year flood plain. However, it is also apparent that most of the residential development along the bay-front section of the city parallels rather than extends into the flood plain sector. This situation is most apparent in the coastal section extending just

*For detailed information concerning flood elevations for specific locations, the HUD Flood Insurance Rate Map should be consulted.

north of the Harbor of Refuge to the City Harbor, where commercial establishments seem to be the primary types of urban development lying in the flood zone. The above pattern changes slightly as one moves into the region lying between the City Harbor and Noble Point. Along Private Road Drive several residential units and mobile homes extend into the flood prone area. The surface area between Private Road Drive and U.S. Highway 35 is largely vacant. Finally, a few residential units are found in the flood prone area around Spyglass Hill and Las Brisas.

A second major extension of the flood prone area includes the surface area parallel to Lynn's Bayou. Since the bayou meanders through the northern section of the city, it becomes apparent that urban development adjacent to Lynn's Bayou is, in some cases, included in the flood prone area.

A third flood prone section is that which includes much of the surface area around the Harbor of Refuge and Farm to Market Road 1090. Although most of this territory is agricultural cropland, a narrow extension runs northwesterly into the urbanized areas bordering U.S. Highway 87 and Main Street.

The final major flood prone area is the geographic configuration which follows the course of Little Chocolate Bayou and the far northwestern tip of Chocolate Bay. Again, most of this area is agricultural cropland and marsh, but the residential areas which lie in the western half of Jackson Street, Vail, McPherson, and Larry drives are also included.

SLOPES

Definition:

The source of information for the mapping of slopes was U.S. Geological Survey Maps.

As used here, slope refers to the amount of vertical topographical drop over a given horizontal distance. This amount appears in percentage terms. Three major classifications of slope apply to Port Lavaca. These categories can be expressed as follows:

-Areas containing a slope of 0% to 2.5%. Surface areas in this category include level topography as well as that which has a vertical decline of 5 feet over a horizontal distance of 200 or more feet.

-Areas containing a slope of 2.6% to 10%. Surface areas under this heading decline 5 feet over horizontal distances which are equal to greater than 50 feet but are less than 200 feet.

-Areas containing a slope of greater than 10%. To qualify under this category, surface areas must decline 5 feet over a given horizontal distance which is less than 50 feet.

Significant Features: (Refer to Slopes Map)

U.S. Geological Survey Maps show that Port Lavaca is, by and large, dominated by nearly level topography, i.e., slopes of 0% to 2.5%. However, surfaces termed steep (slope greater than 10%) can be found along the Lynn and Little Chocolate bayous. This same topographical pattern is present in the area lying between the grassland and marshlands north of Chocolate Bay and West of Noble Point. The

same is true for the Lavaca Bay Shoreline which exhibits a sharp break in topography from the upland down to the bay front. Areas of moderate slope (2.6% to 10%) are found dispersed throughout the above mentioned sections of steep slope.

SOIL SUITABILITY

Definition: (Refer to Soils Map)

The General Soil Map reveals the location of the major Soil Series of the Port Lavaca study area. Soils of the Lake Charles Association and the Dacosta-Midland-Contee Association predominate; and low-lying, saline soils of the Harris Series, Placedo Series, Edna Series, (Francitas Series), Ijam Series, and Mustang Series are found along the Bay Front and stream courses.

Lake Charles Association: This includes the Lake Charles Clay (La), 0 to 1 percent slopes and the Lake Charles Complex (Lc), 3 to 8 percent slopes. These are nearly level to sloping, noncalcareous, somewhat poorly drained, clayey soils of the uplands. These soils by far are the most prevalent. They occur on the upland areas of the coastal prairies and support row crops and native grasses.

Dacosta-Midland-Contee Association: This includes the Dacosta-Contee Complex (Dc), on 0 to 1 percent slopes; the Dacosta-Contee Complex (Dn), on 1 to 3 percent slopes; the Midland Clay Loam (Mb); the Midland Clay Loam, Low (Mc); and the Midland-Dacosta Complex (Md). These are nearly level to gently sloping, calcareous and non-calcareous, somewhat poorly drained and poorly drained loamy soils of the uplands. They support row crops and range land.

TABLE 19

SOIL SUITABILITY BY SOIL TYPE AND URBAN USE

	LAKE CHARLES ASSOCIATION	DACOSTA-MIDLAND-CONTEE ASSOC.	COASTAL LOWLAND SOILS 1/	
			Placedo Clay & Harris Clay	Ijam Clay
Selected Uses:				
Septic Filter Fields	poorly suited-percs slowly, high wetness, high corrosion potential	poorly suited-percs slowly, high wetness, very high corrosion potential	poorly suited-tidal inundation	poorly suited-floods, low permeability
Sanitary Landfill	poorly suited-high wetness, too clayey	poorly suited-high wetness, clayey	poorly suited-tidal inundation	poorly suited-floods
Dwellings	poorly suited-low strength, high shrink-swell, high wetness, high corrosion potential	poorly suited-high shrink-swell, high wetness, very high corrosion potential	poorly suited-tidal inundation	poorly suited-floods, high shrink-swell,hi corrosion poten tial
Commercial Buildings	poorly suited-low strength, high shrink-swell, high wetness, high corrosion potential	poorly suited-high shrink-swell, high wetness, very high corrosion potential	poorly suited-tidal inundation	poorly suited-floods, high shrink-swell,hi corrosion poten tial
Roads and Streets	poorly suited-low strength, high shrink-swell	poorly suited-high shrink-swell, high wetness, low strength	poorly suited-tidal inundation	poorly suited-floods, high shrink-swell, l strength
Camping Areas	poorly suited-too clayey, wetness	moderately suited-high wetness	poorly suited-tidal inundation, low strength	moderately suite floods, clayey
Playgrounds	poorly suited-too clayey, wetness	moderately suited-high wetness	poorly suited-tidal inundation, low strength	moderately suite floods, clayey
Picnic Areas, Paths, Trails	poorly suited-too clayey	moderately suited-high wetness	poorly suited-tidal inundation, low strength	moderately suite floods, clayey

Source: Soil Survey of Calhoun County, Texas, U.S. Department of Agriculture, Soil Conservation Service, January, 1978.

1/ other soils are present in this grouping in insignificant amounts.

Coastal lowland soils: The soil series listed above occur in small quantities. The most predominant are the Placedo Clay (Pc) and the Harris Clay (Hr). These are both coastal lowland soils which are very poorly drained, frequently inundated by tides, and high in salinity.

Detailed descriptions of the physical properties of each soil series are found in the Soil Survey of Calhoun County, Texas published by U.S. Department of Agriculture, Soil Conservation Service, January, 1978.

Significant Features:

The Soil Suitability Chart presents a general summary of the suitability of each soil series for certain uses. This chart is based on information available from the Soil Conservation Service. It has been prepared for this study as a general guide to the limitations and suitability of soils for a wide range of uses. It is important to note that soils within one association may vary greatly in slope, drainage, texture, and other characteristics that affect use and management. More detailed data and information is available from the Soil Conservation Service on specific soils in the area; and detailed site analyses should be obtained before developmental decisions are made.

OPEN SPACE/VACANT LAND

Definition:

The Land Use Map depicts all open space areas outside the City Limits (primarily Agriculture) and vacant parcels within the City Limits.

Significant Features:

Potentially, the most significant open space areas are the unique marshland areas which are found in such close proximity to urbanized areas (refer to Vegetation Map). These areas, which are unsuited for urban development, are important visual and natural amenities of the city. There are two distinct marshland areas:

1. The salty prairie which is based on Ijam Clay soils and is of higher elevation and not affected by normal tidal action. Two distinct areas are found - north of the Harbor of Refuge and parallel to Commerce Street from Cypress Street to Private Road Drive.
2. The salt marsh which is based on Placedo Clay soils and is constantly affected by tidal action. Two distinct areas are found - south of the Harbor of Refuge and north of Private Road Drive to a point beyond the causeway.

Vacant land in the areas is bounded by Lavaca Street, Trinity Street, Cypress Street, and South Street. Refer to Significant Vegetation and Natural Habitats.

Vacant land occurs in conjunction with brushland areas at the intersection of Half League Road.

Vacant land occurs in conjunction with significant woodland areas at intersections of Half League Road and HWY 35 Bypass.

Vacant land occurs in conjunction with Woodland areas and surface water in several areas along Lynn's Bayou. These areas occur in strips parallel to the stream and include:

1. both sides of the stream in the segment parallel to Calhoun Street;
2. certain areas on the segment between the Sewer Plant and HWY 35 Bypass; and
3. the west side of the stream from the Davis Avenue area to Oak Glen Drive.

PORT LAVACA
COMMUNITY
DEVELOPMENT
PLAN

APPENDIX

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120 Fulton Street

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
City Administrative Offices		One City Hall Building housing City Tax Office and City Administrative Personnel. Brick and masonry construction, asphalt and gravel roof. Total square footage = 3,450. Parking serving City Hall and Public Works building. Vehicle capacity = 40	This building was acquired by the City in 1958. It was added on to in 1968. The original structure was estimated to have been built in 1939. The building has an attractive appearance but contains structural problems. The addition apparently is pulling apart resulting in leaks and interior water damage.	The City has acquired a 1 block tract of land at Benavides and Railroad St. which was originally planned to serve as a site for a municipal complex.
	Receptionist/Secretary and City Secretary (2 staff)	1 Office, 20' x 16'. Contains 2 desks and 13 file cabinets along two walls and in center of office. There is no designated reception area.		
	Xerox/Storage Room	1 room 15' x 13'. Contains office equipment, storage shelves and work table. This room is also used for supplemental office space.		
	Restroom	1 room.		
	Coffee Room	1 room, 12' x 8'.		

CITY HALL COMPLEX
Continued

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Administrative Office, continued.	Assistant City Managers Office.	1 office, 9' x 10'. Now serves as Community Development Administrative office. Previously housed Parks Director.		
	City Managers Office	1 office, 15' x 14'. (1 staff)		
	Hallway	42' x 5'. A portion of this hall is used for storage.		
	Storage Rooms	1 room, 7' x 9'. Contains storage shelves and heating unit. 1 room, 5' x 3' contains storage shelves.	All storage space is full and all rooms and offices contain equipment and materials in storage. This contributes to overcrowding.	
City Finance Offices		These offices are housed in the City Hall building.		
	Water Department/Tax Department Customer Service Office. (3 staff)	1 room, 29' x 21'. This is open office space for customer service and clerical functions.	Spacious office.	
	Hallway	4' x 34'. Portion of hall is used for temporary storage.		

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Finance Office, Continued.	Storage Room	15' x 7'. Contains heating equipment and storage.		
	Finance Directors Office (1 staff)	1 office, 12' x 9'.		
	Restroom and Storage	1 room, 10' x 6'. Contains shelf storage.		
	Office, (1 staff)	1 room, 12' x 9'. Clerical staff.		
	Office, (2 staff)	1 room 13' x 16'. Billing staff, 2 desks and 6 file cabinets, office equipment.		
	Computer Room	1 room, 14' x 11', contains two terminals.		
	Storage Room	1 room, 5' x 4'. Shelf storage.		
	Restroom	1 room.		
Public Works Department		1 Building, housing Public Works Director , Inspections Department, and clerk. Wood frame construction. Total square footage = 693.	Originally estimated to have been constructed in 1939. Rehabilitated for office use in 1968.	

CITY HALL COMPLEX
Continued

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Public Works Department	Receptionist/Secretary (1 staff)	1 office, 12' x 11'.		
	Public Works Director (1 staff, vacant)	1 office, 8' x 16'.		
	Inspections Department (2 staff)	1 office, 12' x 21' contains storage space.		
	Drafting Room	1 room, 12' x 11' contains drafting table and map files.		
	Map Room	1 room, 5' x 8' map files.		

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Water Department Headquarters 1025 W. Main Street This department is in charge of maintenance and operation of the water distribution system.	Water Department Superintendent (1) Operator Foreman (1) Serviceperson (1) Meter Reader (1) Equipment Operator (1) Laborer (2)	Site size - 1 acre est. Water Department Warehouse 30' x 60'. Total space = 1800 sq. ft. This building houses office space for superintendent, crew room and storage, warehouse space, and pump station. This is a metal frame structure. Office, 10' x 20', est. Supt. office Office/Crew Quarters, 10' x 20' est. Warehouse space 44' x 19' Also storage space upstairs. Pumphouse, masonry, constructed inside warehouse building. Central pumping station.	This structure was built in 1949-50. It is now adequately serving the space needs of the department. Structural problems are found in the deterioration of metal framework and leaking roof.	This is the City's original warehouse for all departments.
Surface Storage Tank 1025 W. Main Street		Concrete tank, 500,000 gallon capacity.	Constructed 1949	Undergoing repair of roof.
Surface Storage Tank 1025 W. Main Street		Steel Tank, 250,000 gallon capacity.	Constructed 1947	

WATER SUPPLY SYSTEM
Continued

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Surface Storage Tank 624 W. George Street		Steel Tank, 500,000 gallon capacity.	Constructed 1961	
Elevated Storage Tank 624 W. George Street		Steel Tank, 500,000 gallon capacity.	Constructed 1954	
Elevated Storage Tank Austin Street		Steel Tank, 500,000 gallon capacity.	Constructed 1970	
Water Wells #3,#5,#6,#7 Westlund Grade Road at Rodenbaum		This site contains four producing wells which are on standby basis. They do not normally feed city lines. Each well is covered by wood frame structure. There is an 85,000 gal. cap. storage tank; and a pump house 12' x 20' est, wood frame with metal cover.	This site was established prior to 1942. Structures are in poor condition.	
Transfer Station County Road		Control Station This is a water pressure control station which regulates pressure of water received from GBRA incoming line.		

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Port Lavaca Water Treatment Plant. HWY 316/ Magnolia Beach Road.	This facility is staffed and operated by the Guadalupe-Blanco River Authority. Treated water from this facility supplies both the City of Port Lavaca and the Calhoun County Rural Water System.	The critical elements of the Water Supply, Water Treatment, and Water Distribution systems are discussed in the accompanying narrative.	Constructed July, 1970. Refer to accompanying narrative.	
Water Supply Pipeline	This single pipeline travels from a meter outside the Port Lavaca Water Treatment Plant and enters the City's distribution system at the Transfer Station on County Road. The pipeline is owned and maintained by the City.	16 inch, reinforced pipe.	Constructed, 1970. Refer to accompanying narrative.	

Sanitary Sewer System

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Lynns Bayou Plant # 1 107 Houston Street This location serves as headquarters for the Wastewater Department, which is in charge of the collection and treatment of domestic sewage.	Wastewater Superintendent (1) Foreman (1) Lab Technician (1) Backhoe Operator (1) Maintenance Foreman (1) Laborers (3)	Headquarters Building First floor pump room masonry building, 30'x23' Second floor office, laboratory, and storage office and lab is 23'x14' and storage room is 23'x 11'. Parking space is available on the site.	Pump room constructed 1947 Second floor added on in 1961.	
		Treatment equipment at this site: Primary Clarifiers Trickling Filters Internal Clarifiers Final Clarifier Digesters Chlorine Room Parshall Flume	Phase 1 constructed 1947 Phase 2 constructed 1952	Treatment equipment at this facility is generally considered to b in deteriorated condit and of inadequate capacity. Digesters and drying beds are inoperative.
Blardone Plant #2		Pump House and Storage Building. Metal frame, 20' x 40' est. Treatment equipment same as Plant #1.	Constructed 1969-70.	Treatment equipment at this facility is generally considered to b in sound condition; an treatment capacity exceeds average daily inflow.
Lift Station (2ea) located at Fishing Pier Park		underground facility pump size = 1 inch number of pumps=2/station 1979 pump capacity=75 g.p.m. inflow=4 inch; outflow = 2 inch	Constructed by the State in 1979	

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Lift Station located at Swimming Pool Site		underground facility pump size=2 inch number of pumps=1 (1971) pump capacity=150 g.p.m. inflow=6 in.;outflow=4 in.	Constructed in 1971. Pump house in sound condition.	
Lift Station located at Brookhollow Estates.		Above ground facility. Brick pump house pump house=4 in. number of pumps=2 (1973) pump capacity=400 g.p.m. inflow=10 in.;outflow=6 in.	Constructed in 1973. Pump house in sound condition.	
Lift Station located at Village Apartments.		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=2 (1978) pump capacity=250 g.p.m. inflow=10 in.;outflow=6 in.	Constructed in 1978. Pump house may have structural problems.	
Lift Station located at Lynnhaven.		Above ground facility. Brick pump house. pump house=4 in. number of pumps=2(1952) pump capacity=350 g.p.m. inflow=10 in.;outflow=6 in.	Constructed in 1952. Subsurface structural problems.	
Lift Station located at Clegg docks.		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=2 (1960) pump capacity=200 g.p.m. inflow=6 in.;outflow=3 in.	Constructed in 1964 est. Pump house in sound condition.	

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Lift Station located at Shellfish Inn.		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=1 (1960) pump capacity=200 g.p.m. inflow=8 in.;outflow=3 in.	Constructed in 1960. Pump house in deteriorating condition.	
Lift Station located at Harbor.		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=1 (1965) pump capacity=200 g.p.m. inflow=6 in.;outflow=4 in.	Constructed in 1965. Pump house in deteriorating condition.	
Lift Station located at Bay Street.		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=1 (1962) pump capacity=200 g.p.m. inflow=6 in.;outflow=3 in.	Constructed in 1962. Pump house in sound condition.	
Lift Station located at Main St. and Ann St.		Above ground facility. Brick pump house. pump size=4 in. number of pumps=2 (1952) 1 (1980) pump capacity=2 @ 400 g.p.m. 1 @ 700 g.p.m. inflow=12 in.;outflow=8 in.	Constructed in 1952. Pump house in sound condition. Additional pump installed 1980. Subsurface structure is in dangerous condition.	
Lift Station located at Alamo Heights		Above ground facility. Brick pump house. pump size=4 in. number of pumps=2 (1952) 1 (1980) pump capacity=2 @ 350 g.p.m. 1 @ 700 g.p.m. inflow=10 in.;outflow=6 in.	Constructed in 1952. Pump house in sound condition. Additional pump installed 1980. Subsurface structural problems.	

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Lift Station located at Deshazor and Lowry streets		Above ground facility. Brick pump house. pump size=4 in. number of pumps=2 (1952) pump capacity=350 g.p.m. inflow=8 in.;outflow=6 in.	Constructed in 1952. Pump house in sound condition. Subsurface structural problems.	
Lift Station located on Loop 1090.		Above ground facility. Concrete pump house. pump size=4 in. number of pumps=2 (1969) pump capacity=400 g.p.m. inflow=12 in.;outflow=6 in.	Constructed in 1969. Good condition.	
Lift Station (Brooks Station) on Half-League Road.		Above ground facility. pump house. pump size=4 in. number of pumps=2 (1960) pump capacity=350 g.p.m. inflow=10 in.;outflow=6 in.	Constructed in 1960. Pump house in sound condition.	
Lift Station (Velas Station) located on Alcoa Drive		Above ground facility. Concrete pump house. pump size=4 in. number of pumps=2 (1978) pump capacity=400 g.p.m. inflow=12 in.;outflow=6 in.	Constructed in 1960. Pump house in sound condition.	
Lift Station (Hill Terrace Station) located 2600 Leon Drive		Above ground facility. Wood frame pump house. pump size=3 in. number of pumps=2 (1960) pump capacity= 250 g.p.m. inflow=8 in.;outflow=6 in.	Constructed in 1960. Pump house in deteriorating condition.	

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COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Streets and Bridges Department.	Streets Superintendent (1) Foreman (1) Equipment Operator (3) Street Sweeper Operator (1) Laborer (1) Clerk (1)	All facilities used by Street Department personnel are located at the George Street site. Refer to City Warehouse/Garage.		

CITY WAREHOUSE/GARAGE

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
City Warehouse/Garage 624 W. George Street Warehousing, Equipment Storage, and Garage. This site provides office space for Warehouse/Garage personnel and for the Street Dept. Grounds and Warehouse space serve primarily the Water and Street Dept. all city vehicles are serviced through garage facilities on this site.	Warehouse/Garage Superintendent (1) Secretary (1) Serviceman (1) Mechanic (1)	Site size = 3 acres est. Warehouse/Garage building 1 Building, metal frame. 188' x 60'. This building houses office space, warehouse space, and garage. Contains:	Constructed in 1962. Good Condition. No significant design problems.	
		Office (2 ea), 19'x32'. Office space is shared by the Street Department and Warehouse/Garage personnel. Also contains storage space.	May have layout problems in Warehouse office due to multiple uses.	
		Warehouse and Storeroom, 5,000 sq. ft. available est. This serves as space for all depts.		
		Garage, 60'x188' including warehouse space. Four vehicle capacity. Also used as overnight storage of vehicles.	Adequate space for current workload.	

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
City Warehouse/Garage Continued		Warehouse Building, metal frame, 40' x 100'. This building serves as storage space for vehicles and machinery, overnight storage, and emergency equipment storage.	Constructed in Good Condition.	
		Storage Building, wood frame, 10' x 12'. Storage of Chlorine.	Fair condition.	
		Storage Building, wood frame, 10' x 12'. Storage.	Fair condition.	
		Grounds are used for vehicular parking and for equipment and materials storage for both Street Department and Water Department, One elevated water storage tank and one surface storage tank are located on this site. The site contains gas pumps and fuel storage tanks.		
		Wash Rack, shed with pump.	Deteriorated condition.	

POLICE PROTECTION

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Police Department 224 N. Guadalupe St.	Police Chief (1) Sergeant (4) Patrolman (9) Dispatcher (5) Animal Warden (1) The Police Department runs three shifts every 24 hours. There are 3 to 4 officers on duty each shift plus a dispatcher. There is a Police Dept. reserve. The department operates 5 patrol cars.	One Building, brick, 71' x 42' contains: Anterroom, 11'6" X 9'8" Police Chief Office, 12'6" x 11"3" Dispatcher Room, 21'4" X 11", used also for storage and files. Patrol room, 15'9"x19', used by patrolmen and for interviews. Investigation Office, 11'6" x 13'6", used for confidential interviews and for storage. Restrooms, 2 ea. Storage rooms, 2 ea. Holdover Cell 8'x15' Parking, 2 vehicles capacity allocated for Police Department.	Constructed in 1955. Occupied by Police Dept. in 1965. Deteriorating condition. Chronic roof problems are reported. Interior damage from leaks. Cracks in wall both internal and external. Overcrowded conditions.	This building was previously the Coastal Bend Savings Office. Interior rehab. in Chiefs office and Dispatcher Room completed 1 year ago. New parking lot budgeted.
City Hall Annex 224 N. Guadalupe Central meeting room in this building is used as City Council Chambers.		Council Chambers, 22'x26' Often serves as Police waiting room. Off-street parking, 10 vehicle capacity.	Adequate in size.	
Municipal Court 224 N. Guadalupe	Receptionist/Secretary (1 Staff)	One room Serves as receptionist/ secretary area and courtroom	Adequate in size	Municipal Court upgrade in 1967.

CITY ANIMAL SHELTER

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Animal Shelter located at Blardonne Sewer Plant.	Animal Warden (1)	1 Building, Metal Frame Plywood siding, metal roof. 40' x 60' est. Contains 14 pens, office room, storage room.	Constructed 1974. Good condition. Building is on concrete slab providing sanitary facility. There is room for expansion of pens.	

FIRE PROTECTION

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Fire Station 216 E. Mahan St.	Fire Chief (1) Fire Marshall (1) Firemen (9) The Fire Department operates three crews with three men per crew on duty. The Volunteer Force stands at approximately 30 personnel.	Central Fire Station, one building, masonry, two floors, contains: Offices (2 rooms), 26'x33' Fire Chief and Fire Marshall office space, communications, records, and storage. Equipment Stalls (4 stalls) One stall, 4 truck capacity One stall, 1 truck capacity One stall, 1 truck capacity One stall, 1 boat capacity Storage Room, 31'x31' This is the old police building & jail now used by various departments for storage. Storage room, 11'x40' Meeting Room and Living Quarters, 33'x64'	Originally constructed as Fire Station and City Hall in 1948. Building is in generally sound condition. Poor layout of equipment stalls and inadequate storage space contribute to inefficiency.	There have been several additions and expansion of this building. The interior office space was rehabilitated in 1976.

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
Recreation and Parks Dept. 220 N. Benavides.	Director (1) Parks Specialist (1) Laborer (3)	Office building, wood frame, contains five rooms, 1 bathroom, detached garage. 759 sq. ft. of space.	Purchased February 1978. Residential structure, sound condition. Two rooms have been converted for office use; the remainder used for storage.	The building is on a one-city block site which has been purchased by the city.
City Park		Acreage: 9,176 acres Equipment: 1 - swing horse set (8) 1 - set monkey bars 2 - slides 2 - swing sets (4) 2 - seesaws 2 - basketball poles and goals 1 - volleyball area 3 - lights	Needs repairs	
		Facilities: 1 - lighted baseball diamond 2 - lighted restrooms (Men-Women) 1 - covered shelter with table 5 - tables with b-b-q pits 6 - parking lot	Needs repair. One to be removed. Repair needed.	

COMMUNITY FACILITIES - EXISTING CONDITIONS

COMMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
George Adams Park		Acreage: 1.72 acres Equipment: 1 - merry-go-round 1 - set swings (6 swings) 1 - picnic table 2 - slides 2 - basketball poles and goals 1 - baseball backstop 1 - set monkey bars 2 - riding spring horses Facilities: 1 - drinking fountain 1 - restroom (Men-Women) 8 - lights 1 - covered shelter and table	Some equipment in poor condition. Vandalism problem. Closed until summer.	
Fishing Pier Park		Acreage: 25.911 acres Equipment: 1 - table (b-b-q pit) 2 - swing sets (6 swings) 1 - seesay (2) 1 - set monkey bars 6 - lights	Equipment and facilities in good condition.	

)MMUNITY SERVICE OR FACILITY	STAFFING OR FUNCTION	PHYSICAL FACILITIES	CONDITION OF FACILITY	OTHER INFORMATION
		Facilities: 1 - swimming pool 1 - Lions Club Park a) 8-tables b) 2-covered shelter tables (3 tables each) c) 1-covered b-b-q pit 1 - restroom (Men-Women) 10 - covered shelters (1 table, 1 b-b-q-pit each) 1 - boat launching ramp 19 - camping sites (1 table, 1 b-b-q pit each) 1 - historic lighthouse		
ɔorts Complex (under development)		Acreage: 21. acres (approx) Equipment: Facilities:		
ity Hall Park		Acreage: 1.0 acres Equipment: none Facilities: picnic tables		
ılton Park (undeveloped)		Acreage: 2.0 acres (approx) Equipment: none Facilities: none		
ay Front Park		Acreage: 9.0 acres Equipment: none Facilities: none		

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