

**CITY OF VICKSBURG
COMPREHENSIVE PLAN**

MAY 2015

Prepared by

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INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a general and long-range policy guide to decision-making for the City of Vicksburg. The Plan is “comprehensive” in that it includes all of the city’s geographical areas and service functions that sustain or support the city’s physical development. The Plan is “long-range” in that it looks beyond the city’s immediate conditions and issues to the city’s future (20 to 25 years) needs and potential. The Plan is “general” in that recommendations, proposals, and policies are summarized rather than detailed. The Plan often indicates approximate locations rather than exact locations. Many recommendations and proposals are conceptual ideas, intended to spur further discussion and thought. Some of the illustrations and photos are of this nature. A “master plan” is a more detailed development plan for a specific area, based at least in part on the Comprehensive Plan.

Generally, the Comprehensive Plan defines a common vision of Vicksburg’s future, using citizen concerns to shape the plan. Some recommendations address the city’s economic development needs. These include making Vicksburg more desirable as a destination and more attractive, functional, and convenient for visitors.

City officials recognize the importance of planning in making effective decisions concerning the city’s future. This plan is a result of extensive study into existing development patterns as well as population and the economy. This plan should, however, be reviewed and updated periodically (every 5 to 10 years) in order for it to remain current and be effective.

ELEMENTS OF THE PLAN

Section 17-1-1 of the Mississippi Code defines a Comprehensive Plan as follows: “...a statement of policy for the physical development of the entire municipality or county adopted by resolution of the governing body...” The Code goes on to state that a comprehensive plan must include a minimum of four components in order to comply with the statute. These components are long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan. The Vicksburg plan adds a long chapter on the twelve neighborhood districts.

The beginning chapter: Existing Demographics Characteristics and Analysis provides information that is used to develop population, employment, and other projections used in other chapters.

The goals and objectives of a comprehensive plan are made with respect to the future in Chapter Two. Section 17-1-1 of the Mississippi Code requires that the goals and objectives section of the plan address residential, commercial, and industrial development as well as

parcs, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered. This plan also contains Goals and Objectives for Plan Implementation and for Neighborhoods.

The Third Chapter of the comprehensive plan is the Community Facilities Plan. Used as a basis for making capital improvement decisions, the community facilities plan includes: housing, schools, parks, and recreation, public buildings and facilities, utilities and drainage.

Chapter Four addresses the Transportation Plan. This plan classifies all existing and proposed streets, roads and highways and shows them on a Major Thoroughfares Map, if not the Land Use Map. The Transportation Plan covers the same time period that the Land Use Plan covers. Based on traffic predictions, the plan recommends improvements to the major thoroughfares. The plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements.

Chapter Five of the comprehensive plan is the Land Use Plan. This plan designates the anticipated distribution and extent of land uses for residential, commercial, industrial, and other categories of land usage. This chapter of the plan contains projections of land use for the community.

The Sixth Chapter addresses the twelve city neighborhood districts, giving a summary of existing conditions and some proposed improvements.

The final chapter deals with implementation.

The plan is not a legal tool; however, because it forms the basis for the zoning ordinance, the subdivision regulations, and other implementation documents, it does carry some legal weight. The plan should serve as a guide for consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the Capital Improvements Program, and the Capital Improvements Budget. The Land Use Map in the plan is intended to indicate broad categories of land for future development. To be useful for zoning, the land use map attempts to delineate exact boundaries wherever possible.

PREVIOUS CITY PLANS

This plan makes use of previous city plans prepared over the last 20 – 25 years. The neighborhood district concept, which was used in the 1990 and 1996 Comprehensive Plans and in the never adopted 2008 plan, is also used in this plan.

In 1993, the city hired a private firm to develop a Riverfront Development Plan, a Downtown Development Plan, and a Heritage Tourism Plan. These plans presented a number of proposals, some of which have been achieved (e.g. an Army Corps of Engineers Museum and

Interpretative Center and The Institute for Southern Culture). However, there are other recommendations that remain to be accomplished. Those are noted in this new plan.

That same year, a Final Action Plan prepared by The Rivers, Trails, and Conservation Assistance Program of the National Park Service echoed some of the same recommendations of the above plans and added some of its own. Those, too, are found in this new plan.

More recently, the U.S. Army Corps of Engineers issued a Draft Assessment of the Need for River-Related Recreation and Access of the Lower Mississippi River Resource Assessment. This document was also reviewed in the preparation of this Comprehensive Plan.

HOW TO USE THIS PLAN

OVERVIEW

As noted in the Introduction, a comprehensive plan serves as a policy guide for the physical and economic development of the community. It is to be used in making decisions regarding rezoning, variances, special exceptions, and site plan review. It may also be used to aid in locating business, industries, and public facilities.

Community planning does not attempt to replace market forces of supply, demand, and price but to shape and channel market forces by establishing certain rules for development and conservation. A community plan should foster growth policies that enhance the community. For example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases. Planning seeks to reduce these unnecessary costs.

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with each element of the plan. Even though there is generally not an exact match between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when these decisions are based on plans.

The goals and objectives element of the plan gives the governing authority written, consistent policies about how the community should develop. The plan enables the legislative body to make decisions on development matters, using a unified set of general, long range policies. The

plan is supposed to serve as a practical working guide to the governing body in making decisions.

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

USE OF THE PLAN

The proponent or applicant for a zoning change must show that the proposed change is in conformance with the comprehensive plan. The applicant must also show that there is a public need for the kind of change in question, and that the need will be best served by changing the zoning classification of the property in question.

Usually, a rezoning's conformance or nonconformance can be quickly established by looking at the land use plan map. The colored designations of land use categories on the map should follow specific boundaries to be useful as a decision-making guide. Arbitrarily drawn land use boundaries can make it difficult to determine into which map section a particular piece of property falls. If the property falls on or near the boundary between a conforming and a nonconforming land use category on the land use plan, the applicant should make a case that his particular proposal is consistent with the plan to the nearest natural topographical boundary, or to the nearest street or property line. The applicant should also establish conformance with both the map and text, if possible, and it is important that both the plan and the facts showing conformance be placed into the record of the hearing.

NONCONFORMANCE TO THE PLAN AND PLAN AMENDMENTS

If the proposed change does not conform to the plan, the plan must be amended before the requested change in zoning classification can be approved. For all practical purposes, if an applicant submits a plan amendment application to change the designation of a parcel of land, he should also submit a rezoning application. The application should explain exactly why a plan amendment and zoning map amendment are needed. The reason is that the Planning Commission should be informed as to the intent of the plan amendment so that they can make an informed decision. Most proposed plan amendments are in pursuit of rezoning.

All development proposals, as well as proposed rezonings, should not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each individual element of the plan. The goals, objectives, and policies should be checked against the proposal to determine if there is any conflict. The Land Use Plan must be checked to determine if the proposed rezoning is in conformance with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show a high density classification for that site. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

IMPLEMENTATION DEVICES

Once the plan has been prepared, it should be implemented. There are three primary means or devices commonly used to implement comprehensive plans; zoning ordinances, subdivision regulations, and capital improvements programs. Other devices include official maps and specific area development plans such as a downtown plan or neighborhood plans. Comprehensive plans should be reviewed each year to determine if revisions are needed. Plans should be completely revised or rewritten every five to ten years to take advantage of changes that have occurred and to use current information.

Comprehensive plans can and should be used for concurrency plans. This is a concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. Otherwise, what often happens is that when infrastructure is inadequate to support development, the existing facilities are overwhelmed and the cost of bringing the infra-structure up to standard can be difficult and quite expensive. It is better to have adequate infra-structure in place before development takes place. This becomes a matter of timing.

CHAPTER ONE: EXISTING DEMOGRAPHIC CHARACTERISTICS and ANALYSIS

As the City of Vicksburg plans for its future, the first step in this process is to understand past demographics and economic trends. The analysis in this section of the Comprehensive Plan describes how Vicksburg’s population and demographics has changed over the past several decades, and it forecasts population and demographic changes for the next 20 to 30 years. The following information is included in this section:

- Demographic Trends
- Population forecasts
- Age distribution
- Housing characteristics
- Education attainment
- Income levels
- Employment characteristics

POPULATION

Over the past 30 years, population in the City of Vicksburg decreased slightly by -6.2 percent between 1980 and 2010 compared to a -5.5 percent decrease overall in Warren County. On average since 1980, the City has maintained just under half (48.8 percent) of the County’s total population. In recent decades, the City of Vicksburg’s largest period of growth took place between 1990 and 2000. However, this was followed by a -9.7 percent decrease in population between 2000 and 2010.

TABLE 1-1

HISTORIC POPULATION TRENDS OF VICKSBURG AND WARREN COUNTY

Year	City Population	Percent Change	County Population	Percent Change	City’s % of County
1900	14,834	-----	40,912	-----	36.3
1910	20,814	40.3	37,488	-8.4	55.5
1920	18,072	-13.2	33,362	-11.0	54.2
1930	22,943	27.0	35,785	7.3	64.1
1940	24,460	6.6	39,595	10.7	61.8
1950	27,948	14.3	39,616	0.1	70.6
1960	29,143	4.3	42,206	6.5	69.1
1970	25,478	-12.6	44,981	6.6	56.6
1980	25,434	-0.2	51,627	14.8	49.3
1990	20,908	-17.8	47,880	-7.3	43.7
2000	26,407	26.3	49,644	3.7	53.2
2010	23,856	-9.7	48,773	-1.75	48.9

Source: U.S. Census Bureau

TABLE 1-2

VICKSBURG’S POPULATION AS A SHARE OF WARREN COUNTY

Year	City of Vicksburg Population	City’s Percent of County	Unincorporated Population	Warren County Total Population
1970	25,478	56.6	19,503	44,981
1980	25,434	49.3	26,193	51,627
1990	20,908	43.7	26,972	47,880
2000	26,407	53.2	23,237	49,644
2010	23,856	48.9	24,917	48,773

Source: U.S. Census Bureau

Table 1-3 shows that between 2015 and 2040, population for the City of Vicksburg is projected to increase by 20 percent to 28,628 based on population projections. Over the past few decades, the City’s population seems to be hovering in the mid - 20,000 range. The County’s population is projected to increase 16.69 percent by 2040 to 56,915 residents.

TABLE 1-3

POPULATION PROJECTIONS FOR VICKSBURG: 2015-2040

Year	Proportional Population Projections	Warren Co. Population Projections
2015	25,563	50,820
2020	26,592	52,866
2025	26,997	53,672
2030	27,402	54,477
2035	28,015	55,696
2040	28,628	56,915

Source: CMPDD Estimates

Between 2000 and 2010 the City of Vicksburg’s minority population increased slightly. As shown in Table 1-4, the Other Race category and Black or African American Race category both increased while the White Race population decreased.

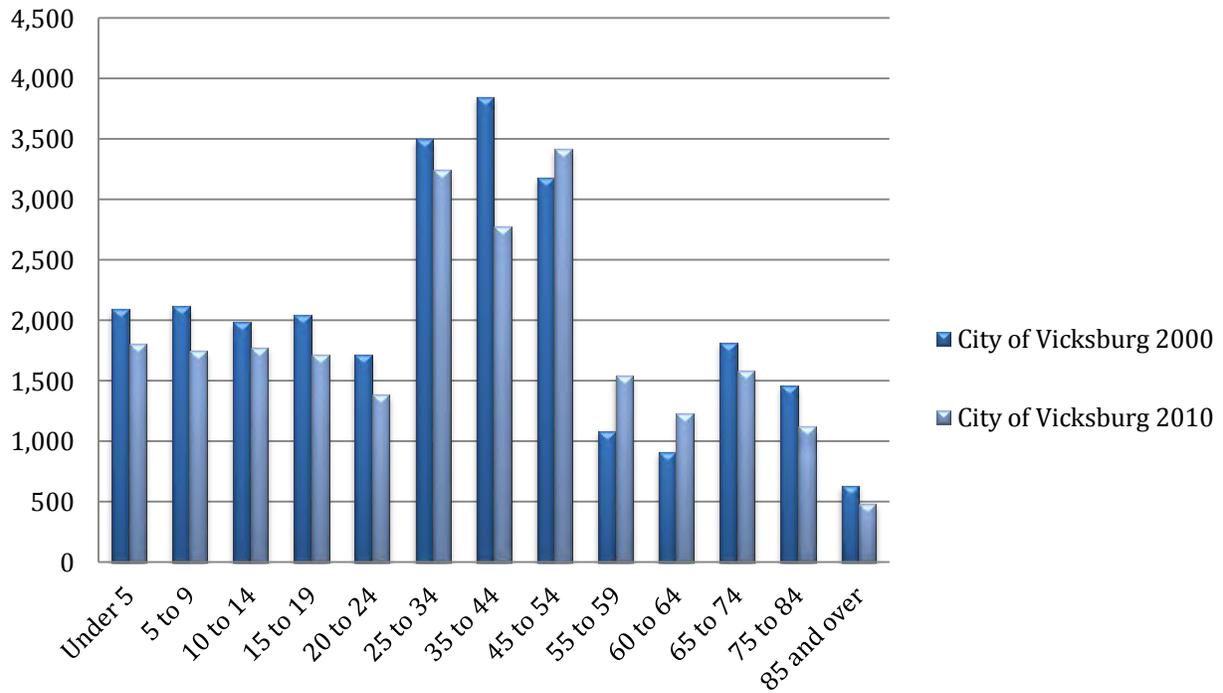
TABLE 1-4
2000 and 2010 VICKSBURG POPULATION BY RACE

Race	2000		2010	
	Population	Percent of Total	Population	Percent of Total
Black	16,043	60.8	15,763	66.1
White	10,071	38.1	7,469	31.3
Other	293	1.1	624	2.6
Total	26,407	100.0	23,856	100.0

Source: U.S. Census Bureau

Table 1-5 illustrates the population change in Vicksburg by age groups. The table shows that the population in the City is aging. Between 2000 and 2010, the 45 to 64 year old age groups increased 19.6 percent from 5,179 residents to 6,195 residents. In comparison, the 20 to 44 year old age groups decreased by -18.3 percent. While overall age groups 19 years and younger decreased by -14.5 percent. In addition to the older population increasing in population and younger age groups decreasing, median age is increasing (35.9).

**TABLE 1-5
2000 AND 2010 POPULATION OF VICKSBURG BY AGE**



**TABLE 1-6
2000 AND 2010 POPULATION OF VICKSBURG BY AGE**

Age	2000 Population	Percent of Total	2010 Population	Percent of Total
Under 5 years	2,097	7.9	1,808	7.6
5 to 9 Years	2,119	8.0	1,749	7.3
10 to 14 years	1,988	7.5	1,779	7.5
15 to 19 years	2,044	7.7	1,718	7.2
20 to 24 years	1,717	6.5	1,388	5.8
25 to 34 years	3,503	13.3	3,245	13.6
35 to 44 years	3,852	14.6	2,777	11.7
45 to 54 years	3,180	12.0	3,416	14.3
55 to 59 years	1,084	4.1	1,544	6.5
60 to 64 years	915	3.5	1,235	5.2
65 to 74 years	1,813	6.9	1,588	6.6
75 to 84 years	1,463	5.5	1,123	4.7
85 years & over	632	2.4	486	2.0
Total Pop.	26,407	x	23,856	x
Median Age	34.3	x	35.9	x
18 years & over	18,911	71.6	17,459	73.2
65 years & over	3,908	14.8	3,197	13.4

Source: U.S. Census Bureau

**TABLE 1-7
2000 AND 2010 VICKSBURG POPULATION BY SEX**

Population	2000	2010
Male	11,969	10,931
Female	14,438	12,925
Total	26,407	23,856

Source: U.S. Census Bureau

Tables 1-8 and 1-9 add comparison population numbers for the Cities of Greenville, Natchez, and Columbus. These Cities were selected because they share many similarities with the City of Vicksburg such as population size, location along the MS River, gaming industry presence, historical significance, and/or a large federal employment base. The Cities of Greenville and Natchez are both “River Cities” located along the MS River on U.S. Highway 61 with gaming industries. The City of Columbus is located in East Mississippi, which is well-known for its historic homes that attract thousands of visitors each year. In addition, the City is home to the Columbus Air Force Base, which employs over 3,000 military and civilian employees. As illustrated in Table 1-8, all four Cities have experienced similar growth patterns with a decade of growth followed by a decade of decline.

**TABLE 1-8
Comparison Historic Population Change**

Location	2010	2000	1990	1980	1970
Vicksburg	23,856	26,407	20,908	25,434	25,478
Columbus	23,640	25,944	23,799	27,383	25,795
Greenville	34,400	41,633	45,226	40,613	39,648
Natchez	15,792	18,464	19,460	22,015	19,704

Source: U.S. Census Bureau

**TABLE 1-9
COMPARISON POPULATIONS**

	Vicksburg	Columbus	Greenville	Natchez
2010 Population	23,856	23,640	34,400	15,792
% Change 2000-2010	-9.66%	-8.88%	-17.37%	-14.47%
Median Age	35.9	36.4	34.5	41.3
<i>2010 percent of population</i>				
18 years & Over	73.2%	77.5%	71.2%	76.3%
65 years & Over	13.4%	15.9%	12.2%	18.1%
<i>Race</i> Black	66.1%	60.0%	78.0%	58.3%
<i>Race</i> White	31.3%	37.4%	20.2%	39.6%
<i>Race</i> Other	2.6%	2.6%	1.8%	2.1%

Source: U.S. Census Bureau

HOUSING CHARACTERISTICS

The quality and occupancy of a community’s housing stock are key indicators of economic growth. Tables 1-10 through 1-13 compare changes in housing indicators from 2000 to 2010, revealing the following trends:

The number of households in the City of Vicksburg decreased -8.75 percent from 2000 to 2010 while the average household and family size did not experience any significant changes. According to the U.S. Census Bureau, there were 11,654 housing units in the City of Vicksburg in 2000 (Table 1-2). However, between 2000 and 2010 the City’s housing stock decreased by 662 units, or -5.68 percent. In 2000, the City of Vicksburg comprised 56 percent of the County’s housing stock, compared with 50 percent in 2010.

**TABLE 1-10
TOTAL HOUSEHOLDS AND PERCENT CHANGE**

Jurisdiction	2000	2010	Percent Change
Vicksburg	10,364	9,457	-8.75
Warren County	18,756	18,941	0.99

Source: U.S. Census Bureau

**TABLE 1-11
AVERAGE HOUSEHOLD SIZE/AVERAGE FAMILY SIZE**

Year	Vicksburg	Warren County
2000	2.49/3.15	2.64/3.22
2010	2.47/3.15	2.55/3.08

Source: U.S. Census Bureau

**TABLE 1-12
TOTAL HOUSING UNITS/OCCUPIED HOUSING UNITS**

Year	Vicksburg	Warren County
2000	11,654/10,364	20,789/18,756
2010	10,992/9,457	21,896/18,941

Source: U.S. Census Bureau

**TABLE 1-13
SELECTED HOUSING STATISTICS**

Jurisdiction	Total Housing Units	Vacant Housing Units	Occupied Housing Units	Percent Occupied	Percent Vacant
2000					
Vicksburg	11,654	1,290	10,364	88.9	11.1
Warren County	20,789	2,033	18,756	90.2	9.8
2010					

Vicksburg	10,992	1,535	9,457	86.0	14.0
Warren County	21,896	2,955	18,941	86.5	13.5

Source: U.S. Census Bureau

Apartment Units

There are 2,914 apartment units in Vicksburg. This amounts to 26.5 percent of the City’s total housing stock, a moderate amount. Overall, the occupancy rate for apartments is 78 percent. Information for four of the apartments was unavailable. The following table shows the apartment complexes, their number of units, the number of occupied units, and the occupancy rate:

**Table 1-14
Apartments in Vicksburg**

Name of Apartment	Number of Units	Number of Units Occupied	Occupancy Rate
Admiral & Imperial Apts.	62	22	35
Aeolian Senior Apts.	60	30	50
Audubon Place	44	42	95
Azalea Trace Apts.	100	76	76
Bienville Apts.	60	58	97
Beechwood Park Apts.	100		
Belmont Gardens (Personal Care Home)	24	19	79
Bradford Ridge Apts.	72	68	94
Campbell Properties:			
Embassy Apts.	20	20	100
1001 Bowmar Street	10	8	80
1319 Mundy Street	7	5	71
316 N. Poplar Street	9	7	77
Cannongate Apts.	80	74	92
Carmel Manor Apts.	30	25	83
Commodore Apts.	100	96	96
Eastover Drive Apts.	24	21	88
Eastview Apts.	72	69	96
1101 First North Street	3	2	67
1103 First North Street	7	3	43
Fredella Village Apts.	28	26	93
Madison Glen Apts.	68		
Magnolia Commons	192	175	91
Magnolia Manor Apts.	80	78	97
Meadowbrook Apts.	14	14	100
Mission Ridge Apts.	24	20	83

Monroe Court Apts.	10	0	0
New Main Apts.	80	78	97
Oakmont Manor	40	40	100
Park Residences	132	125	95
Provincial Gardens Apts.	48	48	100
Parkwood South Apts.	100	99	99
River Oaks Apts.	27	24	89
Shadow Cliff Apts.	40		
Shamrock Apts.	60	55	92
Stonewood Apts.	40	40	100
The Crossings	144	136	94
The Ridge Apts.	120	63	52
The Vicksburg Apts.	56	47	84
Van Guard Apts.	36	35	97
Vicksburg Housing Author.			
Cedars Estate	56	56	100
Elizabeth Circle	150	147	98
Urban Court	50	49	98
Valley Court	34	34	100
Waltersville Estates	100	96	96
Whispering Woods Apts.	152	50	33
Wisconsin Cove Apts.	17	16	94
South Street	40	N/A	N/A
Crawford	20	N/A	N/A
Carr Central apt.	72	N/A	N/A
Totals	2,914	2196	2196

SCHOOL ENROLLMENT AND EDUCATIONAL LEVELS

In 2009-2010, nearly 40 percent of Vicksburg’s population enrolled in school was in Elementary school (grades 1-8). The high school (grades 9-12) population was the next largest with 24.4 percent of the total. The number of residents with high school and college degrees increased between 2000 and 2010 while similar growth occurred in Warren County’s educational attainment.

**Table 1-15
Vicksburg Warren School Enrollment 2009-2014**

School	Number Enrolled in Each School					% Increase/ Decrease 2009-14
	2009-10	2010-11	2011-12	2012-13	2013-14	
Bovina Elem.	328	327	349	354	341	3.96 %

Bowmar Ave.						
Elementary	400	391	354	352	355	-11.25 %
Beechwood						
Elem.	577	618	574	534	474	-17.85 %
Dana Rd. Elem.	640	649	654	635	705	10.16 %
Vicksburg Inter.	663	621	637	538	540	-14.03 %
Redwood Elem.	417	444	429	450	407	-2.40 %
Sherman Ave.						
Elementary	632	627	662	690	655	3.64 %
Warren Central						
Elementary	611	604	579	556	492	-19.48 %
South Park						
Elem.	456	438	411	416	438	-3.95 %
Vicksburg H.S.	1,033	1,020	1,034	1,023	981	-5.03 %
Warren Central						
High School	1,151	1,099	1,122	1,148	1,203	4.52 %
Warren Central						
Jr. High	752	732	731	761	732	-2.66 %
Warrenton						0.73 %
Elementary	411	400	396	395	414	
DIST. TOTALS	8,728	8,593	8,577	8,512	8,311	-4.78 %

Vicksburg Warren School District

TABLE 1-15
VICKSBURG EDUCATIONAL ATTAINMENT: 2000-2010

Grade Level	No. of Persons- 2000	Percent of Total- 2000	No. of Persons- 2010	Percent of Total- 2010
Less Than 9 th Grade	1,636	10.0	924	5.9
9 th to 12 th Grade (no Diploma)	2,680	16.4	2,020	13.0
High School Graduate	4,287	26.2	4,397	28.2
Some College, No Degree	3,637	22.2	3,661	23.5
Associate Degree	993	6.1	1,148	7.4
Bachelor's Degree	1,858	11.4	2,117	13.6
Graduate or Professional				

Degree	1,269	7.8	1,330	8.5
Percent High School Graduate or Higher	x	73.6	x	81.1
Percent Bachelor's Degree or Higher	x	19.1	x	22.1
Population 25 Years and Over	16,360	100.0	15,597	100.0

U.S. Bureau of the Census

**TABLE 1-16
WARREN COUNTY EDUCATIONAL ATTAINMENT 2000-2010**

Grade Level	No. of Persons - 2000	Percent of Total - 2000	No. of Persons - 2010	Percent of Total - 2010
Less Than 9 th Grade	2,627	8.5	1,728	5.4
9 th to 12 th Grade (no diploma)	4,484	14.5	3,707	11.6
High School Graduate	8,206	26.5	8,521	26.7
Some College, No Diploma	7,028	22.7	7,718	24.2
Associate Degree	2,170	7.0	2,415	7.6
Bachelor's Degree	3,982	12.9	4,878	15.3
Graduate or Professional Degree	2,458	7.9	2,904	9.1
Percent High School Graduate or Higher	x	77.0	x	82.9
Percent Bachelor's Degree or Higher	x	20.8	x	24.4
Population 25				

Years and Over	30,955	20.8	x	24.4
U.S. Bureau of the Census				

INCOME LEVELS

Median family income increased 15.49 percent in Vicksburg between 2000 and 2010. In comparison Warren County’s median family income increased 28.11 percent. While Table 1-17 shows that in 2000 Vicksburg’s per capita income was \$1,353 less than that of Warren County. In 2010, this difference had increased to \$3,306.

**TABLE 1-17
MEDIAN FAMILY INCOME (dollars)**

Year	Vicksburg	Percent Change	Warren County	Percent Change
2000	34,380	-----	41,706	-----
2010	39,706	15.49	53,429	28.11

Source: U.S. Bureau of the Census

**TABLE 1-18
PER CAPITA INCOME (dollars)**

Year	Vicksburg	Percent Change	Warren County	Percent Change
2000	16,174	-----	17,527	-----
2010	18,773	16.07	22,079	25.97

Source: U.S. Bureau of the Census

EMPLOYMENT TRENDS

Table I-19 shows the labor force for Vicksburg and Warren County from 2000 to 2010. The total labor force population for Vicksburg decreased -4.89 percent over the 10-year period while Warren County’s labor force increased only slightly (0.97 percent). However, over the same time period the number of unemployed workers in the labor force increased more significantly in the county than the city. Table 1-20 shows the percent share of Vicksburg’s labor force by occupation. The occupations with the largest share of the employed civilian population are service occupations and management, business, science and arts occupations. However, all occupations in Vicksburg except services occupations decreased in employment from 2000. In comparison, Warren County experience similar decreases in employment by occupations. The categories containing the most employees are education services, healthcare and social assistance; arts, entertainment and recreation and accommodation and food services; manufacturing; and retail trade.

**TABLE 1-19
EMPLOYED CIVILIAN POPULATION
(16 years and over)**

Year	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
VICKSBURG				
2000	11,806	10,783	1,023	8.7%
2010	11,229	10,102	1,127	10.05%
WARREN COUNTY				
2000	23,461	21,899	1,562	6.7%
2010	23,688	21,651	2,651	8.6%

Source: U.S. Bureau of the Census

**TABLE 1-20
EMPLOYMENT BY OCCUPATION
(population 16 years and over)**

Occupation	Vicksburg				Warren County			
	2000	2010	Percent Change	Percent of Total	2000	2010	Percent Change	Percent of Total
Management, Business, Science, & Arts Occup.	3,138	2,742	-12.6	27.1	6,908	6,885	0.3	31.8
Service Occupations	2,228	2,728	22.4	27.0	3,735	4,270	14.3	19.7
Sales and Office Occupations	2,428	2,109	-13.1	20.9	5,036	4,836	-4.0	22.3
Natural Resources, Construction & Maintenance Occupation	986	866	-12.2	8.6	2,375	2,197	-7.5	10.1
Production, Transportation & Material Moving Occupations	2,003	1,657	-17.3	16.4	3,845	3,463	-9.9	16.0
Total Civilian Employed Pop.	10,783	10,102	-6.3	100.0	21,899	21,651	-1.1	100.0

Source: U.S. Bureau of the Census

**TABLE 1-21
EMPLOYED CIVILIAN POPULATION BY INDUSTRY**

Industry	VICKSBURG				WARREN COUNTY			
	2000 Employ.	% of Total	2010 Employ.	% of Total	2000 Employ.	% of Total	2010 Employ.	% of Total
Ag., For., Fishing, Hunting & Mining	205	1.9	69	0.7	589	2.7	313	1.4
Construction	702	6.5	705	7.0	1,560	7.1	1,922	8.9
Manufacturing	1,622	15.0	1,181	11.7	3,135	14.3	2,415	11.2
Wholesale Trade	197	1.8	108	1.1	540	2.5	380	1.8
Retail Trade	1,238	11.5	1,359	13.5	2,416	11.0	2,421	11.2
Transportation & Warehousing & Utilities	525	4.9	474	4.7	1,368	6.2	1,383	6.4
Information	123	1.1	125	1.2	287	1.3	356	1.6
Finance, Insurance, Real Est., Rental & Leasing	429	4.0	283	2.8	872	4.0	790	3.6
Professionals, Scientific & Management & Admin. & Waste Mgt.	651	6.0	715	7.1	1,552	7.1	1,863	8.6
Education Services & Health Care & Social Assist.	2,287	21.2	2,099	20.8	4,316	19.7	4,250	19.6
Arts, Entertain. & Rec. & Accom. & Food Serv.	1,653	15.3	1,938	19.2	2,578	11.8	3,121	14.4
Other Services, except Pub. Admin.	308	2.9	386	3.8	758	3.5	1,054	4.9
Public Admin.	843	7.8	660	6.5	1,928	8.8	1,383	6.4
Total Civilian Employment Population	10,783	100.0	10,102	100.0	21,899	100.0	21,651	100.0

Source: U.S. Bureau of the Census

CHAPTER TWO: GOALS AND OBJECTIVES

Perhaps the most important part of the Comprehensive plan is the Goals and Objectives chapter, where the city's future desires are set out. The plan's goals and objectives establish a vision of Vicksburg for the next 20-25 years. The plan is flexible, accommodates unexpected changes, and attempts to define a path for achieving the goals.

The goals and objectives of the Vicksburg Comprehensive Plan and the city's planning process help to provide guidance for rational response to change. Ideally, they reflect consideration of community issues and history blended with community values. Goals make up the conscious statements of a community concerning what it wants to become, and how it will direct its energy toward those ends.

The Vicksburg Comprehensive Plan begins with a set of general goals. These are followed by more specific goals in the following areas: community character, land use, residential, commercial, industrial, transportation, public facilities, and economic development.

Policy statements have been developed for each of the above categories. A policy statement usually consists of two or three policy levels. Policy statements in this plan are divided into three policy levels: goals, objectives, and policies. Definitions for these levels are as follows:

GOAL: The ultimate purpose of an effort stated in a way that is general in nature and not easily measured. Goals are qualitative statements that serve as Vicksburg's vision for its future. Many of the goals are broad in nature, but they also can be more focused on a particular component of the community.

OBJECTIVE: A more specific, measurable goal. Objectives are actions and activities relating to the implementation of the goal. Objectives are a means of measuring the progress toward completing the goal.

POLICY: A specific statement guiding actions and implying clear commitment.

The first two policy levels will be addressed in this chapter. The third policy level will be addressed as individual recommendations in subsequent chapters dealing with the land use plan, the transportation plan, and the public facilities plan.

Comprehensive plans are usually implemented by a zoning ordinance, subdivision regulations, and a capital improvements program, in addition to other techniques. According to state law the plan must be consistent with the implementing regulations. Therefore, the policies in the plan must be reflected in the zoning ordinance, subdivision regulations and capital improvements program. The plan's policies will supersede the zoning and subdivision regulations where there are conflicts between regulations and policies or where the regulations are not clear.

GENERAL GOALS

GOAL: Among other things, this Comprehensive Plan seeks to:

- (a) lessen congestion in the streets;
- (b) secure safety from fire, panic and other dangers;
- (c) provide adequate light and air;
- (d) prevent the overcrowding of land;
- (e) avoid undue concentration of population; and
- (f) facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

GOAL: The purpose and overall goal of the City of Vicksburg is to promote the health, safety, and general welfare of the residents within the city. The plan’s desired outcome is to foster a pattern of growth and development that achieves this goal. It does so by promoting the following guiding principles:

OBJECTIVE: To protect the quality of life of residents within the community and to provide opportunities for the progress of the residents’ quality of life.

OBJECTIVE: To protect the community’s unique natural assets and built assets;

OBJECTIVE: To Make the best possible use of existing and future investments in public services and infrastructure; and

OBJECTIVE: To minimize the cost of government to residents and businesses.

GOAL: To provide for an orderly arrangement of land uses within Vicksburg’s corporate limits.

OBJECTIVE: To encourage proper land use patterns and to enforce zoning laws that ensure harmony of land uses. To provide a mechanism through which development and redevelopment will be in accordance with the City’s Land Use Plan.

OBJECTIVE: To recognize the desirability for separation of land uses into compatible types.

- OBJECTIVE: To grade land uses by type, character, intensity and orientation with particular emphasis on the relationship between adjacent residential and commercial uses.
- OBJECTIVE: To separate incompatible land uses and to provide open space buffering to reduce possible conflicts where different land use classifications adjoin.
- OBJECTIVE: To encourage land use patterns that complement one another.
- OBJECTIVE: To have land use patterns that are most favorable and balance the tax base of each district.
- OBJECTIVE: To provide a mix of land uses that provides for a variety of choices and that addresses appropriate transitions between them.
- OBJECTIVE: To accommodate diverse land uses in a geographic area.
- OBJECTIVE: That considers real estate market forces.

- GOAL:** Through new developments to make the community a healthy, safe and convenient place, and to provide a pleasant and attractive atmosphere for living, shopping, recreation, civic and cultural, and service functions.
- OBJECTIVE: To ensure that future development will be in the best interest of the community and its citizens, the planning process will be used to generally improve the quality of life of the citizens of Vicksburg.

- GOAL:** To guide and direct the development of the foreseeable future into desirable forms and patterns rather than haphazard and inefficient development patterns.
- OBJECTIVE: To prevent the inefficient development of land by using the comprehensive plan and updated zoning ordinance and subdivision regulations to guide future development.

OBJECTIVE: To encourage new development to locate in areas already served by public infrastructure to reduce city servicing costs.

GOAL: To coordinate living areas, working areas, and leisure time areas into a community that creates a unique blend of function, circulation, and image through which balanced development patterns can be reached.

OBJECTIVE: Development of residential, commercial, recreational, and other types will be in such a manner as to complement the overall land use pattern.

RESIDENTIAL GOALS

GOAL: To establish a residential density pattern that will produce desirable concentrations of residences and will not overburden the City's public facilities or cause traffic congestion.

OBJECTIVE: To provide a mix of residential densities in the City to suit different needs and tastes, ranging from patio homes to large lot estates.

OBJECTIVE: To locate higher density residential developments only in areas where the infrastructure and street system will support such development and where such development is compatible with neighboring land uses.

OBJECTIVE: To limit the supply of apartment units to 20 percent of total housing stock in order to maintain a balance of housing types.

OBJECTIVE: To permit apartments above the first floor in the downtown.

COMMERCIAL GOALS

GOAL: To meet the future needs of business and industry by making (through planning and zoning) land available for new commercial and industrial development within the City; and to maintain property values throughout the City by carefully planning the location and design of all commercial and industrial development.

OBJECTIVE: To produce a desirable land use pattern by guiding the location of commercial developments to be in close proximity to their service populations. The design of commercial development will be intended to produce an architecturally pleasing and harmonious business environment that will maintain property values over time.

OBJECTIVE: Vicksburg shall plan/zone commercial areas only along arterial streets that are capable of handling the increased traffic loads generated by commercial uses.

OBJECTIVE: Mixed use districts are encouraged to locate along arterial streets in Vicksburg and in the city's downtown. Large-scale developments contain a mixture of office, retail, and residential uses.

OBJECTIVE: To encourage commercial infill development on vacant infill lots.



Vacant Commercial Lot Downtown



Vacant Lot with Infill Development

- GOAL:** To encourage economic vitality.
- OBJECTIVE:** To serve as a regional employment center.
- OBJECTIVE:** To encourage balanced commercial development along major thoroughfares.
- OBJECTIVE:** To retain and expand existing businesses.
- OBJECTIVE:** To retain and expand educational centers.
- OBJECTIVE:** To encourage thriving retail development.

INDUSTRIAL GOALS

- GOAL:** To meet the future needs of business and industry by making (through planning and zoning) land available for new commercial and industrial development within the city; also to maintain property values throughout the county by carefully planning the location and design of all commercial and industrial development.

OBJECTIVE: The need for expansion of industrial areas will be determined based upon future predictions of industrial activity and available land for industry Land Use Plan.

OBJECTIVE: The riverfront is currently underutilized. One way to meet industrial land needs is to create additional riverfront property for industrial use.

RIVERFRONT, DOWNTOWN, AND HERITAGE TOURISM GOALS

GOAL: To create **unique gateways** to the City of Vicksburg at the city’s four primary entrances. These gateways will welcome visitors to Vicksburg, introduce them to its amenities, and act as major activity hubs.

OBJECTIVE: To create a **Clay Street Gateway** to Vicksburg at Interstate 20 as one of the four primary entrances, this will include such facilities as:

- The Vicksburg National Military Park Entrance and Visitors Center
- Vicksburg Convention and Visitors Bureau
- Staging area for trolley system
- Centralized parking areas and improved circulation for pedestrians and vehicles
- Public restrooms
- Picnic areas.



Entrance to Vicksburg National Military Park and Visitors Center



Vicksburg Convention and Visitors Bureau

OBJECTIVE: To create a **Downtown Gateway** at the city waterfront on the Yazoo River Diversion Canal, which will function as an introduction to Vicksburg's downtown. This gateway should include such facilities and amenities as:

- A historic river town theme for the gateway design
- A recreation of the city's riverfront and restoration of historic buildings
- A dock for commercial and excursion boats
- A separate dock for recreational boaters
- A Retail Warehouse District between Clay and Veto Streets
- Recognition of Catfish Row
- Historic and Conservation Districts
- A Vicksburg Convention & Visitors Bureau informational booth
- A Downtown Riverwalk
- City Parks and Open Space
- Old Court House Museum
- Biedenharn Coca-Cola Museum
- Transportation Museum
- Civil War Commemoration for African-Americans
- African-American Heritage Tour
- Washington Street Shopping Area

- Sprague Exhibit
- Trailhead for trail along river
- Trolley staging area
- Centralized parking areas
- Public Restrooms
- Finish painting murals on seawall panels and paint murals on the river side of the seawall for visitors using the river and diversion canal.



Seawall Murals at Gateway to Riverboat Ramp

OBJECTIVE: To create a **Mississippi River Bridge Gateway** that functions as an introduction to the Mississippi River, the loess bluffs, and their relationship to Vicksburg’s development. Facilities and amenities in this gateway should include:

- Old Mississippi River Bridge, possibly as a pedestrian park
- Mississippi State Welcome Center



Mississippi River Bridge Visitor's Center

- Vicksburg Convention and Visitors Bureau informational booth
- National Park Service River Batteries
- Army Corps of Engineers' Lower Mississippi River Museum and Interpretative Site
- Riverfront Park
- Trailhead for trail along river
- Trolley staging area
- Centralized parking areas
- Public Restrooms.

OBJECTIVE: To create a **North Vicksburg Gateway** where Business 61 intersects with Highway 61 Bypass.

OBJECTIVE: To unify all Vicksburg gateways through the use of consistent design elements and key facilities. Such design elements and facilities should include:

- Each gateway should use similar design standards and materials
- Street, directional and information signs
- Pedestrian access and circulation
- Interpretative signs and markers for cultural, historic, and natural features
- Pavement material type, color, and texture
- Treatment of roadways, curbs, and pathways (i.e. alignment, medians, planting islands)
- Street furniture such as benches, lighting, and trash receptacles
- Landscape planting materials.

GOAL: To establish **scenic boulevards** linking the four proposed gateways with one another and with other important community resources and points of interest. These scenic boulevards will enhance the movement of residents and visitors alike through the community along aesthetically pleasing corridors. The purposes are to provide opportunities to learn more about the community, and to provide for recreational activities. These boulevards would transport people through the community using a combination of streets, trolley lines, bicycle paths and walkways for circulation.

OBJECTIVE: To create a scenic boulevard along Clay Street from the Clay Street Gateway to the Downtown Gateway.

OBJECTIVE: To create a scenic boulevard along Washington Street from the proposed Downtown Gateway to the proposed Mississippi River Bridge Gateway.

OBJECTIVE: To create a scenic boulevard along South Confederate Avenue, Mission 66, and Clay Street from the Mississippi River Bridge Gateway to the National Military Park and the Clay Street Gateway.



Confederate Avenue

OBJECTIVE: To unify the scenic boulevards with consistent design elements, key facilities, and zoning regulations such as:

- Signs, paving materials, street furniture and landscape materials consistent with those used in each gateway.
- Integration of small, neighborhood parks with each boulevard to provide greater opportunities for active and passive recreation.
- Boulevard zoning to retain overall design concept and encourage centralized parking areas, public transportation staging areas, building set-backs, building design standards, rehabilitation of vacant structures and consistent signage.
- Pedestrian crosswalks for safe crossings.
- Bicycle racks at key locations along the boulevards.
- Police patrols and frequent trash collection for safe, clean boulevards.

GOAL: To recognize the Mississippi River as Vicksburg’s greatest asset and to develop a recreation and conservation corridor along the Mississippi and the Yazoo Canal. This corridor will be accessible to the public.

OBJECTIVE: To create a tree-lined corridor winding along the river and canal from the Mississippi River Bridge along the loess bluffs to the downtown dock. This corridor serves the great riverboats and would ensure a memorable experience for all who used it.

OBJECTIVE: To develop a recreation and conservation corridor along the Mississippi River and the Yazoo Diversion Canal that promotes public access and recreation.

OBJECTIVE: To restore native vegetation and create a more natural environment along the frontage of the river and canal, where appropriate.

OBJECTIVE: To promote conditions that support wildlife indigenous to the Mississippi River Valley.

OBJECTIVE: To provide access to the waterfront via connecting trails to facilities within the city. The development of a river walk will unify the various uses along the waterfront.

OBJECTIVE: To protect viewsheds with zoning overlays.

OBJECTIVE: To inform river corridor users about Vicksburg’s waterfront, including the natural characteristics of the river valley, the role of the Army Corps of Engineers, the importance of river industry and commerce, the role Vicksburg played in the Civil War Siege, the lore of Catfish Row, and the River City’s historic downtown.

GOAL: To create a greenway system throughout the community for recreation, transportation, and the protection of environmentally significant resources.

OBJECTIVE: To preserve and enhance the regional landscape character of Vicksburg and create a stronger sense of place.

OBJECTIVE: To provide greenways through the community, enhancing resources conservation and aesthetics, recreation and environmental education.

- OBJECTIVE: To connect Vicksburg residents and visitors with important community resources.
- OBJECTIVE: To protect key areas of the community from inappropriate development.
- OBJECTIVE: To create buffers around significant resources to protect their integrity.
- OBJECTIVE: To protect natural environments and habitats, and to promote management of ecological systems.
- OBJECTIVE: To establish a committee or advisory board to help guide greenway development in the community.
- OBJECTIVE: To implement the plan's Waterfront Concept to provide a conservation and recreation corridor along the Mississippi River and Yazoo Canal from the Interstate 20 bridges to Vicksburg's dock.
- OBJECTIVE: To create the triangular network of scenic transportation boulevards proposed as the plan's Corridor Linkage Concept. These three streets would serve as the primary transportation greenways through the community's greenway system.
- OBJECTIVE: To establish a network of urban green streets that will be part of the community's greenway system.
- OBJECTIVE: To maintain a vegetative buffer around the Vicksburg National Military Park to serve existing development from park visitors.
- OBJECTIVE: To maintain the commemorative landscape character and historic integrity of South Confederate Avenue and the Washington Street river batteries.
- OBJECTIVE: To establish a plan for lands in flood plains that has been purchased by the City of Vicksburg. This includes the development of recreation and resource conservation opportunities. Where feasible, these lands should be connected with Vicksburg's system of greenways.
- OBJECTIVE: To create more city parks, especially in the waterfront area and along key corridors in the community.

OBJECTIVE: To set up a community garden program at a neighborhood level where space could be shared for growing flowers and vegetables.

OBJECTIVE: To maintain the full-time landscape architect position with the city to implement these recommendations.

OBJECTIVE: To support the Vicksburg Beautification Committee and the Mississippi State Forestry program.

GOAL: To preserve, enhance, and promote Vicksburg’s cultural and historic heritage resources for the benefit of the community and visitors to the community. The intent is to celebrate and honor the area’s colorful past and to showcase the area’s present culture.

OBJECTIVE: To gather, preserve, and showcase Vicksburg’s existing cultural resources and historic documents. Make them accessible to the public.

OBJECTIVE: To recognize and promote Vicksburg’s religious heritage. Many of Vicksburg’s churches are of historic, cultural, and architectural importance to the community.

OBJECTIVE: To preserve, restore, rehabilitate, and enhance major historic and cultural landmarks in Vicksburg.

OBJECTIVE: To recognize and promote Vicksburg’s African-American heritage and resources.

OBJECTIVE: To expand the Vicksburg National Military Park Interpretative program to emphasize the contributions of women, minority, and ethnic groups in the Civil War.

OBJECTIVE: To recognize and promote the history and culture of Vicksburg and Warren County.

OBJECTIVE: To find new ways and develop new attractions and facilities for commemorating past events that were significant to Vicksburg’s development.

- A top priority is to develop a Siege of Vicksburg Museum in the downtown area. One of the downtown parking garages could be demolished for this museum.

One feature of this museum could be an exhibit with a replica of the C.S.S. Arkansas, the ironclad that was built in Yazoo City and fought its way through the Union Fleet during the Vicksburg siege. NOTE: The real Arkansas was later set on fire by its crew at Baton Rouge and sunk. A levee now covers its resting place. To dig it up would be problematic. The Levee Board may not permit it, in addition to bureaucratic permission problems with the U.S. Navy, which owns all sunken U.S. warships.

- An African-American Cultural Center.



Proposed Site of Siege of Vicksburg Museum



Proposed Site with Siege of Vicksburg Museum

OBJECTIVE: To assist tourists with limited time, historic resources should be packaged into identifiable clusters and corridors, which can serve as a draw for tourists.

OBJECTIVE: To establish a Vicksburg Heritage Tourism Development Corporation to serve as a funding funnel as well as a provider of professional assistance.

CULTURAL AND AESTHETIC GOALS

GOAL: To preserve and enhance the value of places and objects of historic landmark and cultural importance to the community.

OBJECTIVE: To foster the preservation of Vicksburg’s historic assets and to encourage the recognition of the value of the City’s history to the area economy.

GOAL: To encourage good urban design to improve the appearance of the central business district, the highways, streets, bridges, intersections, and other street

facilities. This will enhance the aesthetic qualities and reflect the beauty and attractiveness of the community.

- OBJECTIVE: To improve the overall visual image of Vicksburg.
- OBJECTIVE: The Public Works Department shall be consulted prior to any major improvements in the City that would significantly change the appearance of the highways, streets, bridges, intersections, and street facilities.
- OBJECTIVE: The landscaping of public and private property and preserving existing trees where feasible will be encouraged.
- OBJECTIVE: The size, number and location of signs shall be regulated to improve the safety and visual quality along streets.
- OBJECTIVE: The Comprehensive Plan and Land Use Regulations shall be used as a basis for determining the approval and implementation of a project. Landscaping may be encouraged by standards that allow reductions in required parking spaces in exchange for landscaping.
- OBJECTIVE: The city shall establish overlay corridor zoning districts that are specifically designed and regulated to improve and enhance the visual appearance of highways leading into the City. Specifically, these corridors are Interstate I-20, U.S. Highways 61 and 80, and state highway 27. Highways are gateways into the city and should be appealing to visitors.
- GOAL:** To promote the restoration of all the existing facades of the buildings in the Historic District to their original status. However, they may be restored to a condition from a subsequent time in the history of the building when it was 'Known' as a particular business.
- OBJECTIVE: Restore buildings in the Historic Downtown Vicksburg District by using photographs of the original building or existing buildings that are similar in age and nature.
- OBJECTIVE: The Vicksburg Historic Preservation Commission shall be consulted prior to any improvements or renovations in the Downtown Historic District that would change the appearance of any building in that district.

OBJECTIVE: The Vicksburg Historic Preservation Commission shall be responsible for reviewing plans for landscaping, parking, fencing, and all aspects of repair and construction impacting the historic structures in the Downtown Historic District. This includes destruction by neglect and removal of structures from the area, the cutting of live trees, all new construction, and signage on properties in the District.

OBJECTIVE: To add more historic attractions such as the Siege of Vicksburg Museum.

GOAL: Redevelopment/Urban Renewal: To eliminate slum and blighted areas (designated in the Urban Renewal Plan).

GOAL: Redevelopment/Urban Renewal: To rehabilitate, preserve, conserve, redevelop, or a combination thereof, slum and blighted area/areas of the city. This is done in the interest of public health, safety, morals and welfare.

GOAL: Redevelopment: To improve the image, appearance, economic development and the quality of life within the city. To develop an attractive “Hometown” that promotes Vicksburg’s character.

OBJECTIVE: To remove substandard structures, residential and nonresidential.

OBJECTIVE: To eliminate overcrowding of land and provide for expansion, development, and upgrading of existing and new business and industry in accordance with the applicable city codes, ordinances, and regulations.

OBJECTIVE: To provide for the re-planning of cleared land in accordance with standards that encourages or assists redevelopment.

OBJECTIVE: To achieve certain changes in land use in accordance with the land use plan and the objectives of the city.

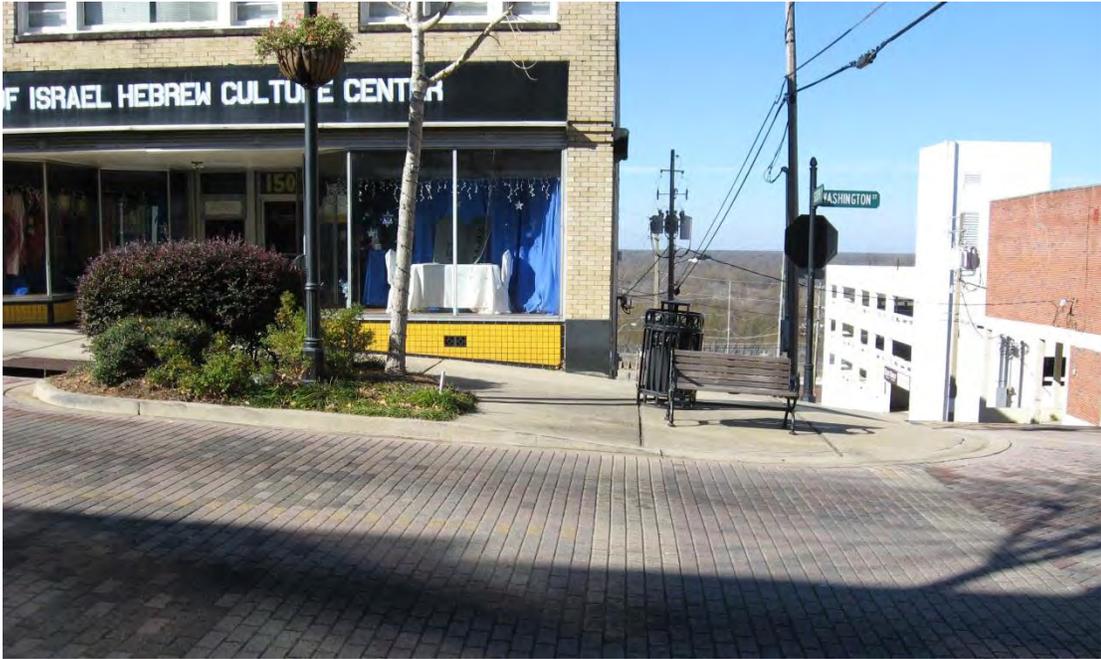
OBJECTIVE: To provide for the retention and improvement of structures that are compatible with the city’s urban renewal plan and are feasible for rehabilitation.

OBJECTIVE: To provide for infrastructure improvements such as streets, drainage and other services in the Urban Renewal Area.

- OBJECTIVE: To provide maximum opportunity for development by private enterprise.
- OBJECTIVE: To provide an attractive, quality entrance to the central business of the city.
- OBJECTIVE: To develop and promote public and private open space.
- OBJECTIVE: To encourage and facilitate attractive and distinctive neighborhoods following unified themes.
- OBJECTIVE: To maintain creeks and tributaries of a high environmental quality.
- OBJECTIVE: To encourage homes and buildings to comply with City standards and codes.
- OBJECTIVE: To maintain a system of public spaces through City Streets, sidewalks, trails, and parks.
- OBJECTIVE: To encourage and facilitate attractive residential screening, buffering, and entries.
- OBJECTIVE: To enhance neighborhoods through the use of schools, learning centers, improved streetscapes and park sites.
- OBJECTIVE: To use an Urban Renewal Plan as a guide for redeveloping areas.
- GOAL:** To encourage attractive urban design elements (Gateways, Corridor Treatments, Edges, Viewsheds, and Architectural Features)
- OBJECTIVE: Vicksburg’s natural features-including slopes, woodlands, and floodplains- serving as gateways into the community.
- OBJECTIVE: A hierarchy of gateway types that enhance various development types, neighborhoods, crossings, and points of interest.
- OBJECTIVE: To preserve important local vistas as significant viewsheds that capture the image of Vicksburg with a viewshed ordinance.
- OBJECTIVE: To enhance thoroughfare landscaping and lighting throughout the districts.

OBJECTIVE: To provide a more walkable community through the use of inter-connecting pedestrian systems.

OBJECTIVE: To develop architectural design standards for compatible and consistent building design.



Viewshed at Washington and South Streets with Overhead Power Lines



Viewshed at Washington and South Streets without Overhead Power Lines

TRANSPORTATION GOALS

GOAL: To provide transportation infrastructure throughout the city, including highways, arterial streets and Interstate interchanges, for the safe and efficient movement of traffic.

OBJECTIVE: To design a comprehensive circulation system to serve the community and to integrate transportation facilities and land use.

OBJECTIVE: To provide better city-wide traffic circulation by improving existing roadways or constructing new north-south and east-west transportation routes.

OBJECTIVE: To encourage development and redevelopment that will help to upgrade the existing street system. The purpose is to provide for the proper design and construction of new streets in accordance with the City's Major Thoroughfares Plan.

OBJECTIVE: To reduce traffic congestion on existing streets between homes and places of shopping and employment and to discourage through traffic in residential areas.

OBJECTIVE: To reduce the impact of railroad, highway, and arterial road noise on residential properties by recommending that new residential uses be developed further from these elements of the area's transportation system.

OBJECTIVE: To provide a roadway system capable of accommodating the accessibility needs of development in the planning area.

OBJECTIVE: New commercial and industrial development shall be clustered off arterial streets to lessen traffic congestion.

OBJECTIVE: Schools and multi-family complexes will be located with direct access to lessen traffic congestion.

OBJECTIVE: New single-and two-family housing will not have direct access onto arterial streets, and access onto collector streets is discouraged because:

- 1) as the number of curb cuts increases along a collector or arterial, the potential of accidents and traffic congestion also increases; and
- 2) Increased traffic volumes and speeds encountered on arterials and collectors make these sites undesirable as residential sites.

OBJECTIVE: To require minimum lot size for a new commercial development so that lot sizes do not encourage numerous curb cuts. Otherwise require service drives for access.

OBJECTIVE: If it has become necessary to locate houses along arterial and collector streets, then the front yard setback will also be increased. In order to prevent vehicles from backing out onto major streets, an increase in lot frontage may be required to provide additional space.

OBJECTIVE: Parking is prohibited that allows vehicles to back out onto major streets in commercial and industrial districts.

GOAL: The transportation system should be modified as necessary to improve the flow of traffic.

OBJECTIVE: To open new streets, to improve existing streets and to redesign intersection in order to improve traffic circulation and street conditions.

OBJECTIVE: To improve vehicular accessibility and circulation.

OBJECTIVE: To determine the right-of-way of new roads before any development begins. This could be done by beginning a continuous program of buying the right-of-way for proposed streets and for streets to be widened.

OBJECTIVE: To build on and improve existing roadway resources and to add significant new roads to accommodate expected future development.

OBJECTIVE: To match new developments with the most appropriate street classification.

GOAL: To incorporate alternate transportation elements into developments and transportation plans initiated by private developers and Vicksburg.

OBJECTIVE: To plan transportation corridors with elements that facilitate pedestrian circulation through green belts containing bicycle lanes, and walking trails that connect to adjacent residential/commercial areas.”

OBJECTIVE: To acquire adequate rights-of-way for roadside planting to make streets and highways attractive and safe.

OBJECTIVE: To reduce the negative environmental impact of roadways in the area and to improve the community image by improving the landscaping along roadways.

OBJECTIVE: To designate Vicksburg as a bicycle-friendly community.

GOAL: To develop and maintain a managed traffic flow and thoroughfare system that have/has the following:

OBJECTIVE: Chosen levels of service for public thoroughfare systems.

OBJECTIVE: Efficient and desirable connections/movements/signalization.

OBJECTIVE: A thoroughfare network system connecting to adjacent districts.

OBJECTIVE: Enhanced thoroughfare landscaping.

OBJECTIVE: Markers or identifiers that enhance and define the district theme especially when transitioning from one district to another.

PUBLIC FACILITIES

Fire Department:

GOAL: To provide adequate fire protection for areas inside the municipality.

OBJECTIVE: To provide adequately staffed and equipped fire stations to cover the service areas.

OBJECTIVE: To provide professional, courteous, and timely fire and EMS services.

GOAL: To expand the Department’s fire-fighting infrastructure.

OBJECTIVE: To make the city’s GIS system available at each station and in every rolling unit that the Fire Department employs. Each GIS system should have the capability to view all elements of the “Fire Protection Contingency Plan.”

OBJECTIVE: To locate and upgrade incompatible or inefficient water lines and fire hydrants citywide.

OBJECTIVE: To coordinate with county volunteer fire departments to develop a single standard for fire hydrants.

GOAL: To continue to maintain existing facilities while determining the need for future facilities.

OBJECTIVE: To expand the capabilities of the Fire Training Center by including funding for a drafting pit and a driver training course.

OBJECTIVE: To Coordinate with the Mississippi Ratings Bureau to identify future fire station locations to meet the city’s population growth. This includes implementing a conceptual master plan for future sites.

OBJECTIVE: To ensure all equipment is modernized for efficiency.

OBJECTIVE: To update all current facilities with the City’s GIS system and install GPS tracking in all rolling units that the Fire Department has in operation.

GOAL: To provide for an adequate water supply and water pressure for all residential, commercial, industrial and other development in Vicksburg.

Parks and Recreation:

GOAL: To encourage and develop leisure and recreational opportunities.

OBJECTIVE: To develop and maintain strategically appropriate parks and open spaces throughout the city.

OBJECTIVE: To development and maintain recreational programs for citizens of all ages.

OBJECTIVE: To develop and maintain playing and practice fields for active/team recreation.

OBJECTIVE: To develop and maintain passive recreation opportunities.

GOAL: To maintain and improve city parks and recreational facilities for the citizens of Vicksburg.

OBJECTIVE: To meet the recreational needs of the city as identified in the Parks and Recreation section of the Public Facilities Plan of this document.

OBJECTIVE: The City should continue to seek private, state, and federal funding to provide new recreational facilities and programs.

GOAL: To develop and implement a master plan for preservation of natural and cultural sites within the City.

OBJECTIVE: To locate other potential culturally sensitive areas within the city (other than the Vicksburg National Military Park) and to develop policies for their protection.

OBJECTIVE: To investigate the possibility of adding lakes in drainage areas in order to preserve natural resources and create recreation opportunities.

GOAL: To develop and implement a park, green belt, and recreation master plan with pedestrian, and bicycle throughout the City of Vicksburg.

OBJECTIVE: To establish pedestrian and bicycle way connections within neighborhoods, open spaces, parks, and school areas.

OBJECTIVE: To establish walking trails in designated floodplain corridors by obtaining access and easements to flood plain open space and public utility corridors. Use of these corridors will provide linear open space and recreational opportunities without major structural development.

OBJECTIVE: Require developers to install sidewalks and bike trails within residential developments and provide connections to commercialized areas where feasible.

GOAL: To encourage conservation of native habitat, wildlife, stream corridors, and wooded areas so as to enrich the quality of life for the community.

OBJECTIVE: To seek the donation of land for parks and open space.

OBJECTIVE: To administer development and construction guidelines that result in minimal destruction of native and wildlife habitat and creek corridors.

OBJECTIVE: To require landowners/developers to follow the floodplain guidelines set forth by the Mississippi Emergency Management Agency (MEMA) and the City's Floodplain Ordinance.

Police Department:

GOAL: To work to upgrade, expand, and improve the Police Department's facilities.

OBJECTIVE: To provide professional, courteous, and timely, police services.

OBJECTIVE: To expand existing facilities (at the central precinct) to provide additional.

OBJECTIVE: To expand the existing parking lot into a parking garage in order to accommodate storage of police cruisers, employee vehicles, and citizens appearing for court.

GOAL: To continue cooperation with the Warren County Sheriff's Department and Warren County Board of Supervisors to coordinate protection services.

OBJECTIVE: To work together with the County to build a new, modern detention facility, capable of housing a significantly larger prison population than the jail facility.

OBJECTIVE: The City and County should consider the potential for sharing police training facilities.

GOAL: To continue to provide training and coordination with other law enforcement agencies.

OBJECTIVE: To utilize all funding sources to provide for and train officers and staff on the most current technologies and protection strategies.

OBJECTIVE: To maximize the potential for Homeland Security grants for first responders.

OBJECTIVE: To cooperate with Warren County first responders including local and federal officials in the event of a natural disaster or terrorist attack.

PUBLIC WORKS DEPARTMENT:

Wastewater Management:

GOAL: To continue the city's maintenance program with any necessary upgrades to insure proper operation of the Sanitary Sewer System.

OBJECTIVE: To continue to provide adequate funding to the Sanitary Sewer Department so that personnel and facilities can continue to function and service the community's needs.

GOAL: To review the city's sewer ordinance and other codes to ensure that open dumping of raw sewage is strictly prohibited and that septic tanks are operating properly.

OBJECTIVE: To strengthen the Sewer Ordinance and implement strong enforcement policies and make sure violations are dealt with and corrected.

GOAL: To be proactive, along with county officials, for those areas of the County that may be annexed in the future, and currently do not have adequate sewer collection.

ENVIRONMENTAL GOALS

GOAL: To recognize and consider environmental constraints in the establishment of land use patterns and to promote the preservation of sensitive natural areas, especially areas prone to flooding.

OBJECTIVE: To manage flood plain development by monitoring areas subject to flooding according to the Flood Plain Management Ordinance. Development will be limited and guided according to Flood Plain Management Plan and the Comprehensive Plan.

OBJECTIVE: To handle storm water runoff from new development so as to lessen its adverse impact on nearby properties.

GOAL: To recognize and consider constraints of extreme soil characteristics.

OBJECTIVE: To decrease the rate and amount of soil erosion in the county.

GOAL: To promote the control and regulation of the adverse effects of development such as noise, light, odor, etc. within the city.

GOAL: To recognize the value and importance of the natural environment in creating Vicksburg’s small city atmosphere by identifying and protecting natural features in proposed developments and transportation plans.

OBJECTIVE: To preserve and incorporate desirable natural elements, such as trees, green belts, water courses, and unique topography, into developments.

IMPLEMENTATION GOALS

GOAL: To consider adoption and use of a Capital Improvements Program. This program is a means of financing the long-range public facility needs identified in the Public Facility Plan.

OBJECTIVE: To base the Capital Improvements Program in part upon the Public Facilities Plan element of this Comprehensive Plan in accordance with Section 17-1-1 of the Mississippi Code.

GOAL: To guide growth and development through the use of comprehensive planning, zoning, subdivision regulations, and building codes that deliver an efficient and predictable development process.

OBJECTIVE: To use the adopted Land Use Plan as a guide for development of the city.

OBJECTIVE: To separate land uses by type, character, intensity and orientation with particular emphasis on the relationship between adjacent residential and commercial uses.

OBJECTIVE: To separate incompatible land uses by providing open space “buffering” to reduce possible conflicts where different land use classifications adjoin (in zoning ordinance).

OBJECTIVE: To preserve the desirable characteristics of existing development within the city’s corporate limits and the environmental and historical resources located within it.

OBJECTIVE: To lessen congestion in the streets, to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentrations of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

GOAL: To maintain a continuous program of public communication in order to keep the planning goals constantly before the eyes of every citizen.

OBJECTIVE: To increase the public awareness of planning goals by reminding citizens of programs that have already been activated and those that have been proposed.

NEIGHBORHOOD GOALS

GOAL: To re-introduce the Traditional Neighborhood Development Pattern to Vicksburg.

OBJECTIVE: To develop compact, defined urban neighborhoods composed of a compatible mix of uses and housing types.

OBJECTIVE: To develop a network of connected streets with sidewalks and trees.

OBJECTIVE: To focus on the pedestrian over the automobile.

OBJECTIVE: To integrate parks and public spaces into each neighborhood.

OBJECTIVE: To place important civic buildings on key sites to create landmarks and a strong sense of place.

OBJECTIVE: To develop design standards for appropriate areas of the city and incorporate them into the zoning ordinance.

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

OBJECTIVE: Continue to demolish dilapidated properties that are creating a blighting influence on neighborhoods.

OBJECTIVE: Make zoning decisions consistent with the adopted comprehensive plan.

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

GOAL: To preserve and protect established residential areas.

OBJECTIVE: To enforce property maintenance codes and give neighborhood association the tools—information, training and public support—to encourage residents to respect their neighborhoods by maintaining clean, attractive properties.

OBJECTIVE: Address problems with illegal dumping and littering.

OBJECTIVE: Preserve neighborhood features such as unique older homes, architecture and large healthy trees.

OBJECTIVE: Establish historic/conservation overlay zoning where needed.

OBJECTIVE: Work with owners of dilapidated historic properties to restore and rehabilitate properties instead of allowing them to be demolished through neglect or public action.

GOAL: To encourage revitalized older neighborhood commercial and mixed use areas.

OBJECTIVE: Cultivate local, independent neighborhood businesses in older commercial and mixed use areas.

GOAL: To manage demand for infill and density increases.

OBJECTIVE: Only permit infill that is in character with surroundings.

OBJECTIVE: Encourage the development of high-quality infill housing to replace houses that have been demolished.

OBJECTIVE: Prevent changes in single-neighborhood character that increase density.

GOAL: To enhance pedestrian circulation.

OBJECTIVE: Calm speeding traffic where needed.

OBJECTIVE: Make unsafe intersections safe for pedestrians.

OBJECTIVE: Reduce on-street parking problems.

OBJECTIVE: Make public improvements in neighborhoods—sidewalks, crosswalks, curbs and gutters, street resurfacing—to encourage investments in private properties.

GOAL: To encourage pedestrian—oriented mixed-use developments.

OBJECTIVE: Develop and maintain pedestrian-friendly, walkable neighborhoods.

OBJECTIVE: Increase alternate transportation modes e.g. bike lanes and better sidewalks.

GOAL: To promote more active lifestyles (neighborhood-wide).

OBJECTIVE: Develop and maintain parks in each neighborhood.

OBJECTIVE: Foster pleasant neighborhood atmosphere (family friendly, people walking).

OBJECTIVE: Develop more open spaces such as neighborhood parks, greenways, and civic gathering places.

GOAL: To encourage neighborhood residents to take active roles in improving neighborhood conditions and furthering neighborhood plans through participation in neighborhood associations.

OBJECTIVE: Develop programs to help neighborhood associations mobilize residents to improve neighborhood conditions and participate in civic issues and community decision-making.

OBJECTIVE: Work with neighborhood residents to establish new neighborhood associations and reinvigorate associations that are inactive.

GOAL: To preserve, protect, and promote officially-designated and historically significant structures and districts.

OBJECTIVE: Support existing officially-designated historic districts through enforcement of the historic conservation ordinance.

OBJECTIVE: Continue to identify and provide protection for previously unidentified historic resources, i.e., conduct new surveys of potential districts and resources.

OBJECTIVE: To emphasize historic appearance and aesthetics.

OBJECTIVE: To foster and facilitate appropriate infrastructure.

OBJECTIVE: Provide convenient parking and access (if applicable).

OBJECTIVE: To emphasize marketing Vicksburg's historic and cultural resources.

GOAL: To establish a unified theme of each district.

OBJECTIVE: To establish a symbol or icon for each district.

OBJECTIVE: To utilize repetitive landscaping and artistic styles.

OBJECTIVE: To Utilize simple and common lighting styles.

OBJECTIVE: To encourage repetitive building materials or styles.

Summary – Goals and Objectives-

The Department of Planning and Community Development, City of Vicksburg, uses these goals and objectives to test alternate land use and roadway scenarios during the planning process. The citizens of Vicksburg use these goals and objectives to review future development patterns and new opportunities to increase the overall quality of life. The goals and objectives will serve as the basis for the development of strategies to implement this plan.

The goals and objectives of this plan are produced to serve the public interest. In doing so, individual proposals for development may at times be in conflict with the literal application of the goals and objectives. Additionally, situations will arise where the various goals and objectives are in conflict. As a result, all goals and objectives may not be met in all circumstances, and their application will reflect a weighing of the issues involved in resolving the conflicts.

CHAPTER THREE: COMMUNITY FACILITIES PLAN

Community facilities are those public facilities and services that are owned and provided by the public to its residents and visitors for the benefit of the community. A community facility may be owned and operated by private enterprise for the benefit of the community as a whole. The former includes such facilities as federal, state, and local buildings and infrastructure. The latter facilities could include medical facilities such as hospitals and nursing homes. They support existing and future development and contribute to the health, safety, education, and welfare of citizens and businesses in the community. Another name for them is public facilities.

Vicksburg's municipal facilities are such physical components as buildings, land, and equipment that the city owns operates for the benefit of the community. For the purposes of this plan, a community or public facility is defined as a "building or park/recreational facility the City of Vicksburg owns and/or operates to provide a governmental service to the public." Public facilities include such items as public buildings, including fire stations, police station/detention center, City Hall, parks and recreation facilities, water and wastewater treatment facilities, storm water drainage structures, schools, and roads. Often these facilities and services represent large expenditures of tax dollars. Roads and streets are also public facilities, but they will be addressed in a subsequent chapter.

This plan does not include vehicles, equipment, and other non-structural items as public facilities, since these needs change more often. Any attempt to project 20 to 25-year requirements for them would be futile.

The purpose of the Community Facilities Study is not to inventory all federal, state, and county public facilities. Instead, this study concentrates on municipal facilities that the City of Vicksburg owns and operates for the benefit of its citizens. Public schools are important to the citizens of Vicksburg, but the city of Vicksburg does not own or operate them. Schools will not be addressed here. Likewise, public (assisted) housing developments do not benefit the public as a whole and will be dealt with under the housing element in this document.

The city recently reduced the number of departments from 22 to nine. The nine departments are: Fire, Police, Parks and Recreation, Human Resources, Finance and Administration, Information Technology, Public Transportation, Public Utilities/Streets, and Community Development.

The public facilities addressed in this chapter are as follows:

- City Hall/ Administration Building
- Fire Department
- Police Department

- Parks and Recreation
- Warren County—Vicksburg Public Library (completely funded by county)
- Public Works Buildings and Grounds
- Utilities and Drainage
- Solid Waste Disposal
- Water Treatment
- Wastewater Treatment
- Natural Gas System
- City Cemetery
- Garbage Collection
- Vicksburg Municipal Airport
- Community Centers

Additionally, since Mississippi law states that the community facilities plan must simply provide the basis for the capital improvements program (which is usually developed for a five to six-year period), no cost estimates are included herein for the projected needs. Furthermore, this plan does not analyze needs for facilities other than those operated by a governmental entity. For example, no attempt is made to project the need for schools operated by private organizations. Recommendations will follow later in this report.

CMPDD conducted an inventory and needs analysis for the above public facilities, which is presented below. Based on future needs and demands, recommendations for improvements will follow each public facility section. This chapter does include the city's needed, five-year public facility improvements by facility category.

CITY HALL/ADMINISTRATION BUILDINGS:

Vicksburg's administration of government is headquartered in City Hall. The City Hall building is a three-story structure, located at the corner of Walnut and Crawford Streets. Its address is 1401 Walnut Street. It was built in 1903 and is listed on the National Register of Historic Places, but it has been remodeled for modern use. The building contains 12,538 square feet.

Part of this report examines the adequacy of public building space for its purposes. This report applied an architectural standard of 330 square feet per employee. This not only helps to evaluate current space needs but also helps to determine future space needs. The City hall building keeps the city's official records and houses 23 employees (including Mayor and Aldermen) in the following administrative offices:

1. Mayor and Aldermen (3)

2. City Clerk (4)
3. Accounting (4)
4. Information Technology (5)
5. Action Line (3)
6. Legal (4)

Using the above architectural standard, City Hall could provide space for an additional 15 employees. If the city grows enough in the coming decades to warrant additional personnel, City Hall has enough space to accommodate them. The existing office space appears to be adequate to meet the employees' needs, but only on-street parking spaces for employees are available. The same is true of the annex building.

Next to City Hall is an annex that was constructed at 1415 Walnut Street in 1950. Originally, it was an office building that was later acquired by the city. The Mayor and Board of Aldermen hold their monthly meetings here. The building includes the following offices and personnel:

1. Information Technology (2)
2. Human Resources (4)
3. Purchasing (4)
4. Police Internal Investigations staff (2)
5. Custodial Care (4)

The four people in the Engineering Department had been located in the annex but were moved to a building on Army-Navy Drive.

The city's Community Development Department is in the Old Carnegie Library on the same block at the corner of Monroe Street and South Street. The building's address is 319 South Street. It was built in 1916 and is an historic and architecturally significant building. There are 12 employees in the Community Development Department plus the city's landscape architect. It appears that there is adequate interior space for the near future, but parking for the building is limited.

FIRE DEPARTMENT:

Vicksburg has one of the most effective fire departments in the state, and the Mississippi Rating Bureau designated the city's department as a Class 5 fire rating. The department provides full-time fire protection to the incorporated areas of the city. The response time within the city limits is about four minutes. The city does not provide fire services outside the city limits. However, the city does have an interlocal agreement with the Culin Volunteer Fire Department to provide first responder services to the River Region Hospital on Highway 61 north.

The Fire Department's services include the following public safety areas: Civil defense planning, hazardous materials response planning, and the emergency evacuation plan for the Grand Gulf Nuclear Power Station Homeland Security.

Fire protection and planning includes inspection of every industry to prepare a "Fire Protection Contingency Plan" for that industry. The plan includes inspection of every industry to prepare a "Fire Protection Contingency Plan" for that industry. The plan also includes a listing of hazardous materials by amount and location, a floor plan of the plant, layout of the plant site and a diagrammatic sketch of firefighting capabilities at each plant such as sprinkler systems, foam, fire hydrants, water line sizes, water pressures and flows and other pertinent data. The intent of these measures is to minimize damage and injury.

The department uses a service area radius of two miles for each station. There are no immediate plans to expand the service area in the near future.

The Vicksburg Fire Department operates seven stations located throughout the city. The city has fire stations at the following locations along with the year of construction/addition:

1. Central Station – 1630 Walnut Street; 1939, with an addition in 1996
2. Station 2 – 4125 Indiana Avenue; 1999, last updated in 2003
3. Station 5 – 5885 Highway 61 South; 2009
4. Station 6 – 912 Cherry Street; 1949, last updated in 1996
5. Station 7 – 3217 Washington Street; 1899, last updated in 1999
6. Station 8 – 10 Halls Ferry Park Road; 1994, last updated in 1999
7. Station 9 – 323 Waltersville Avenue. 1986, last updated in 1997



Central Fire Station

The total area in square feet of each fire station is: Central Station – 15,000 square feet; Station 2 – 5,000 square feet; Station 5 – 6,500 square feet; Station 6 – 3,077 square feet; Station 7 – 4,800 square feet; Station 8 – 6,155 square feet; and Station 9 – 2,809 square feet. The size of each station varies with the number and type of Fire Department vehicles in each. Generally, the space in each station appears to be adequate to meet current needs. Recommendations for improvements follow later in this section.

The Fire Department provides a number of services that are important to protecting the lives and property of Vicksburg’s citizens. The services offered by the Vicksburg Fire Department are as follows:

Fire Fighting – The primary service of the department is fighting fires, and the city provides this service citywide.

Ambulance Service – The Department provides ambulance service to citizens, both inside and outside the city limits.

Rescue Service – The Rescue Unit respond to all fire calls within the city limits as well as rescue calls inside and outside the city limits. The Department has one fully equipped and manned rescue unit and one rescue boat.

Fire Protection and Planning – The Fire Department is responsible for the enforcement of the National Fire Code and the International Fire Prevention Code. Fire Department personnel provide construction plan review and inspection of existing buildings and developments to insure compliance with these codes.

The Fire Department is also involved in the following public safety areas:

- Civil defense planning
- Hazardous materials response planning
- The emergency evacuation plan for the Grand Gulf Nuclear Power Station
- Homeland Security
- Site Plan Review Committee for New Development

Fire protection and planning includes inspection of every industry to prepare a “Fire Protection Contingency Plan” for that industry. The plan includes a listing of hazardous materials by amount and location, a floor plan of the plant, layout of the plant site and a diagrammatic sketch of firefighting capabilities at each plant such as sprinkler systems, foam, fire hydrants, water line sizes, water pressures and flows and other pertinent data. These planning measures serve to minimize damage and injury.

The Fire Department currently has a staff of 114 and operates on a twenty-four hour on-duty and forty-eight hour off-duty shift. This requires three shifts. Shift A has 38 full-time firefighters spread among the seven stations, Shift B has 39 firefighters, and Shift C has 37 firefighters. The Department also operates a training facility that has 3,784 square feet of classroom space as well as an elevated training tower north of the industrial park off Old Highway 61 north.

Fire Fighting Equipment at Each Station:

- Central Station – A 1996 pumper truck and a 1994 Aerial ladder truck;
- Station 2 – A 2000 pumper truck and Platform 1, and a 2002 Aerial truck;
- Station 5 – A 1993 pumper truck;
- Station 6 – A 1993 pumper truck;
- Station 7 – A 2000 pumper truck;
- Station 8 – A 2006 pumper truck;
- Station 9 – A 1993 pumper truck.

Proposed Five-Year Improvements:

In the next five years, the city’s Fire Department has a number of improvements it would like to make. Generally, the department’s future plans include more staff; improvements in Fire Equipment and Technology; improvements in Emergency Medical Systems and Technology; improvements to fire stations and possible relocation of one Station and/or combining with another Station in another area of the city; improvements to Special Rescue, Confined Space Rescue, Water Rescue, Above Ground Rescue, and High Rise Rescue; improvements at the Vicksburg Fire Department Training Center; and replacement of aging engines and ladder trucks and ambulances and the purchase of a new rescue truck. The department purchased two pumper trucks in 2012 for \$425,000 each.

1. Specifically, the department needs at least one aerial ladder truck, since Ladder #14 at the central station has reached its 20-year life expectancy. The cost for replacing one ladder truck is approximately \$950,000.
2. The department has four aging pumper trucks that are at the end of their 20-year life spans and need to be replaced. The estimated cost for each pumper truck is \$425,000.
3. The city needs to replace four ambulances at a cost of \$135,000 each. A heavy rescue unit is needed for highway accident events for approximately \$250,000.
4. The City of Vicksburg intends to continue making improvements to its fire stations. Fire Station #6 may need to be relocated and/or be combined with Fire Station #7 in another area of the city. This improvement could cost approximately \$1.6 million. In addition, Station #9 should be bricked and possibly Station #8.

5. Total cost of items 1 through 4: **\$4,790,000.**
6. Two additional needed items not mentioned previously are a new fire station and a rescue unit located in the I-20/Highway 61 North Bypass area.

POLICE DEPARTMENT:

The Vicksburg Police Department is located at 820 Veto Street. The Police Department headquarters building was constructed in 1997 and is 17,794 square feet in size. The station also houses a 285-square foot holding facility and the city's municipal court.

**Vicksburg Police Department**

The Police Department sends those convicted of felonies and those unable to post bond to the Warren County Jail for incarceration. The western end of the jail was built in 1906, and an addition was built in 1977 for a total of 41,310 square feet. The Sheriff's Office occupies the eastern end of the building. This facility has a capacity of 125 inmates with 16 of the beds designated for female inmates. The average number of beds occupied by inmates each day is about 100. The facility is inadequate to serve the needs of both the city and the county. The jail has a long term need to be increased by 225 beds.

Misdemeanor prisoners are sent to the Issaquena County Detention facility or the Madison County Detention Center, with which the city has agreements. This includes seventy to eighty prisoners monthly.

The Department operates under a management team concept that includes the Police Chief, and two Deputy Chiefs. The Department has seven principal divisions. They are Patrol, Detective, Narcotics, Evidence/Warrants, Buildings/Property, Internal Affairs, and Juvenile/Dare Program. The city currently employs 104 full-time employees and one part-time employee. Of that, there are 75 Police officers and thirty civilian personnel. The city is authorized to staff up to 86 officers. The Department operates on four shifts with eleven officers working per shift. Each beat/precinct has two officers assigned to it.

One of the chief difficulties in assessing the adequacy of the Police Department's current and future facilities and services is by what standard do we make this assessment. The standard most often used is a ratio of officers per 1,000 of the municipality's population. Based on 75 current officers, the rate of officers per 1,000 inhabitants is 3.15 as of 2010. This figure is above the average of 2.0 for cities with populations between 10,000 and 24,999, according to the Department of Justice. However, this figure is merely an average.

The International City Management Association in its *PM Magazine* states that there are no such staffing standards as number of officers per 1,000 population. Instead, it states that a better standard is "discretionary patrol time, or the time available for officers to make self-initiated stops, advise a victim in how to prevent the next crime, or call property owners, neighbors, or local agencies to report problems or request assistance. A lack of discretionary time could mean a need for additional officers. Understanding discretionary time, and how it is used, is vital." The ICMA goes on to say that "Staffing decisions, particularly in patrol, must be based upon actual workload and very few police agencies have the capability of conducting that analysis. Once an analysis of the actual workload is made, then the amount of discretionary patrol time needed can be determined, consistent with the community's ability to fund."

ICMA put together a team of experts in Operations Research in Public Safety who created ***The ICMA Patrol Workload & Deployment Analysis System*** ©. "This system has the ability to produce detailed information on workload even in those agencies without sophisticated management information systems. Using the raw data extracted from the police department's CAD system our team converts calls for service into police services workload and then effectively graphs workload reflecting seasonally, weekday /weekend and time of day variables. Using this information the police department can contrast actual workload with deployment and identify the amount of discretionary patrol time available."

The use of the total number of employees to determine the adequacy of the space in the Police Department presents another difficulty. Normally, this architectural standard of 330 square feet per employee works well when all of the employees work within the facility. However, the Police Department deploys its officers in shifts and beats, so not all officers are in the Department building during each shift.

Which approach should be used? For small cities of Vicksburg’s size, the officer ratio per 1,000 population standard is an adequate method to use. It does provide a rule of thumb for staffing as does a ratio of civilian employees per officer. This standard can be refined further by using officer workload as described above. The size of the Police facility can be determined by using the number of personnel at the peak shift with the special space needs, such as a municipal courtroom or holding space. As mentioned earlier, the current facility space appears to be adequate for the near future.

Over the three-year period 2009-2011, the Department received 137,273 total calls for assistance, of which 3,456 were felony calls. The felony calls are broken down as follows:

TABLE III-1

POLICE DEPARTMENT FELONY CALLS FOR ASSISTANCE, 2009-2011

Criminal Charge	2009	2010	2011
Homicide	3	2	4
Burglary	524	590	529
Robbery	70	58	36
Rape/Sex Assaults	29	35	36
Larceny	310	261	307
Larceny of a Vehicle	87	76	64
Identity Theft	22	19	26
Misc. Felonies	84	141	143
Totals	1129	1182	1145

Source: City of Vicksburg Police Department

The above table shows a 4.7 percent increase in felony calls for assistance, and a 3.2 percent decrease in such calls from 2010 to 2011. It appears that there is a slight trend upward in crimes with more of an increase in property crimes versus violent crimes.

The greatest facility need of the Department is a larger building to meet its future needs. Even though the current Police Department headquarters facility was constructed in 1997, it is quickly becoming inadequate in terms of usable space. The building also houses the City’s municipal court. The options for future expansion of the department include either construction of a new facility, moving the department to a larger existing vacant building, or moving the court to a new location. The latter option may be more feasible economically. It is not known if moving the court to a new location would give them the space they need. The possibility also exists to include courtroom space in a new detention facility.

CMPDD normally uses an architectural standard of 330 square feet per employee. However, when applying this standard to the Police Department's 104 full-time employees, the resulting estimate of needed space is 34,320 square feet. This is just under twice the amount of current space. This is probably excessive since police officers work in shifts and do not work out of the Department building all the time. A better estimate of building space needed now and for the foreseeable future is somewhere between 17,794 square feet and 34,320 square feet.

Vicksburg Police Department Five-Year Plan

The following are Capital Improvements that the Vicksburg Police Department would like to achieve within the next five years:

1. Purchase two (2) message board signs to be used for emergencies, disasters, road closures, event information and other areas as seen fit. The signs use radar speed detection for speed enforcement or in construction zones so drivers will be aware of their actual speed. The signs have a solar charging system for long term deployment. The signs cost approximately **\$23,234.95** each for a total of **\$46,469.90**.
2. Purchase a one (1) ton crew cab four wheel drive truck to pull the police department's command post and for use in other emergencies or disasters and for training events. Total cost of the truck fully outfitted: **\$35,451.00**.
3. Purchase a twelve (12) person passenger van to transport employees to training events. This would be a cost savings because it avoids having multiple vehicles going to one place, i.e.; training academy or shooting range. Total cost of the van fully outfitted **\$29,067.80**.
4. Purchase of a Mobile Video Surveillance System for emergencies, disasters, monitoring of events, parking lots large areas and roadways around the city. The camera system has a solar charging system for long term deployment. The cost of the unit is approximately **\$35,000.00**.
5. Upgrade the department's Digital Allie Video System to a wireless download for videos from the patrol car to the server that would occur automatically when the patrol car enters the parking lot of the Police Department. Cost of the upgrade is **\$14,085.00**.
6. Purchase of a 10 or 12 foot utility trailer for hauling the department's four-wheelers (ATV's) or golf cart to various locations. The cost of the trailer is **\$2,000.00**.

7. Construct an awning over the driveway at the Police Department that would cover from the booking room door to the Ellis Building. Cost of construction depends on estimates received.
8. Build a Shooting Range for departmental qualifications. Cost of construction depends on estimates received.
9. Purchase two (2) half ton crew cab pickup trucks to transport workers while performing their duties. The trucks would cost approximately **\$21,000.00** each, for a total cost of approximately **\$42,000.00**.
10. Approximate total cost for known items above: **\$204,073.70**.
11. Two additional items from the goals and objectives are: 1) to expand the existing parking lot into a parking garage in order to accommodate storage of police cruisers, employee vehicles, and citizens appearing for court; and 2) to expand existing facilities at the Police Department for additional space.

PARKS AND RECREATION:

The number and quality of park and recreation facilities in a community are an indication of the quality of life a community offers its citizens. Recreation is an important part of our everyday lives. It serves a fundamental human need in that it affords an outlet for self-expression, personal development, and a healthy life. It is one of the factors that people and companies consider when they locate in a community.

This section describes the existing network of parks, including the various types or designations of parks; recreational facilities and programs; and goals and objectives for the parks and recreation facilities and programs.

The city has 21 neighborhood parks, 4 community parks/playfields, and 1 major community or regional park. The inventory of the city's park facilities can be described in four categories:

Neighborhood Parks

Neighborhood parks are "walk to" parks that primarily serve surrounding neighborhoods. These parks have amenities for passive leisure activities and informal active recreation. The service area of neighborhood parks is between one-quarter of a mile and one-half of a mile and serve a population of up to 5,000. Currently, the city owns and maintains ten neighborhood

parks with a total acreage of 16.5 acres. The locations of neighborhood parks are shown on the Schools and Parks Map. Further discussion of the parks will follow in the neighborhoods section of the plan.

Community Parks/Playfields

Community parks and playfields are “ride to” parks designed to serve a group of neighborhoods or a community. The facilities in these parks can typically include athletic fields, playground equipment, swimming pools and provisions for passive recreation, such as benches and picnic areas. In most instances, community parks are located near major streets and arterials to provide better access. The city has four community parks/playfields that total about 45 acres. The Schools and Parks Map shows the community park locations.

Regional Parks

Regional parks serve the recreation needs of not only Vicksburg residents but also residents of other jurisdictions. Regional parks make special natural resources available for recreation use. They also serve as sports complexes with athletic fields, multi-purpose courts, swimming pools, play grounds, and golf courses. The City of Vicksburg maintains one regional park, which is Halls Ferry/ Bazinsky Park. The park includes seven lighted tennis courts, seven lighted baseball fields, two concession stands with restroom facilities, two covered pavilions and one unlighted baseball field.

Greenways

Greenways are linear open space corridors that connect parks and recreation sites, preserve areas with significant and sensitive ecological and heritage resource value, wildlife habitats, riparian corridors, and citywide trails. Greenways connect with each other and with residential areas, employment and commercial areas, and transit destinations. The city owns and maintains a greenway corridor in the form of Mission 66/Confederate Avenue. This area was once part of the Vicksburg National Military Park. The property was conveyed to the city in 1960 with the understanding that it would be maintained by the city in perpetuity in a park – like setting. The corridor still contains many monuments to states and officers as well as fortifications that played a significant role in the Vicksburg campaign and siege of 1863.

Recreation Programs

The Parks and Recreation Department currently offers the following programs, which are utilized and depended upon by both city and county residents:

- Youth baseball and softball
- Men’s and Women’s softball

- Adult men’s baseball
- Basketball
- Tennis
- Lap swimming
- Basic swimming lessons
- Senior aerobics
- Life saving
- Swim team competition

The city also holds various clinics and programs for tennis and golf. These programs are not permanent but are contingent upon grant funding.

Other institutions and entities also offer recreational opportunities within the city and the county. These include churches, the YMCA, and privately owned properties. The Warren County Board of Supervisors also operates and maintains an eighteen-hole golf course seven miles east of Vicksburg near the Bovina community. Walking and biking trails, although recreational in nature, are the responsibility of the Public Works Department.

The following list indicates parks currently available in the city. Each park lists what the facility contains and the park’s address.

1. **Sherman Avenue** – This park has both recreational equipment and a baseball field. The park also rents out with pavilion for parties, birthdays, etc., through the City Clerk’s Office.
2. **First Avenue** – Playground equipment, open play area. 225 1st Avenue.
3. **Farmer** – Basketball court, playground equipment, open play area. 619 Farmers Street.
4. **McAuley/Marian** – Playground equipment, open play area. 327 Marian Lane.
5. **Eisenhower/McArthur** – Playground equipment, 1725 Eisenhower.
6. **Glenwood Circle** – Playground equipment, open play area. 10 Glenwood Circle.
7. **Ken Karl** – Basketball court, playground equipment, 2640 Ken Karl Ave.
8. **Fuzzy Johnson Memorial Park** – Baseball Field, basketball court, playground equipment, open area, picnic tables, restrooms, concession area. 2308 Confederate Avenue.
9. **Dewitt** – Basketball court, playground equipment. 2417 Lake Street.
10. **Pearl Street** – Basketball court, playground, open area. 2503 Pearl Street.
11. **Letitia/Valley** – Playground, open area. 2810 Valley Street.
12. **Short Cherry** – Playground, open area. 1314 Realty Street.
13. **City Park at Lee Street** – Pavilion, playground, walk path, City Pool, open area, rented by activity with City Clerk’s office. 902 Lee Street.
14. **River Front Park/Washington Street** – Playgrounds, Volleyball, picnic areas, walking path, pavilions, water fountains, restrooms, educational areas by the Audubon Society, picnic grills. 249 Cashman Drive

15. **Bazinsky Park** – Softball fields, baseball fields, tennis courts, restrooms, batting cages, concession areas, open areas. 257 Halls Ferry Park Road.
16. **Roseland Drive** – Playground equipment, open area. 163 Roseland Drive
17. **Porters Chapel Park** – Playground equipment, open area, picnic tables, and picnic grills. 1504 Porters Chapel Road.
18. **Jackson Street Community Center** – Basketball, playground equipment, restrooms, conference rooms, multi-purpose floor for different activities. 813 Jackson Street.
19. **Confederate/All Saints** – Picnic tables. 2808 Confederate Ave.
20. **Catfish Row** – Splash Pad, restrooms, park benches, playground equipment, and some open areas. 1119 Levee Street.
21. **Ford-Yates Park** – Playing field, playground equipment, picnic area. 1314 Reality St.
22. **Mission 66 at Indiana Street** – Playground equipment, picnic tables.
23. **Delia’s Park** – Open area, picnic area. 2502 Halls Ferry Road.
24. **Park at Fire Station #7** – Swings, small open area. 3211 Washington Street.



City Park at Lee Street Swimming Pool



Skate Park and Walking/Jogging Trail at City Park



City Park at Lee Street Playground

Department of Parks and Recreation Five-Year Plan

The Parks and Recreation Department proposes to renovate its facilities within the City. This represents a comprehensive proposal for capital improvements for the city's parks and athletic facilities over a five-year period. These proposed improvements are an indication of existing problems and needs for the immediate future. The following list of itemized improvements show total costs for needed upgrades.

Department of Parks and Recreation Goals and Objectives:

1. To continue the upgrade of parks and playgrounds
2. To implement new leagues for Jackson St. Center (volleyball, etc.)
3. To renovate Parks and Recreation Maintenance buildings
4. To begin planning for new multipurpose facilities
5. To expand the girls' softball's South Field
6. To upgrade the Parks and Recreation Maintenance equipment
7. To implement CPR training classes at the City Pool
8. To create new facilities for outdoor activities (e.g. sports complex and to convert the vehicular lanes on the old U.S. Highway 80 Mississippi River Bridge to a pedestrian walkway)

2014-2015

- Continue upgrades to baseball fields
- Continue upgrades to softball fields
- Renovate River Front Park
- Continue upgrades to neighborhood parks
- Make upgrades at City Pool (paintwork, pumps, etc.)

2015-2016

- Make upgrades to lighting at Pavilion area
- Make upgrades at Catfish Row Water Park
- Increase number of employees for Parks and Recreation Maintenance
- Continue upgrades to playgrounds
- Continue upgrades to softball and baseball fields
- Make upgrades to scoreboards at softball and baseball fields

2016-2017

- Make upgrades to equipment for Parks and Recreation (such as mowers, weed eaters, etc.)
- Make upgrades to bathroom facilities at all parks
- Continue upgrades to softball and baseball fields
- Purchase equipment for Senior Citizen Centers (such as table games, exercise programs)
- Continue upgrades to playgrounds

2017-2018

- Continue new programs at Senior Center for senior citizens
- Develop new walking trails, biking trails and running trails around City
- Continue upgrades to all parks, playgrounds, and ball fields
- Develop outdoor areas for shuffleboard, volleyball, etc.
- Paint rotation at Tennis Courts (courts 1,2,3,4,5,6,7,8,9,10, etc.)

2018-2019

- Begin planning and possible construction of new multipurpose complex
- Change out old vehicles and replace with new vehicles
- Continue upgrades to parks, playground, and ball fields
- Look for grants that could help in the construction of new facilities
- Continue to add new activities for both youth and adults
- Upgrades to Parks and Recreation Maintenance equipment

This does not count new parks that are planned in north Vicksburg and south Vicksburg for the near future.

Itemized List of Renovations and Their Estimated Costs

• Renovation of Bathrooms at Bazinski Baseball Fields	\$ 268.00
• Renovation of Bathrooms at Mission Parks Baseball Field	\$ 268.00
• Renovation of Bathrooms at Softball Fields	\$ 268.00
• Renovation of Bathrooms at Halls Ferry Baseball Fields	\$ 1,386.40
• Renovation of Bathrooms at Halls Ferry Ladies Field	\$ 1,386.40
• Renovation of Bathrooms at City Park Pavilion	\$ 4,100.00
• Renovation of Bathrooms at Tennis Courts	\$ 241.50
• Renovation of Bathrooms at River Front Park	\$ 135.00
• Expansion of Press Box at Bazinsky Baseball Field	\$ 5,000.00

• Building of (4) Tennis Courts and Bathrooms	\$220,840.00
• Expansion of South Softball Field	\$ 25,000.00
• Expansion of Tennis Pro Shop/Halls Ferry	\$ 25,000.00
• Renovation of Drainage Ditch at South Field	\$ 20,000.00
• Re-Surfacing of Halls Ferry Parking Lot	\$264,000.00
• Renovations at Riverfront Park	\$ 18,000.00
• Renovations at Catfish Row Park (electronics only)	\$ 21,000.00
• Renovations of Fencing/Bazinsky Fields (Includes: Bazinsky, East, West, Ladies South Fields)	\$ 40,185.00
• Renovations of Fencing at Halls Ferry Parks (Includes: Delta, Bluff, National, America, Babe Ruth, BMX)	\$ 78,019.00
• Renovations of Fencing at Mission Park	\$ 4,275.00
• Renovations of Fencing at City Park and Veterans	\$ 5,140.00
• Renovations of Mission Basketball Courts	\$ 40,000.00
• Renovations to Pavilion building/Roof/Lights, Etc.	\$320,000.00
• Concrete Pad at Batting Cage/Mission Park	\$ 6,000.00
• Concrete Pads for Batting Cages at Bazinsky Park	\$ 12,000.00
• Renovations at River Front Park	\$ 20,000.00
Cost of Renovations for Parks and Recreation Facilities	\$1,132,512.30
Miscellaneous Expenditures:	\$ 150,000.00
(Includes: mowers, weed eaters, carts, Maintenance Complex Improvements, Etc.)	
Total Cost Including Miscellaneous Expenditures	\$1,282,512.30

There are a number of Parks and Recreation computer network infrastructure upgrades that will need to take place over the next few years, including an aging radio system. These improvements are not generally considered capital improvements, so they will not be detailed here.

Downtown Capital Improvements: The following improvements are needed for the downtown area:

• Downtown Walking Trail/Tour	\$150,000.00
• Trolley Bus	\$90,000.00
• Repair/rehabilitation of the outdoor music system along Washington Street	\$ 5,535.00

- Installation of additional lighting along Washington Street and at public parking lots and open spaces within the district. \$ 18,000.00
- Christmas Decorations \$ 25,000.00

This does not count new parks that are planned in north Vicksburg and south Vicksburg for the near future.

PUBLIC WORKS:

The Department of Public Works is responsible for the programs, projects and practices pertaining to all municipal utilities and infrastructure. The department supervises and directs the operations and budgets for the following city departments:

- City Engineering
- Landscape Architecture
- Water Treatment
- Natural Gas
- Wastewater Treatment
- City Cemetery
- Streets
- Rights-of-Way
- Animal Control
- garbage collection/solid waste disposal

The primary responsibility of Public Works is to maintain and improve the public infrastructure of the city. Its responsibility also includes providing the necessary facilities, services, and access to meet public needs, attract new development to insure growth through directing the work, and serving as a liaison to the Mayor and Aldermen for all public works departments.

The city of Vicksburg has been in existence for over 150 years and recognizes that it has an aging infrastructure. Replacing and upgrading is expensive and the city intends to do this on a priority basis.

City Engineering

The City Engineering Department serves as the directing office for the Department of Public Works. The Department approves and regulates all plans, new construction (both private and public) or any improvements or changes to the city's infrastructure.

The Engineering Department approves all new developments and subdivisions requiring plat approval. The Department follows the standards provided in the Subdivision Regulations. In addition, the Department is a vital member of the Site Plan and Preliminary Plat Review Committee, which reviews all site plans for developments and redevelopments to ensure proper construction.

Water Treatment Facilities:

The city constructed its water treatment plant, located on Emmett W. Haining Road in 1968. The treatment plant uses aeration, lime softening, recarbonation, chlorination, filtration and fluoridation in treating its water. Eighteen wells supply the plant with water. The water comes from the Mississippi River Alluvium, a shallow, flood laid aquifer. All the water wells are relatively shallow wells, ranging in depth from 119 feet to 187 feet. There is also a 3 million gallon reservoir under the water treatment plant. The plant also has a 380 kilowatt natural gas generator for standby power in case of a power failure at the plant. In 2003 the city initiated the construction of six new wells and replacement of two line feeders. The city's Water Treatment Plant has a capacity of sixteen million gallons per day and averages production of 7.7 to 8 million gallons per day. The raw water has a total hardness of 240-340 ppm (parts per million), an alkalinity of 260-400 ppm, 7-8 ppm iron, a Ph of 6.9-7.1, standard units and undesirable amounts of hydrogen sulfide gas and carbon dioxide, which the treatment process removes. The city's treatment process exceeds the national standards set for potable drinking water and can produce twice the daily demand imposed. The plant presently serves all city residents and businesses as well as providing water to three rural water districts located outside the city limits. The water treatment plant also maintains four elevated tanks totaling 1,725,000 gallons of water storage. The current level of use is about 50 to 60 percent of capacity.

Natural Gas System:

The City of Vicksburg owns and operates a natural gas system that serves residential, commercial, and industrial customers in the City of Vicksburg and portions of the 1990 annexed area. The system has one hundred forty six (146) miles of gas mains and nine thousand six hundred forty two (9,642) services, with lines ranging from one (1) inch to twelve (12) inches in size.

Two interstate pipelines (Gulf South and Southern Natural) service the city. The city also has a firm transportation contract with Gulf South to deliver up to 10,000 MMBTU of natural gas per day, while service from Southern Natural is on an "as needed" basis with only an interruptible transportation contract. The City of Vicksburg has a natural gas supply contract with CenterPoint Energy Services for the purchase of up to 10,000 MMBTU of natural gas per day.

In recent years the city made extensive improvements to the gas distribution system. It replaced lines and meters, resulting in a decrease in gas loss from a high of approximately thirty-three percent to a level of less than four percent (as of 1996).

The city of Vicksburg gas system is operated through the Vicksburg Water and Gas Administration. The city holds the Mississippi Public Service Commission, Certificate of Public Convenience and Necessity for gas service to the Emmitt W. Haining Industrial Center and areas as far north in Kings as the Waltersville Estates Housing Project. To the east, the city holds the certificated area for gas service along Mississippi Highway 27 including the area around Warren Central High School. Additionally, Mississippi River Gas Company and Atmos Gas serve portions of the City of Vicksburg.

According to a study by Allen and Hoshall, the major problem confronting the city's natural gas system is its need to replace certain low pressure lines in the older parts of the city, principally in the downtown area.

Wastewater Management:

Original portions of the City of Vicksburg sanitary sewerage system were constructed in 1910. The system expanded as development and demand increased for sewage collection and treatment. The system is a gravity flow system that interconnects with a series of sewage lift stations. The system falls within three drainage basins: Glass Bayou, Stouts Bayou and Durden Creek.

The city's primary wastewater treatment plant is a trickling filter system. It is located at 4430 Rifle Range Road. The plant was constructed in 1973 and has a capacity of 10 million gallons a day (MGD). The plant treats the wastewater and then discharges it into the Mississippi River. The plant operates 24 hours a day, 365 days a year and has eight full time employees.

The trickling filter process is the least expensive of the secondary treatment processes thereby providing a very cost effective method of treating the wastewater generated in Vicksburg. The facility has been cited for excellence in the past and has been named the "Outstanding Wastewater Treatment Facility in Mississippi," and was given the George W. Burke Facility Safety Award for its risk management planning and safety record. The plant manager has received the Arthur Sidney Bedell Award, the Pollution Control Operator of the Year Award, the Howard K. Williford Special Service Award, and has served on the international Board of Control for WEF and the Board of Governors for MWPCOA.

The treatment plant regularly meets or exceeds the NPDES permit discharge limits as required by EPA and Mississippi DEQ. Sound design and process control approaches can improve the cost effectiveness of running a wastewater treatment facility. For example, many treatment

facilities save money by recovering energy from treatment processes. At the Vicksburg facility the methane gas generated during the digestion process of sludge is compressed and used as fuel for its boiler in the place of natural gas. The biosolids generated in the treatment process are used as soil enhancers and for nutrients on permitted agricultural land in northern Warren County. After extensive treatment and testing the biosolids are sub-soil injected at a depth of 18 inches and provide nutrients that allow the farmer to use less of the more toxic man-made fertilizers. This recycling process assists the farmer with fertilization and saves valuable landfill space.

Environmental preservation achieved by wastewater treatment makes growth possible thereby increasing economic development. It increases property values and improves public health. How important is clean water? In a 1998 Money magazine survey, people chose clean water as the most important factor in choosing a place to live. Clean water ranked above 36 other desirable characteristics, including low crime rates, low cost of living, and low unemployment. Currently, the average consumer pays less than 62 cents a day, or less than a cup of coffee, for wastewater treatment and Vicksburg remains below the national average.

The City of Vicksburg enforces an ordinance requiring that all residents and businesses tie onto the city sewer system if sanitary sewer collection lines are available. This and other ordinances require utilization of the sanitary sewer system or at a minimum, the proper treatment of sewage.

Proposed Public Works Improvement Projects:

Water System and Water Treatment Plant

The water treatment plant is over 45 years old, and according to the city's engineer Allen & Hoshall, most of the plant's treatment processes function adequately with the current water demands. However, due to aging equipment, a number of items will soon be in need of replacement and/or repair. Allen & Hoshall prepared a list of immediate, intermediate, and long-term needs and their estimated costs for the water treatment plant. The following is a summary of their findings:

1. Immediate Water Treatment Plant Needs:
 - a. Replace the aging Launderers, Rakes, supports as well as existing Gear Boxes, Turbines, and Catwalks in Softening Unit Number Two at the Water Treatment Plant. Cost: \$1,850,000.00.
 - b. Paint the Lime Sludge Building and also Paint the Steel in the Sludge Thickener Tank. Cost: \$350,000.

- c. Paint the Lime Silos and Catwalks between the Lime Feeders and the Softening Units. Cost: \$225,000.00.
 - d. Install Rake System and Related Pumps in the Washwater Tank. Cost: \$1,200,000.00. Cost: \$1,200,000.00.
2. Intermediate Water Treatment Plant Needs:
- a. Construct 5 additional Water Wells and the related Raw Water and Power Lines. This is to replace existing aging water wells and to provide excess water well capacity in the event that water demand increases due to a new industry, gaming facility, or other new development. Cost: \$1,400,000.00
 - b. Install additional High Service Pumps and an Electrical Control Panel at the Water Treatment Plant. These pumps are used to pump treated water into the city’s system from a large (3 million gallons) underground storage reservoir at the water plant. Cost: \$850,000.00.
 - c. Install an emergency generator in the Jackson Road Pumping Station to operate the pump in the event of a power failure. Cost: \$50,000.
3. Long Term Water Distribution System Needs:
- a. Install an additional Raw Waterline in the Well Field to improve hydraulics and provide redundancy. Cost: \$450,000.00.
 - b. Construct Additional Elevated Water Storage Tanks. Mississippi State Board of Health regulations state that a municipal water system should have storage capacity for at least 50 percent of its daily water demand. Currently, the city has a daily water demand of approximately 8 million gallons of water per day. The city has 4 elevated tanks with a total capacity of 1.75 million gallons. The city also has a 3 million gallon underground storage tank at the Water Treatment Plant. In the event of a power outage at the water plant, there would not be enough available water in the system to provide fire protection. Therefore, the city needs additional elevated water storage tanks. Cost of one new tank: \$800,000 to \$1,000,000, depending on its exact location.

Sewer System

- 1. Management and Maintenance Programs Due to EPA Order on Consent – Cost: \$3,118,520 a year for the next 10 years to comply with EPA and \$900,000 a year for the next three years for generators.

Parking Lots at the Convention Center, Old Depot, and the Art Park – Cost: \$506,000.

Street Improvements on Levee Street, Washington Street from Grove to First East, Washington Street from Veto to Depot, Washington Street and Riverfront Park entrance realignment, and Oak Street improvements – Costs \$2,466,000.

Waterfront Improvements – Expand the concrete waterfront to Jackson Street, the Yazoo Canal overlook at foot of Jackson Street, and a study to determine the viability of a marina and its location. Cost: unknown.

Buildings – Animal Control, adding an additional 4,000 to 5,000 square feet: and the Farmers' Market area, a pavilion and other improvements. Total cost: \$875,000.

Paving - Cedar Hill Cemetery road plus or minus 45,000 linear feet and replace water lines at a cost of \$1,300,000.

City Cemetery:

The City of Vicksburg operates the Cedar Hills Cemetery, which is located in the north part of the City adjacent to Sky Farm Avenue. The cemetery offers perpetual easements for burial and maintenance for the general public at reasonable fees. Cemetery maintenance costs are principally associated with labor and equipment and chemicals necessary to control grass and weeds during the summer months. Operating costs also include grave digging and erosion control.

As of 2004, the cemetery is in the process of a major expansion of its grounds and digital mapping using Geographic Information Systems (GIS). This process seeks to better maintain the older parts of the cemetery, and to organize future expansions.

Solid Waste Disposal/Garbage Collection:

The City of Vicksburg contracts with Waste Management to provide small commercial businesses and residential customers with twice a week garbage collection and disposal. Downtown businesses pay a larger fee to have their garbage picked up four days a week. The company takes waste to a transfer station off Highway 61 south and from there to a landfill in Hinds County.

The 1990 annexation area challenged city officials with the discovery of numerous illegal garbage dumps due to the absence of garbage collection and a disposal ordinance. Prior to annexation, residents used disposal methods ranging from self-disposal to paying private haulers since there was no existing county disposal system in place. This resulted in illegal dumping. However, to date, solid waste disposal is not a major problem and illegal garbage dumps are minimal within the city limits. This is due to regular collection and strong code enforcement efforts by the city.

The city has a pilot program for recycling paper and plastic products. Hazardous materials are taken to a Warren County transfer station that hauls them to Natchez for proper disposal. The city hopes to expand its recycling program in the future.

Vicksburg Municipal Airport:

The 1970 Comprehensive Plan prepared by Michael Baker, Jr., Inc., Consulting Engineers and Planners recommended closing this airport and constructing a new one. The plan recommended closure due to inadequate space for expansion and substandard aircraft approach zones. Due to overwhelming concerns by the citizens of Vicksburg and Warren County, the Vicksburg Municipal Airport has not been closed and has remained in operation along with the Vicksburg-Tallulah Airport. This creates a financial burden for the City of Vicksburg to maintain one airport and aid the maintenance of another airport in Louisiana.

It appears that the Vicksburg Municipal Airport will continue operations for the near future. Over the years the Vicksburg Municipal Airport has seen some upgrades or renovations. Two improvements the Airport intends to accomplish this year are to cut down some large trees on the north end of the airport and to install approach lighting also on the north end.

Intermediate range projects include:

1. A drainage study is needed to upgrade the airport's drainage system,
2. To have the large hangars renovated,
3. To build a new set of T-hangars to house individual aircraft,
4. To finish interior renovations of terminal building's second floor.

Vicksburg-Tallulah Airport:

The Vicksburg-Tallulah District Airport Board was created on December 12, 1983. It is comprised of five (5) representatives from Mississippi and Louisiana. The City received a Federal Aviation Administration grant to prepare an Airport Site Selection and Master Plan Study for a new airport. The Board subsequently selected an airport site at Mound, Louisiana principally due to development cost considerations and cost sharing ability between Vicksburg and Warren County, Madison Parish and Tallulah, Louisiana. It is a general aviation airport.

City Community Centers:

General: The community centers of Vicksburg were established in 1993 to expand educational and recreational opportunities for Vicksburg youth. The centers provide opportunities and instruction in sports, career and education, life skills, and problem solving. The community centers are as follows: the Municipal Auditorium, the Southern Cultural Heritage Complex, the

Kings Community Center, the Convention/Civic Center, Senior Center, and Jackson Street Center.

The community centers were specifically established to accomplish the following:

1. To expand opportunities for families from Vicksburg to benefit from sport skills, instruction, engage in sports competition and improve physical fitness.
2. To help young people acquire good health practices, to help them become better citizens and to acquaint them with career and educational opportunities by utilizing the personnel and facilities of Vicksburg's community centers.
3. To enable the community centers and personnel to participate more fully in community life and in the solution of community problems.

Instruction and recreational activities currently include the following:

Domestics: Ironing, sewing, cooking and lawn care.

Artistic Activities: Creative writing, drawing and painting, modern dance, ballet, acting/drama, modeling and photography.

Quiet Games: Checkers, chess, dominoes, puzzles, cards, and movies.

The community centers also present seminars and group sessions for children and adults. Community centers are open to everyone and are free of charge. Some topics have included the following:

1. Family counseling,
2. Educating youth about drugs,
3. Crime and violence in the community,
4. Single parenting,
5. Babies having babies,
6. Teen suicide
7. Health and hygiene
8. Juvenile delinquency

Warren County - Vicksburg Public Library:

The Public Library serving Vicksburg and Warren County is a two-story, modern, attractive and well-equipped 36,000 square-foot building. It is located in the heart of Vicksburg's central business district on the corner of Veto and Walnut Street.

The library is governed by a five (5) member Board of Trustees that establishes policies and governs the operations of the facilities. The major funding source for the library comes from a county-wide millage levied by the Warren County Board of Supervisors. Funds from the State of Mississippi and Federal sources assist the library operation.

The library offers a wide variety of services to the public. Among services and benefits offered to the community is a Video that offers approximately six hundred (600) children's videos and classic movies for adults. There are approximately eighty-five thousand (85,000) books and magazines, a large print book program, reference services, a book cassette program and a number of children's programs including a summer reading program serving eight hundred (800) children. The library also offers a local history room, a census microfilm and genealogy collection.

U.S. 80 Bridge:

Warren County owns the U.S. 80 Bridge across the Mississippi River. The bridge was built in 1930, but it was closed to all automobile and truck traffic in 1998. However, the bridge still carries railroad traffic. The tracks of the Kansas City Southern Railway cross the river on the bridge, and about eighteen trains cross it each day.

As a key part of the Mississippi River Bridge Gateway, it has been proposed to convert the vehicular lane on the bridge to a pedestrian walkway. This bridge is in close proximity to the Interstate 20 Bridge, the Mississippi State Welcome Center, The National Park Service River Batteries, and The Riverfront Park.

As a pedestrian walkway and linear park, benches could be placed on the bridge for pedestrians to stop and watch the river. The bridge could also serve as a middle trailhead for a river walk trail along the river's edge from the DiamondJacks Casino to the north southward to the Riverwalk Casino. The bridge could connect to the Riverwalk Trail by a series of switchbacks. The Riverwalk Trail will be discussed in Chapter 6 under the South Washington Street Neighborhood District.



U.S. 80 Mississippi River Bridge with I-20 Bridge in Background

CHAPTER FOUR: TRANSPORTATION PLAN: MAJOR THOROUGHFARES PLAN

A community's land use pattern and transportation system interact constantly with one another. That different types of land uses have different transportation needs is one illustration of this. For example, single-family residential uses require local and collector streets to accommodate low speeds and low traffic, while commercial uses require arterial streets for handling significant traffic volumes to accommodate shoppers. Conversely, the transportation system may have an effect upon the most common types of land uses in a particular area. For example, rail and interstate access can be important for industrial uses.

This chapter of the Comprehensive Plan serves to define a future thoroughfare system that is consistent with the City of Vicksburg's long range land use plans. The Thoroughfare Plan further defines a hierarchy of roadway functions, providing a balance between mobility and access. The Thoroughfare Plan describes the general location, type and function, and classification for thoroughfares within Vicksburg. This plan serves as a general guide for long range growth of the City's future roadway network. The thoroughfare plan is implemented primarily through a series of capital improvements programs, land owner agreements, and developer-constructed roads over many years. Due to increasing traffic congestion within Vicksburg, continued high-quality growth of Vicksburg will be dependent upon the implementation of the Thoroughfare Plan and, with other multi-modal (bicycle lanes, pedestrian trails, public buses, etc.) transportation systems. Vicksburg will need to plan and construct additional multi-modal systems to support the growth as the area matures.

FUNCTION AND BENEFITS OF THOROUGHFARE PLANNING

An important purpose of the Thoroughfare Plan is to provide a long-range vision to assist in thoroughfare facility implementation. The Thoroughfare Plan has been developed to support the Future Land Use Plan by identifying a system of roadway corridors to move both people and goods.

The major benefits provided by the Vicksburg Thoroughfare Plan include the following:

- Identifying right-of-way needs in advance of new development or as it occurs;
- Identifying roadways that will accommodate traffic from adjacent land use patterns;
- Limiting the potential for high traffic volumes on neighborhood streets;
- Anticipating when funds must be programmed for needed roadway improvements; and
- Reducing the potential negative effects due to increased traffic congestion.

A. Thoroughfare Plan and Growth

The Thoroughfare Plan's aim is to help guide the development of the community's roadway system in a manner consistent with traffic demands, growth estimates of the City, and

transportation policies. Proper transportation planning can help to ensure limited transportation funds will be used efficiently and effectively.

As such, this thoroughfare plan will help identify capital street improvements needed as traffic demands increase. For the transportation system to keep pace with increasing traffic demands, a capital improvements strategy should be developed from the city's Thoroughfare Plan. The location of present and future residential, commercial, and industrial structures and facilities affect major street and highway locations and their carrying capacity. Conversely, the location of major streets and highways within the urban area will influence the urban development pattern. The Comprehensive Plan has taken into account the relationship between land uses and thoroughfares as an important component in community form.

An effective Thoroughfare Plan includes four (4) framework elements:

- 1) A long-range plan that addresses increased travel demand and projected growth.
- 2) Processes to perform traffic impact analysis and access management of new developments.
- 3) Coordination with regional and state (MDOT, Warren County) planning programs.
- 4) A flexible plan with a process in place for updating/revising the plan as conditions warrant.

B. Traffic Impact Analysis Process

There are two types of traffic impact analysis conducted to support development processes. The first is a traffic impact analysis that assesses the effects of a development's traffic on the transportation network, resulting from a land use change on the Future Land Use Plan. The second type assesses the specific site and roadway improvements needed resulting from a proposed development. These studies can be used to do several things: to evaluate whether the development is appropriate for a site, to ensure adequate access for the proposed development and sufficient roadway capacity, and to determine the necessary types of transportation improvements.

C. Access Management

Access management is the combination of physical techniques and transportation policies to control the flow of traffic between roads and surrounding lands. One common physical technique for this is through limiting the number of curb cuts into a private development. Another organizes the curb cuts into private development with others as a planned system. A final technique uses separate lanes to access several smaller developments. The policies of access management include regulating the number of driveways and median openings along a transportation corridor. Another policy encourages shared access driveways between businesses and incorporates street design standards that facilitate traffic flow.

This process protects the public investment in roadways and the need to move traffic through the city and not have congestion points. In addition, access management balances the desire for access to private property with the mobility needs of the community.

D. Project Planning Coordination

It is important that the city participates in the planning and design of public and private roadway projects outside of the city limits to ensure that these facilities are coordinated with planned city roadways. These roads include: US 61 South and North, as well as the 61 bypass, Interstate 20, US Highway 27, and the major county and city arterial roadway projects. The city and county should explore and consider incorporating multi-modal systems to provide alternative modes of travel to the private automobile. The process of adding capacity to existing roadways is not easy and can be a financial burden to the community. Alternative modes of travel enhance the livability of the community by providing additional transportation choices and offering additional means of travel that cannot be added to the existing roadway system.

E. Plan Update

The City of Vicksburg's Thoroughfares Plan should be flexible and should be reviewed on a yearly basis to incorporate changes in local conditions. The roadway lines on the plan do not indicate the precise (site specific) location of future roadways. The plan indicates a generalized location for roads that requires additional site analysis and design. The plan is a guide that will indicate the appropriate combination of roadway capacity and property access needed to provide a balance between public mobility and neighborhood integrity in each sector of the City. In developed sections of the City, the thoroughfare plan provides guidance for upgrading and or protecting the integrity and character of existing thoroughfares and neighborhoods.

THOROUGHFARE PLAN DEVELOPMENT

The development and application of a functional street classification system and a travel demand forecast are two components in the development of the Thoroughfare Plan. Functional street classifications define the role of each major thoroughfare and reflect a set of characteristics that are common to all roadways within each classification. The travel or traffic forecast assists in evaluating future roadway capacity and functional requirement by providing future travel forecast for the local and adjacent regional transportation network.

A. Functional Classification System

Vicksburg's existing and future roadway system can be divided into a system called functional classifications. Functional classification is the grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes. Basic to this process is the understanding that individual routes do not serve travel on single

routes. Rather, most vehicular travel involves movement through a network of roads. This network of roads is driven by the residents of Vicksburg every day. Comprehensive transportation planning uses functional classification to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the part that any particular route should play in serving the flow of trips through network.

CMPDD also looked at Vicksburg’s existing transportation network, especially thoroughfares. The District classified streets and highways according to the function that they can be expected to perform by the target year of 2040. According to the Federal Highway Administration (Fhwa, “functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide” ([Highway Functional Classification](#), U.S. Department of Transportation, July, 1974). Functional classifications shall consist of Interstate Highways or Expressways, arterial, collector, and local streets—and these functional classifications shall define right-of-way and surface width requirements with the exception of Interstate Highways, of which there is only one.

The existing roadway system within Vicksburg can be divided into five (5) general classifications. They are as follows:

Interstate Highways: (blue) Interstate 20 is a part of the National System of Interstate and Defense Highways (Federal-Aid Interstate System). This system consists of highways that are of highest importance to the nation connecting, as direct as practical, the principal metropolitan areas and cities. These routes fully control access and are four or more lanes divided. They are limited to those designated by the Mississippi State Highway Department in conjunction with the Federal Highway Administration.

Principal Arterial (or “Primary Arterial”) Street or Highway: (red) A street or highway intended to move traffic as efficiently and quickly as possible between major centers of activity. The function of providing service to abutting land uses is subordinate to the provision of travel service to major traffic movements. Such streets include U.S. Highways 61 and 80 and State Highway 27, Clay Street, Washington Street, Cherry Street, Halls Ferry Road, and Fisher Ferry Road. These streets and highways are the highest traffic volume corridors and serve the longest trip destinations.

Minor Arterial (or “Secondary Arterial”) Street: (green) A street that interconnects with and augments the principal arterial street and highway system. The minor arterial street system contains facilities that place more emphasis on land access than principal arterial streets and highways. They also provide a lower level of traffic mobility. These arterial streets primarily serve intra-city travel desires rather than connecting the City with the surrounding urban area. Such streets include Openwood, Martin Luther King Drive, Mission 66, Confederate Avenue, Porters Chapel Road, Indiana Avenue, Drummond Street and Grove Street.

Collector Street: (brown) A street intended to provide both land access and traffic circulation within residential neighborhoods, commercial and industrial areas. A collector street collects

traffic from local streets and channels it to principal and minor arterial streets and highways. Streets in this category include East Main, Sky Farm, and Oak Street.

Local Street: (no color) A street intended to provide access to abutting land and access to collector streets and arterial and highways. A local street provides the lowest level of mobility and service to through traffic, and movement is usually deliberately discouraged. All other streets not classified above fall into this category. By definition, a local street is not a major thoroughfare.

**TABLE IV-1
Typical Street Sizes in Vicksburg**

Class Street	Surface Width/Lanes	R.O.W. Width
Principal Arterial	48 ft./ 4 lanes	100 feet
Minor Arterial	34-48 ft./3-4 lanes	70 feet
Collector	28-36 ft./ 2 lanes	60 feet
Local	24-30 ft./2 lanes	50 feet

B. Existing Transportation Network

The City of Vicksburg’s existing roadway system consists of two distinct city wide functional systems: the regional highway network and the local arterial roadway network. The regional highway network serves four (4) different highways located within Vicksburg’s extraterritorial jurisdiction. These are highways U.S. Interstate 20, U.S. Highway 61, Business Highway 61 (or North Washington Street) and U.S. Highway 27. U.S. Interstate 20 is the only Interstate Highway in the Vicksburg study area, and it is currently a four-lane freeway with parallel frontage roads that runs east and west through the center of Vicksburg and Warren County. This interstate provides a critical highway link between Vicksburg, Jackson, Monroe and a larger regional trade area spanning 800 miles from Dallas to Atlanta.

The only state-maintained highways in the area are U.S. Highway 61, U.S. Highway 80, State Highway 27, and State Highway 3, and they are classified as principal arterials. All county and City-maintained thoroughfares are classified using the traditional groupings: minor arterial and collector.

US Highway 61 is currently a four (4) lane arterial, without frontage roads, that runs north and south through the center of Vicksburg and Warren County. Business 61 (or North Washington Street) is currently a two and four lane road that runs North and South through the downtown area of Vicksburg. Business 61 was the original route of US Highway 61. US Highway 80 is a four and two-lane road that runs west to east from Clay Street. State Highway 27 is a two lane road located on the far eastern side of the city. There is only a small portion of the road within the current corporate limits of Vicksburg. US Highway 27 is mentioned in this plan due to its proximity to the current corporate limits, the potential for future development, and possible

future annexations. State Highway 3 is a two-lane road at the far northern edge of the Vicksburg study area that runs northeast to Yazoo City.

The local arterial roadway network provides for vehicular movement within the city. The roadway arterial right-of-way varies according to location between 50 and 130 feet. Only two arterials have a right of way exceeding 100 feet or more, and they are the Mission 66/Confederate Avenue Corridor and the Halls Ferry Road Corridor. The Mission 66/Confederate Park corridor is former National Military Park property with covenants that the city maintains. This corridor could be referred to as a greenway arterial. A greenway arterial provides points of interest and a simple landscaping element, primarily derived from the natural landscape of the area, along the roadway. The Halls Ferry Road Corridor provides points of interest, as well as a newly designed and landscaped median system. It spans from the intersection at South Frontage Road to the end of Halls Ferry Road at the intersection with Cherry Street. Halls Ferry Road continues to the city limits out past Porters Chapel Road. These arterials provide vehicular movement primarily on a north-south axis. They contain heavy traffic and, in some cases, traffic congestion.

Old U.S. 61/Washington Street and Clay Street are two other major arterials within the City of Vicksburg. The right-of-ways for these two streets accommodate the street width and in some cases, enough room for five-foot wide concrete sidewalks. In recent years, the city has made some aesthetic improvements to the streetscape. Lane sizes have remained the same and the absence of proper turning lanes have created areas of continued traffic congestion.

All of these arterials carry an average daily traffic count ranging from 5,000 to 14,000 cars per day.

MAJOR THOROUGHFARES PLAN

The Major Thoroughfare Plan defines the network of future roads identified to handle the various levels of vehicular traffic. This document is a framework to plan and organize related land uses. The Major Thoroughfare Plan set forth herein is the updated plan; it is accurate for areas currently under development pressures within the City of Vicksburg and those parts of Warren County just outside the current corporate limits.

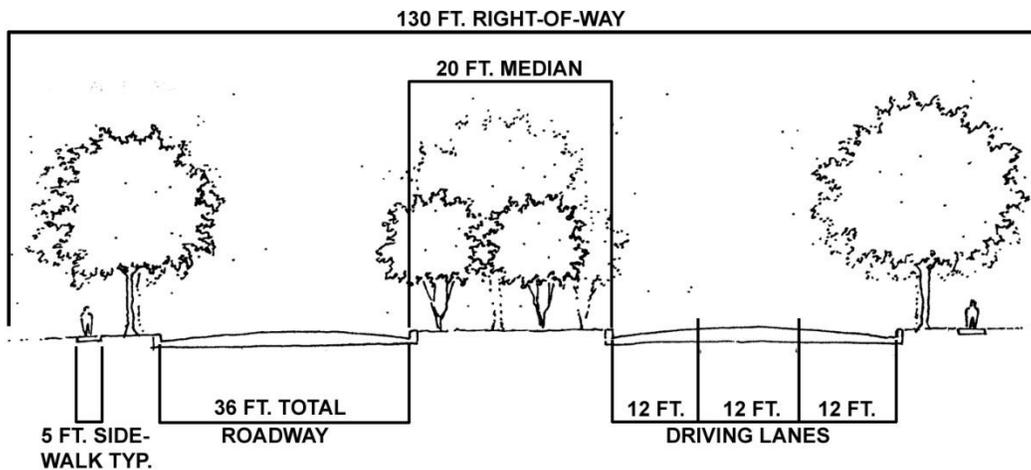
The Major Thoroughfare Plan map illustrates the major thoroughfare system for Vicksburg. Completion of the system will occur over a period of time as the facilities are warranted.

The Major Thoroughfare Plan provides generalized locations for thoroughfares. Alignments may shift as roads are engineered to accommodate flood plain areas and to meet sound engineering and urban planning principles. The system of thoroughfare alignments shown on the Major Thoroughfare Plan has been coordinated with the road plans from Warren County and the Mississippi Department of Transportation.

A. Standards

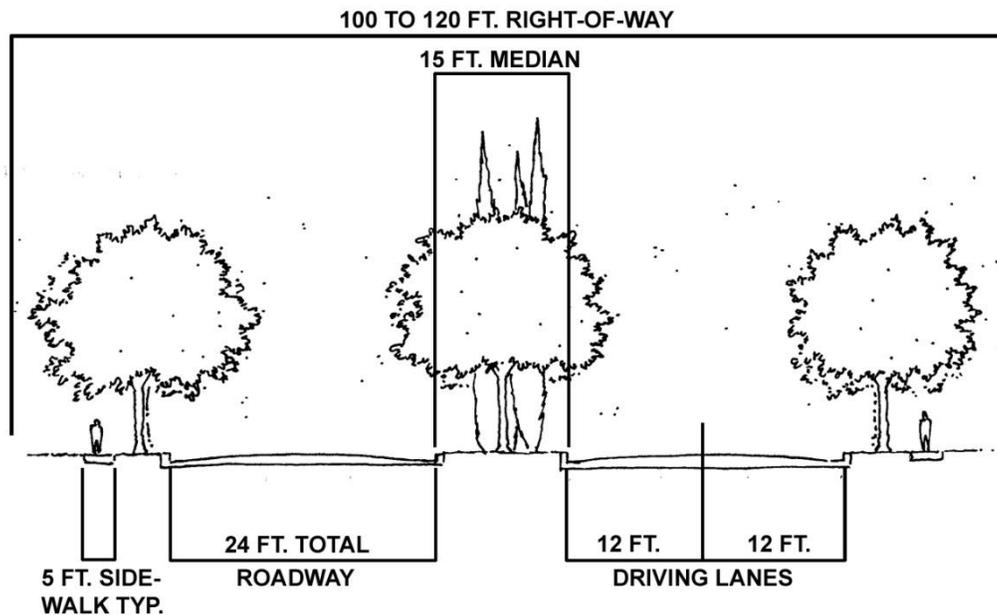
Standards are needed to provide continuity throughout development of the thoroughfare system. Standards address a range of concerns from safety in operation to construction. The standards and criteria for all streets in Vicksburg are set forth in the city's "Subdivision regulations" and "Street Design Standards Manual." The Manual contains roadway classifications and provides thoroughfare cross-section designs for future construction. The following list is for informational purposes only. For a detailed description of thoroughfare design criteria, the City of Vicksburg Street Design Standards Manual should be consulted.

1) Principal Arterial - The Principal Arterial has a minimum right of way width of 130 feet and an ultimate cross-section of six lanes. The pavement section consists of two 36 foot roadways with a 20 foot center median, leaving enough room on the sides of the roadway for landscaping and pedestrian systems. The parkway area is intended to accommodate deceleration lines into driveways and intersecting streets. There are traffic signals at all major intersections

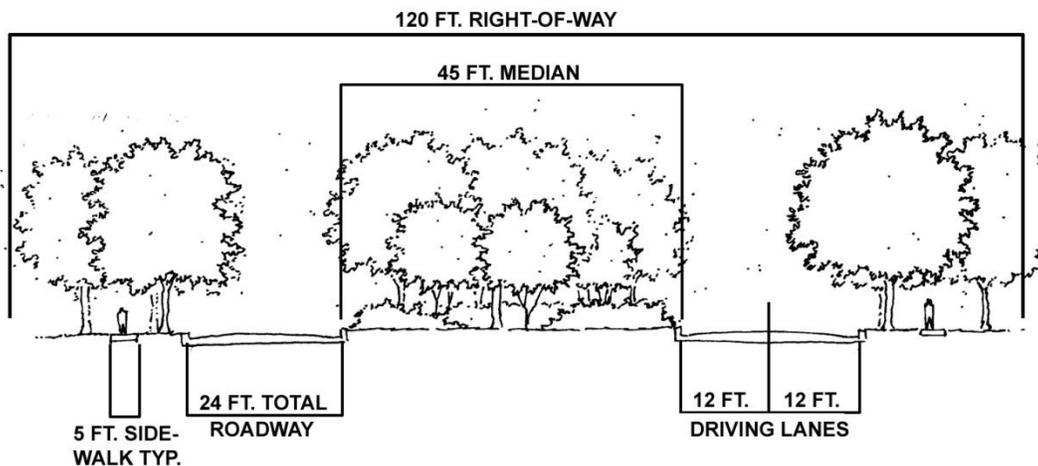


coordinated for progression during peak periods.

2) Minor Arterial- The pavement section consists of two 24-foot wide roadways with a 15-foot center median. The standard right-of-way width is 100 feet, and could be as much as 120 feet. Median openings are spaced at significant intervals to reduce conflict between through traffic and turning vehicles. The ultimate cross-section of a Minor Arterial is six (6) travel lanes, though it is intended to be a four (4) lane divided roadway.

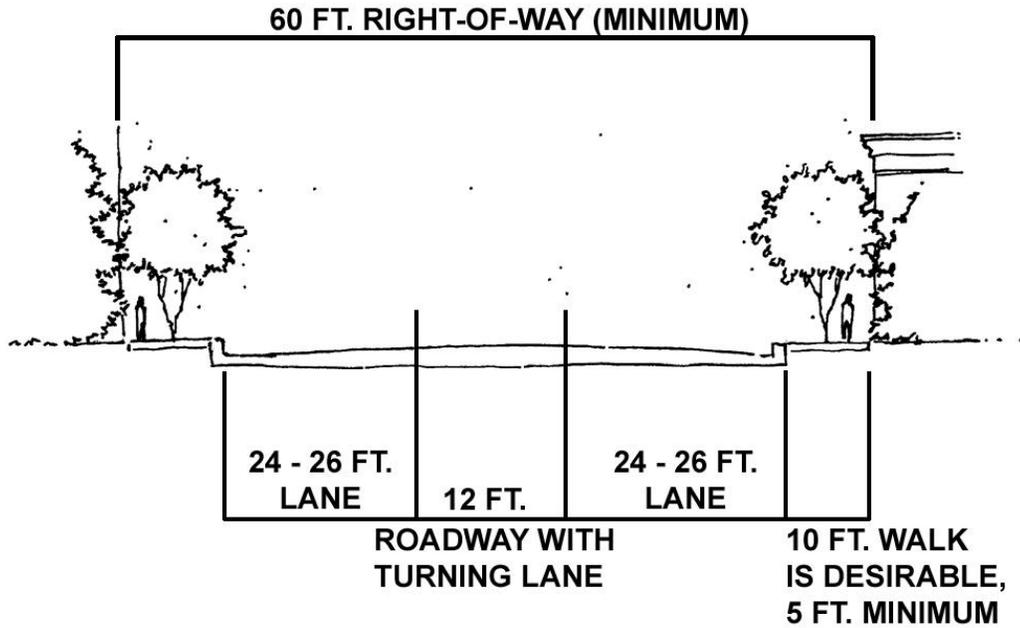


3) Greenway Arterial- The Greenway Arterial has a minimum right of way width of 120 feet with an extra wide 45-foot center median to accommodate landscaping and street trees. The pavement section provides two (2) 24-foot roadways separated by the extra wide landscaping median. The Greenway Arterial has an ultimate cross-section of four (4) lanes.

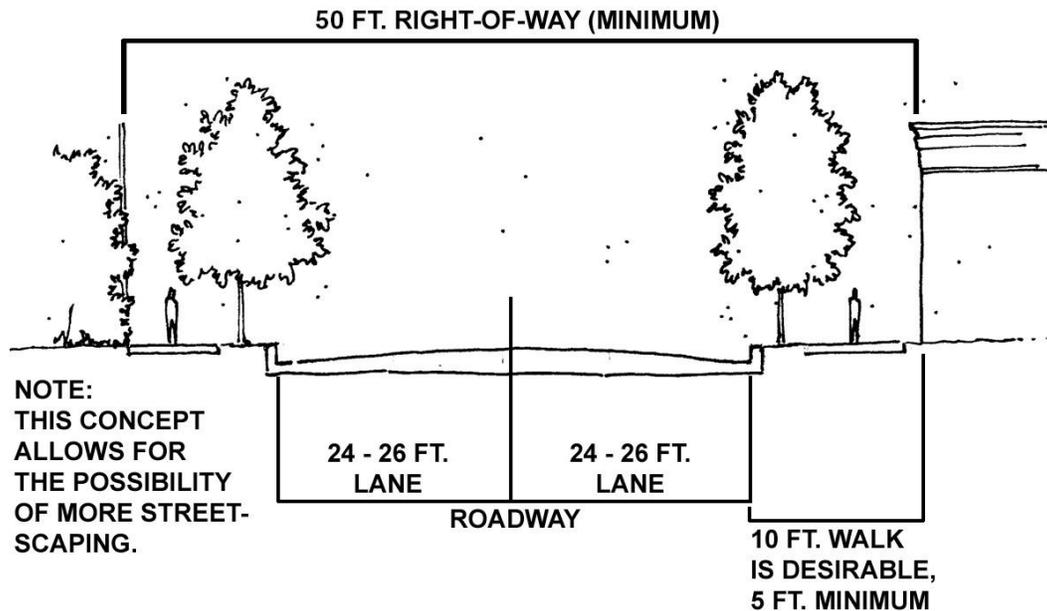


4) Collector Street- The collector street has a minimum right of way width of 60 feet, typically not including a center median. Collector streets have a typical cross-section of two (2) 24 to 26-

foot lanes, with a maximum of two (2) 24-foot lanes and one (1) 12-foot turning lane. When adequate right of way space is available, landscaping and pedestrian corridors should be included running parallel to the roadway.



(Collector Street with a turning lane)(Collector Street without a turning lane)



5) Local Street- The local street has a minimum right of way width of 50 feet, typically not including a center median. Local streets have a typical cross-section of two (2) 24 to 26 foot lanes. When adequate right of way space is available, landscaping and pedestrian corridors should be included running parallel to the roadway.

Listing of Major Streets

In Vicksburg

Current Interstate Highways:

- Interstate Highway I-20

Current Principal Arterials:

- U.S. Highway 61 Bypass
- North Washington Street/Business 61
- Clay Street (from Cherry St. to U.S. Hwy. 80)
- Cherry St./Halls Ferry Road to I-20
- Mission 66 Street/Confederate Avenue
- U.S. Highway 80
- U.S. Highway 61 South

Current Minor Arterials:

- Grove Street
- Washington St. (From I-20 to First East Street)
- Rifle Range Road
- Clay Street (from Levee Street to Cherry St.)
- Halls Ferry Road from I-20 to City limits)
- Indiana Ave. (from Confederate Ave. to I-20)
- State Highway 27
- Warrenton Road
- Wisconsin Ave.

Current Collector Streets:

- Fort Hill Circle
- Poplar St.
- Sky Farm Ave.
- Openwood St.
- Main St./East Main St.
- Oak St./Mulberry St.
- Drummond St./Monroe St./Lee St.
- Bowman Ave.
- Porter Chapel Road
- Fisher Ferry Road
- Dana Road
- Cane Ridge Road
- Illinois Avenue
- Old Highway 27
- East Indiana Ave.
- East Ave.
- Ring Road
- Haining Road
- First East
- North Frontage Road
- South Frontage Road
- Bowie Road
- Warriors Trail
- Gibson Road
- Grange Hall Road
- Letourneau Road
- Iowa Boulevard
- Pemberton Square Boulevard

Proposed New Connector Roads:

- Haining Road to Highway 61.
- Dana Road to Fisher Ferry Road to Gibson Road to Highway 27
- Redbone Road at Highway 61 to Mallet Road to Jeff Davis Road at Fisher Ferry Road northeast to C.J. Fisher Drive to Highway 27 and Bovina Cut-Off Road.
- New connector road from Iowa Boulevard to Warrenton Road and parallel to the existing railroad right-of-way.

All other streets shall be classified as local or “neighborhood streets,” and are generally smaller and receive less traffic than the streets listed above. The following lists recommended improvements to most of the city’s freeways and arterials. These improvements include widening, extensions, adding turn lanes, and new connectors.

B. Thoroughfare Recommendations and Needed Improvements

1) Freeways

According to the Mississippi Department of Transportation's (MDOT) “Vision 21 Plan,” the interstate system within Vicksburg and Warren County will be the recipient of significant improvements in the next fifteen (15) to twenty (20) years.

U.S. Interstate 20 (I-20)

Plans for U.S. Interstate 20 improvements within Warren County have been in development for several years. Beginning in 2005, MDOT began work on I-20 by improving drainage along the corridor, adding a new wearing coat, cleaning up overpasses, and adding new safety features. Future plans for the I-20 corridor include widening I-20 through Vicksburg from the U.S. 61 North/Mississippi Highway 27 exit to the Washington Street/Warrenton Road exit. The Interstate will increase from four traffic lanes to six lanes. MDOT also proposes to redesign and rebuild interchanges and overpasses in this same stretch of Interstate.

2) Existing Arterials and Needed Improvements

a) U.S. Highway 61 North Bypass and North Washington Street (Business 61). Currently, the Vision 21 plan does not indicate future improvements to the 61 Bypass in the next fifteen (15) to twenty (20) years. The City of Vicksburg maintains North Washington Street (Business 61) since it came within the city’s corporate limits.

However, the Vision 21 plan does show plans for a new connector road between these two roadways. The goal of this connector road is to direct industrial and heavy commercial traffic from the Vicksburg Harbor Project and Industrial Center to the 61 Bypass. The 61 Bypass is

more capable of handling industrial traffic. This roadway is proposed to be located just north of the Vicksburg National Military Park property, most likely in the Sherman Avenue area.

b) U.S. Highway 61 South. U.S. Highway 61 South (61 South) will undergo improvements in the coming years. Currently, this road has four (4) lanes with large medians. As of 2006, the city has begun tree planting and reforestation projects in this area with the use of reforestation grants offered through MDOT. Future plans for this roadway include adding a turn lane throughout the length of the roadway, effectively turning this road into a five (5) lane road. The plan is to reduce the size of the medians. The medians will remain as dividers and as an area where the city can create a landscaped gateway into the community.

c) Clay Street. Clay Street is the major east-west arterial carrying traffic from U.S. Interstate 20 to downtown Vicksburg. MDOT maintains Clay Street east of I-20 and the city maintains Clay Street west of I-20. Currently, the roadway consists of primarily four (4) lanes with the occasional turn lane at major intersections only. The City should consider widening the road to include a turning lane and median treatment from the boundary of the Historic Vicksburg District to the entrance at the National Military Park. To widen this roadway, more than 60 percent of the structures adjacent to it will have to be removed. Another option is to create turn lanes at all intersections including median treatments where feasible.

d) Cherry Street/Halls Ferry Road. Cherry Street traverses the area between (and through) downtown, connecting heavy residential areas to the downtown commercial areas and the Interstate 20 commercial corridor. The other segment of this corridor is Halls Ferry Road, which is, itself, a commercial corridor and a connector between residential areas on the southeastern part of town, Interstate 20 and the Marcus Bottom area. Together these roads form one of the heaviest traveled thoroughfares in the city, carrying an average of 14,000 cars per day. Much of this traffic is work related or commuting traffic, and actual traffic counts may be higher at peak times, around 8:00 am or after 5:00 pm.

This corridor is mostly built out, and it would be difficult to accommodate widening, turn lanes, or other traffic devices. Alleviating traffic along this corridor rests with creating new connector streets that can pass traffic off to the local highways and interstates. One such street could easily be constructed on the southeastern part of town, possibly connecting Fisher Ferry Road to Highway 61 South in the vicinity of Hatcher Bayou. Another possible location would be near the main entrance to the Engineering Research and Development Center at Waterways Experiment Station. The Experiment Station produces a significant amount of the traffic along this corridor.

e) Mission 66/ Confederate Avenue. Mission 66 serves as another north-south arterial east of the Washington Street and the Cherry Street arterials. There are a variety of land uses in the

general vicinity of this roadway. These uses include low and medium density residential, general and low intensity commercial, as well as, estate residential. Average Daily traffic counts show that this road is heavily traveled, handling approximately 12,000 cars per day. This roadway has four (4) lanes between Sky Farm Avenue and Wisconsin Avenue, with turning lanes located at the intersections with Indiana Avenue, Clay Street and Grove Street. Consideration should be given to the possibility of widening the roadway to create a “Greenway Arterial.” (See “Greenway Arterials” under “B. Standards” in this chapter. The roadway was originally intended to be a miniature version of a scenic byway for the community. At one time the roadway served as a route within the Vicksburg National Military Park. The National Military Park later conveyed the southern portion of the road to the City for maintenance.

Over the years, through improper development, poor code enforcement and a lack of maintenance, this roadway became less scenic and lost much of its cultural and historic value to the community. The City has an opportunity to revive this once scenic greenway through roadway improvements and aesthetics, stricter code enforcement, and proven conservation and preservation methods.

Existing Arterials and Needed Improvements

a) Washington Street from I-20 to First East Street. Washington Street is the major north-south arterial carrying traffic from U.S. Interstate 20 to downtown Vicksburg and the harbor. This arterial is the primary commercial truck route that brings goods and services to Downtown Vicksburg. Currently, the roadway consists of four (4) lanes between Haining Road and 1st East Street. Then it changes to two (2) lanes between 1st East Street and Veto Street, and returns again to four (4) lanes from Veto Street to Interstate 20. The City should consider the possibility of adding median treatment from Veto Street to the Interstate 20 Bridge. Currently, there are turning lanes at key intersections only. The number of turning lanes should be increased to accommodate every intersection along the length of the roadway. Street widening will be cost prohibitive along the majority of the corridor due to the high density commercial and residential uses adjacent to the roadway.

b) Indiana Avenue. Indiana Avenue serves as a major thoroughfare connecting people to and from the Interstate 20 Corridor. Indiana Avenue also serves as a connector between Highway 27 and Interstate 20, which includes a large amount of school traffic in the mornings and afternoons. This street has an average daily traffic count ranging from 9,500, in the I-20 area, to 5,200 in the Oak Park Subdivision, located just beyond the city limits.

Recommendations for this road include widening of the street to accommodate increased residential, bus and other school traffic with turning lanes at key intersections. Widening of this street is not meant to increasing the number of travel lanes. Rather, widening this two lane

road is to create a safer driving experience. Turning Lanes at the intersection with Porters Chapel Road will aid in moving traffic in an efficient manner during peak times. Other opportunities for turning lanes should be considered at the entrances to subdivisions along Indiana Avenue, such as Savannah Hills, Oak Park, and Lee Road. Because much of what is proposed here will take place beyond the city limits, it will be necessary for the city to work with the County.

c) Iowa Boulevard. Iowa Boulevard currently exists as an extension of North Frontage Road, carrying traffic to and from The Crossroads Shopping Center, Pemberton Square Mall and accessing U.S. Highway 61 South. This roadway meets existing traffic demands, but future development around The Crossroads Shopping Center could burden this road system. The land use types in the area are primarily commercial in nature mixed with some multi-family residential, which could result in an increase in demand in the next fifteen (15) to twenty (20) years. Recommendations for this roadway include widening to accommodate a center turn lane, similar to that located adjacent to The Crossroads Shopping Center. Other future needs may include more signalization as developments occur.

d) Wisconsin Avenue. The Wisconsin Avenue corridor contains a collection of many different land uses, the majority of which are commercial. Because of the gate closings at the Army's Engineering and Research Development Center (ERDC), traffic volume on Wisconsin Avenue has increased. One of the two available points of entry to the base is from this roadway. This, in combination with heavy residential and commercial traffic, will result in the need for major expansion along this roadway between Interstate 20 and Porters Chapel Road.

Recommendations, within the next fifteen years, include adding turning lanes along the length of the roadway, between Interstate 20 and the entrance to ERDC. This will allow traffic to flow smoothly during peak traffic hours. In addition, the city is constructing a connector road from N. Frontage Road to Wisconsin Avenue to move traffic from the Interstate to ERDC without using Halls Ferry Road.

Recommendations, within the next twenty-five years, include working with MDOT to add access from Interstate 20 in the form of Interstate or Frontage Road off-ramps. This will add greater access to what will most likely become a heavy commercialized area surrounded by significant residential development.

Other Proposed Arterial Improvements

Other proposed improvements to arterial streets include sidewalks, landscaping, signage, lighting, crosswalks, etc. These types of improvements to arterial streets will be addressed in each individual neighborhood district.

3) Lower Mississippi Historic Byway (Great River Road)

The section of Highway 61 located within Warren County has been recently designated as The Lower Mississippi Historic Byway (Great River Road). The byway runs along the length of Highway 61 through Warren County, then southward to the state line past Woodville, Mississippi. In Vicksburg, the byway travels over the older parts of Highway 61, which are now known as Business 61/ North Washington Street, Washington Street and Warrenton Road.

The Lower Mississippi Historic Byway provides an avenue to market and preserve scenic, historic, cultural, archaeological and natural treasures along the course of the byway.

As of 2006, the Byway received status by the State of Mississippi and national status from the Federal Government as a “National Scenic Byway” and an “All American Road.” With national status, comes the opportunity for grants and funds that will aid in aesthetic improvements, marketing and advertising, as well as roadway improvements. The funds that are available, on a yearly basis, are upwards of \$12,000,000.

As the reputation of the byway grows in the future, there may be a need to plan for future road improvements along the course of the byway that runs through Vicksburg and Warren County. Street Widening, with the addition of turn lanes, in key locations, may be necessary to accommodate future traffic numbers. The creation of greenway arterials, along this route, may aid in boosting the number of tourists that visit the community through this byway.

Another byway that will connect to the Lower Mississippi Historic Byway is the Raymond/ Grand Gulf Byway, which runs between Raymond and Grand Gulf in Claiborne County. The Natchez Trace is another historic byway that will connect to the Lower Mississippi Historic Byway. A future byway running from the north Warren County Line northward to Memphis along Highway 61 will also connect to the LMH Byway.

4) Collector and Local Streets

Collector and Local Streets are streets typically developed during new construction. Whether a new commercial development or a residential subdivision, these streets are usually built by developers according to the Subdivision Regulations. The city uses its Site Plan and Review Committee to ensure that all new development is in compliance with city codes, ordinances and design standards. Upon completion of a development and/ or subdivision the city accepts the streets and maintains them.

It is recommended that the city redevelop and maintain these streets as the needs arise. The city currently uses the “Micropaver” software system, which manages and schedules

maintenance for all city streets. This software is efficient and will serve the city well in the next fifteen to twenty years to ensure that city streets are adequately maintained.

5) Mississippi River Trail: Vicksburg/Warren County Section

The Mississippi River Trail is a biking corridor that stretches from Minnesota to the Gulf of Mexico. It follows the Great River Road and a series of National Scenic Byways. The Mississippi River Trail boasts some of the most scenic, historic, and recreational opportunities in the nation.

One section of this corridor will run through Vicksburg and Warren County. The route runs through the heart of Downtown Vicksburg and through some of its most prestigious and well-preserved neighborhoods. The trail will end at the Natchez Trace Parkway, which continues south toward Natchez. A map at the end of this chapter shows the proposed routes that split the trail corridor into three routes based upon history, scenic quality, shopping and dining, and speed.

The primary goal and objectives are:

Goal: Create a safe and fun cycling environment.

Objectives: Locate and eliminate all hazardous areas along the route.

Develop multiple routes including, but not limited to, scenic routes, speed routes, rural routes, and/or historically significant routes.

Work with the city of Vicksburg to develop biking lanes adequate lighting and other measures to protect health, safety and welfare of the public.

Work with the City of Vicksburg to develop future routes along abandoned railways, through forest lands and along the Mississippi River.

Work with the City of Vicksburg to develop side routes that will run through the individual neighborhoods located within the City.

Develop walking trails in Vicksburg.

GENERAL RECOMMENDATIONS

- To locate new commercial and industrial development on arterial streets to lessen traffic congestion.
- To locate schools and multi-family complexes with direct access to arterial streets to

lessen traffic congestion.

- To encourage healthier activities by encouraging and incorporating the design and construction of bike/walking trails and routes to create a more walkable community.
- Single and two-family housing will not have direct access onto arterial streets. Access onto collector streets is discouraged because:
 - a. As the number of curb cuts increases along a collector or arterial, the potential for accidents and traffic congestion also increases; and
 - b. Increased traffic volumes and speeds encountered on arterials and collectors make these sites undesirable as residential sites.
- To increase front yard setbacks if it becomes necessary to locate houses along arterial and collector streets. An increase in lot frontage may be required to provide space for a turn-around so vehicles will not have to back out onto major streets.
- To prohibit parking that allows vehicles to back out onto major streets in commercial and industrial districts.
- To identify and encourage less congested routes as alternatives. To encourage and promote the use of public transportation as a means of reducing the number of vehicles on the road at any one time.
- To revise the Zoning Ordinance and Subdivision Regulations to include provisions designed to reduce traffic congestion.
- To identify street intersections to be redesigned to facilitate traffic flow.
- To landscape streets and highways in order to contribute to the overall pleasing visual image of the community.
- To plant trees, shrubs, grasses and other ornamentals should be planted on rights-of-way without sacrificing safety for attractive roadways. To acquire, if necessary, additional land adjoining the current right-of-way to accomplish this strategy. To use energy efficient and non-offensive lighting along public roadways.
- To discourage through traffic in residential areas. To identify and encourage alternate routes for through traffic.
- To widen and monitor residential thoroughfares.
- To encourage citizens to shop in areas near their neighborhoods in order to reduce traffic on arterial streets.
- To improve major roads to and in existing and planned industrial office and retail areas to provide better access. To choose new road alignments, which do not disrupt or require the relocation of residents.
- To encourage the use of existing parking facilities, both on and off-street, in the central business district.
- To encourage private parking facilities, such as garages, in the central business district as it pertains to new development.
- To encourage the use of the City's Public Transportation System and plan future routes so that the entire community will have access.

CHAPTER FIVE: LAND USE PLAN

OVERVIEW

The Land Use Plan represents a composite of all the elements of the planning program. Within this context, the plan depicts in narrative, statistical and map forms the general relationships between land use patterns, major transportation arteries, schools, parks and other community facilities, and the community's overall environment. The CMPDD coordinated the preparation of the land use plan with the development of all other elements of the Comprehensive Plan.

Section 17-1-1 of the *Mississippi Code of 1972* specifies that the Land Use Plan element of the Comprehensive Plan shall designate "in map or policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation, and open space, public/quasi-public facilities and lands." The Code also requires that 'background information shall be provided concerning the specific meaning of land use categories depicted in the plan. The plan used residential densities, intensity of commercial uses, industrial and public/quasi-public uses, and any other information needed to help define the land use codes use on the Land Use Map. Projections of population and economic growth for the area encompassed by the plan are a basis of quantitative recommendation for each land use category.'" The Land Use Plan directly relates to the zoning ordinance, which is required by state law to be based upon the adopted Comprehensive Plan.

The land use chapter of the Comprehensive Plan has two purposes. One is to inventory the city's existing land use patterns (shown in Chapter One). The second purpose is to recommend policies for future development that are consistent with the city's character. These policies also involve decisions on how the land use patterns should change to accommodate future needs. Therefore, the Land Use Plan should not be regarded as being 'cast in concrete.' Instead, it should be remembered the Land Use Plan is subject to change as the city grows. It may be amended at any time following the necessary public hearings and justification for such amendments.

The Land Use Plan is the primary part of the Comprehensive Plan where the city presents its vision for the future. The existing land use inventory along with population, housing, and employment projections are used to assist in projecting how much land will be needed for future land use categories. These projections are necessary to help determine future land development proposals and for making decisions on the location of public facilities.

The Land Use Plan is a statement of the community's desired future and a general guide to consistency and change in land uses. It serves as a general and long-range policy guide for the Planning Commission and the Board of Mayor and Aldermen when making decisions regarding private and public development proposals. The Land Use Plan also serves as the foundation for zoning and subdivision regulations, which put the Plan's Goals and Objectives into action. The land use patterns shown on the future land use map form the basis for future changes in zoning districts or subdivision policies.

The adoption of these policies by the Mayor and Board of Aldermen establishes their importance as a guide for making land use decisions. They may be changed only by amending the plan. The land use plan shall also be used as a forecast of the future land needs of the city. Although the land use forecasts are for 25 years in the future, the realistic life expectancy of the Land Use Plan in a growing area is five to ten years. It is necessary to review and revise plans periodically in light of unforeseen events and changing conditions. This provides an opportunity to adjust the plan well before the target year is reached. This emphasizes the need to revise the plan every five years in order to stay current with changed conditions. Generally, the plan's purpose is to maintain what is important to the community and to change what is regarded as harmful or unnecessary.

The land use patterns of a community have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth.

The zoning map must be consistent with the future land use map, and the zoning ordinance must be consistent with the land use goals and objectives of the plan. Conversely, the land use categories shown on the future land use map should be somewhat consistent with the zoning districts shown on the zoning map. One exception, however, is that transition areas are not likely to be consistently depicted on both maps, because they are areas that are changing from one land use to another.

For purposes of this plan, the study area encompasses the area currently within the city limits of Vicksburg plus an area a mile or two beyond. It also includes an area on both sides of Interstate 20 to the Bovina community.

EXISTING LAND USE

The existing land use survey is traditionally the most important survey of the planning process. This survey is a field "windshield" survey conducted in Vicksburg and the surrounding study area. The field work was recorded on a laptop computer showing aerial photographs, and each parcel was coded according to its present land use and then transferred to a large base map. The current zoning classification of each parcel was not considered at this time, because it does not come into play until the Land Use Map is developed. The existing land use is divided into the following categories:

1. Agricultural/Vacant Land
2. Residential Estate
3. Low Density Residential
4. Medium Density Residential
5. High Density Residential
6. Manufactured Homes
7. Low Intensity Commercial
8. General Commercial

- 9. High Intensity Commercial
- 10. Light Industrial
- 11. Heavy Industrial
- 12. Parks/Open Space
- 13. Public
- 14. Semi-Public
- 15. Federal Reserve
- 16. Federal-ERDC
- 17. Casinos

The existing land use map shows present land use patterns and provides a basis for the development of the land use plan and future zoning map. Table 1- shows the relative sizes of existing land use categories within the current Vicksburg corporate limits. Land use categories have been depicted in acres, and each category is expressed as a percentage of the total city area. This survey is useful for pointing out existing estimated land use acreage and potential available land for future development.

**TABLE V-1
SUMMARY OF VICKSBURG’S EXISTING LAND USES**

Land Use Category	Land Area (in acres)	Percent of Total Area	Percent of Developed Land
Residential Land in Use			
Residential Estate	2,713.10	12.04	13.54
Low Density Residential	1,006.14	4.47	5.02
Medium Density Residential	398.72	1.77	1.99
High Density Residential	258.33	1.15	1.29
Manufactured Homes	462.66	2.05	2.31
Subtotal for Residential Uses	4,838.95	21.48	24.14
Commercial Land in Use			
Low Intensity Commercial	129.22	0.57	0.65
General Commercial	472.54	2.10	2.36
High Intensity Commercial	709.56	3.15	3.54

Casino Commercial	103.64	0.46	0.52
Subtotal for Commercial Uses	1,414.96	6.28	7.06
Industrial Land in Use			
Light Industrial	70.19	0.31	0.35
Heavy Industrial	1,282.73	5.69	6.40
Subtotal for Industrial Uses	1,352.92	6.01	6.75
Public/Quasi-Public	2,227.07	9.89	11.11
Parks and Open Space	215.77	0.96	1.08
Streets and Rights-of-Way	1,628.00	7.23	8.12
Subtotal for Supportive Uses	4,070.84	18.07	20.31
100-year Flood Plains	8,368.00	37.15	41.75
Total of Developed Land	20,045.67	88.99	100.00
Land Available for Development	2,480.33	11.01	12.37
Total Land Area	22,526.00	100.00	-----

Source: CMPDD Land Use Survey

For example, this survey estimates that Vicksburg is approximately 88 percent developed. This figure includes land in flood plains as well as developed land. Land in 100-year flood plains limits land development and should be counted as developed land in order to help determine how much is available for future development. Developed land includes industrial land that is designated as industrial park land, even if currently undeveloped. If Vicksburg has any land with extreme slopes (15 percent or more), it would be included, too. Vicksburg is over three-fourths built out, but has enough land for the immediate future at the current rate of growth. Therefore, the city has approximately 12 percent of its land area available for development.

The above table can be an indicator of future land use needs, especially if the percentages of each land use category are assumed to be approximately the same in 2040 as those of today, with the exception of agricultural land uses.

A need for land is created by people and the activities they are engaged in. As population increases, more land is converted from a natural state to a developed state to accommodate the population's activities. This conversion process creates an urban area which, over time is altered and expanded for additional uses of land.

Residential Land

Residential land accounts for the single largest use of land within cities. It is the same with residential land in Vicksburg. Prior to the 1990 annexation, residential land accounted for 2,783 acres, which represented 31.7 percent of the total land area of Vicksburg at that time. In 2012 the city had 4,838.95 residential acres, a 73.9 percent increase in residential land from before 1990. However, residential land now comprises 21.48 percent of total land. This decrease in percentage of total land is due to the city's total land area more than doubling since 1990.

The number of total housing units has declined from 11,654 units in 2000 to 10,992 units in 2010, a 5.7 percent decrease. One reason for this decline is the removal of flood damaged structures in north Vicksburg. Another reason is the lack of desirable vacant land for new residential construction, which contributes to a lack of quality subdivisions near the city. The expansion of commercial areas into the fringes of older neighborhoods contributed to the decline of housing units. The age of the city's housing stock and the demolition of vacant substandard housing units through code enforcement also contribute to a decline in housing units.

The next largest category of land use is for supportive uses at 18.07 percent of total land area. This category is comprised of public/quasi-public uses, parks and open space, and streets and rights-of-way. The next largest uses of land are commercial and industrial land uses at 6.28 and 6.01 percent, respectively.

Commercial Land

Vicksburg is the retail hub of Warren County and serves a multi-county area including across the Mississippi River into Louisiana. In 1970 Vicksburg's commercial land uses comprised 193 acres. By 1990, the city's commercial land uses grew to 584 acres. Commercial uses increased still more to 1,414 acres by 2012. The percentage of total land within the corporate limits, commercial land went from 2.94 percent in 1970 to 6.7 percent in 1990, to 6.28 percent in 2012.

Vicksburg's commercial land use has grown from a retail core in the Central Business District to include strip commercial development along major arterials. Although the city has grown outward over the decades, the downtown area has remained viable and stable. With some exceptions, strip commercial activities have formed nodes at major intersections and conveniently serve nearby residential areas. These strip commercial shopping centers have formed also along the length of Interstate 20 and serve a large retail market. Strip commercial centers present a number of problems, including traffic and undesirable mixed land uses, which tend to lower property values. The mix and extent of these commercial activities change over

time according to market conditions but will continue to be a significant part of Vicksburg's commercial economy.

One problem the city should particularly address is that of infill development. There are a number of vacant buildings and lots that would better serve the city and its citizens if they were redeveloped. One example is two downtown blocks from Walnut Street to Levee Street and from Grove Street to Jackson Street. These two blocks are partially vacant with some existing buildings. Some ideas for redevelopment have been floated, but no definite plans have been proposed as yet. An advantage of redeveloping these types of lots is that the infrastructure is already in place.

Industrial Land

Industrial development in most communities requires several conditions to operate adequately. It needs proximity to raw or finished materials used in the manufacturing process, and it needs proximity to good transportation facilities (i.e. highway, water, and rail). Industrial sites require relatively flat and developable land, availability of utilities, and an adequate labor supply. Finally, it needs to be fairly close to consumers. Vicksburg meets all these requirements, except it has a shortage of usable level land.

Before Vicksburg's 1990 annexation, it had 255 acres of industrial land in use. This made up 2.9 percent of total land in the city and 3.7 percent of developed land. After the 1990 annexation, the city added the Emmette W. Haining Industrial Park to the north and the Airport Industrial Park to the south. This brought the total amount of industrial land in Vicksburg to 1,352.92 acres.

Vicksburg is the only Mississippi River Community in the state to have both highway and rail bridges, and this has made it relatively important as a transportation-industrial location. The current industrial park located along the Yazoo Diversion Canal and Haining Road is built out, and more industrial land is needed.

There are several possibilities to add more industrial land. One is to extend the current industrial land and Industrial Drive to the northwest. However, this would only add about 40 acres before running into King's Point Ferry Road.

Other possible northern locations for new industrial land are across the Yazoo Diversion Canal or along North Washington Street/Old Highway 61. These lands are flat enough, but they are all within the 100-year floodplain. Some may even be in a wetland. To develop low lying land would require building the land up to at least the base flood elevation or constructing a levee around the land. Moreover, these lands do not have good access to utilities. Developing these lands for industrial purposes would be an expensive proposition.

The most promising site for a new industrial park is south of the city near the river. This land is low lying, but not as low as that of the lands previously mentioned. This southern site has better access to water, sewer, and gas utilities than the lands in the north. Although the

railroad south of I-20 has been abandoned, it can be re-established to serve a new industrial area. A levee would also have to be constructed around any industrial park site here to protect it from flooding. Developing a new industrial site here is estimated to be expensive, but not as expensive as the northern sites. All things considered, this would be the more promising site.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT

Up through the mid-1900's the pattern of development in most municipalities in the United States has been typically a "grid" street network, usually with alleys, mixed-housing types, and some mixed uses, especially in the city core. Interconnected neighborhoods and sidewalks were common. Densities (expressed as dwelling units per acre) were generally higher than what is common today. This type of development pattern uses land and infrastructure more efficiently and has more potential pedestrian opportunities. The modern version of this historic pattern is called Traditional Neighborhood Development (TND) and is seen as a viable and desirable option for some areas of Vicksburg.

In this sort of development, appearance and size of the structure are as important as the use. This type of development requires a different set of physical standards, including "build-to" lines and possibly porches and rear-facing or detached garages.

This development type is still a viable development style and will be encouraged in this plan and subsequent zoning and subdivision ordinances. Traditional Neighborhood Development will help neighborhood districts achieve their districts.

To achieve the desired community characteristics, some cities prepare a "pattern book." This is a book containing detailed site planning and architectural criteria, which is to be used by developers in the design of individual projects within the neighborhood. General criteria, or "patterns," pertain to the following elements:

- Street dimensions
- Building setbacks
- Parking locations
- Lot types
- Building placement
- Building massing
- Landscape planting
- Ways to mix housing types and densities

The patterns included site-specific criteria to define how adjacent residential and commercial buildings should relate to particular focal points and open spaces in the plan.

LAND USE/DEVELOPMENT CONCERNS

As the above table shows, Vicksburg has only about 12 percent of land available for development. Therefore, Vicksburg is essentially built out. Vicksburg's topography is rugged, covered mostly by steep hills and gullies. It is not always suitable for development purposes.

Within the corporate limits it has been estimated that there are 8,368 acres in flood plains. This includes water bodies (Mississippi River, the Yazoo Diversion Canal, lakes and ponds), creeks, and streams. Of the 2,480 acres of land available for development, about 1,400 acres have severe slopes (over fifteen percent). This leaves about 1,080 acres of easily developable land and most of this land is scattered throughout the city. However, often these parcels are small, sometimes inaccessible parcels that do not meet current development standards.

The lack of large tracts of available developable land within the corporate limits of Vicksburg has resulted in substantial urban "spill over" just outside the current limits.

Outside of the downtown area, much of the topography is characterized by plateaus interconnected with ridge lines. Most roads extending into the study area are along ridge lines or in valleys leading to ridge lines. As a result, much of the development is adjacent to the roads. The development at the plateaus is more intensive, forming development nodes.

Topography/ Soil Related Problems

Vicksburg's topographic conditions significantly affect land use patterns. Additionally, soil conditions, especially in areas where extensive earthwork is necessary, contribute considerably to the area's land use patterns. Landslides are an ever present danger to public and private properties.

Incompatible Land Uses

Like many small to medium size municipalities, Vicksburg shows evidence of some incompatible land uses. This is particularly noticeable in the older areas of town and on the city's entrance corridors, Clay Street, Washington Street, and Old Highway 61. Before the city had zoning regulations, Clay and Washington Streets developed without any strict land use pattern. Later, because these areas were once the main highway corridors through Vicksburg, they were zoned for the heaviest commercial uses. Old Highway 61 had developed in a very mixed haphazard land use pattern and came into the city much later. The land uses along Clay, Washington, and Old Highway 61 may require changes in zoning density.

Areas Developed Without Building and Related Codes

The oldest parts of Vicksburg developed without the benefit of building or development codes, and Warren County has never had building or development codes. After the city enacted zoning laws, the city began to develop in a more orderly fashion. But those areas outside the corporate limits were not subject to building and zoning laws, and subsequently developed with all the problems associated with the lack of a discernable plan or standards.

Age and Condition of Housing

Most of Vicksburg's new residential development in recent decades has taken place in areas outside the corporate limits. Some areas of Vicksburg have problems associated with the age and condition of housing. These areas tend to have concentrations of low income people, which result in the housing stock becoming older and poorly maintained.

Flooding/Flood Prone Areas

Vicksburg has a number of areas that are subject to flooding. There are flood-prone areas in the Hamilton Heights Subdivision along Sky Farm Avenue and in some areas next to Glass Bayou and Stouts Bayou. In south Vicksburg, there are areas below the 100-year flood elevation. These areas are primarily agricultural and undeveloped lands located west of Highway 61 South. North Vicksburg, west of Old Highway 61 and the railroad, is an area that experiences frequent flooding. These areas are Ford Subdivision, Chickasaw Subdivision, and the Long Lake area. The flooding that affects these areas also causes these locations to be blighted.

THE LAND USE PLAN

Methodology: The CMPDD developed this section of the Comprehensive Plan using three processes. First, the CMPDD distributed the amount of space of Vicksburg's future land uses after applying specific location criteria. Second, the amount of land allocated for future land uses was correlated with the demand for land in the year 2040. Lastly, the CMPDD developed a physical plan for future growth, which attempts to use city resources and meet city needs in an effective and efficient manner.

The quantities of land needed to accompany various activities in an area depend on a multitude of interrelated factors. The most important of these factors are the composition and the characteristics of the population, the economy of the area, and the trends in the density of development. Since all three of these factors are closely related, a change in one will cause a corresponding change in the other two. For example, the density of development is dependent, to a large degree, on raw land and development cost (economic factors). Therefore, if these costs increase, the density of the development usually increases, unless the costs are offset by a corresponding increase income, sales or other economic factors.

One final factor that makes this Future Land Use Plan stand out from any other in the City's history is the Neighborhood or District Plan. The city has been divided into twelve distinct districts or neighborhoods. These districts will have common future land use patterns, but the intent is to tailor future zoning to fit each in terms of setbacks, lot size requirements, densities, lot coverage, etc. Each of these districts or neighborhoods is distinct and has many different needs in terms of long range planning. More details of City District and Neighborhood Planning appear later in this document.

The Land Use Plan, in order to be useful as a policy tool for guiding future land use decision, must be carefully composed. In drafting the Land Use Plan Map, the following factors were considered.

- Existing land use patterns and growth trends,
- Existing zoning patterns,
- Projected future land use needs based on projected future population and employment converted to the number of acres needed to accommodate projected growth levels,
- Flood plains, excessive slopes (over 20 percent), and soil types,
- Location of major streets/roads and open space,
- Infill development patterns,
- Land use policies.

Location Criteria: The Land Use Plan uses location criteria and guiding principles and standards in the placement of activities. These principles and standards have evolved over time within the planning profession and are recognized for their universal application. These criteria involve numerous considerations including danger from floods and other health and safety standards. Included in these criteria are the vulnerability of important environmental processes to urban activities, the proximity of one land use from another in time, and distance and cost. Other considerations include the social, economic and environmental compatibility of adjacent land uses, physical characteristics of individual locations and their suitability for development and the pattern of land values. General principles relating to the location of land uses customarily identify five major functional areas: the work areas, the living areas, the shopping areas, the community facility systems, and open space areas of land and water. These principles can be expressed as follows.

1. **Work areas** should locate in convenient proximity to living areas where energy efficient interconnecting transit and thoroughfare routes can be designed to ensure easy access back and forth. They should be in convenient proximity to other work areas and where uses incidental to one another have access to interconnecting truck routes. The spatial distribution of work areas should harmonize with intra-urban patterns of firm interaction. Heavy concentration of work areas should be avoided so as to disperse point sources of pollution. Some work areas should be in locations accessible to heavy transportation facilities and large capacity utility lines. Work area locations provide sites adequate in size, economic to develop, and attractively situated for the particular uses intended.
2. **Living Areas** should locate in convenient proximity to the work and leisure time areas and where there are nearby transit and thoroughfare routes to ensure easy access. The spatial configuration of residential communities should take the activity and residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces, with residential areas within easy walking distance of community facilities. They

should locate in areas protected from traffic and incompatible uses, in areas that are economic, energy efficient, and attractive to develop, and where desirable residential densities with a range of choice can be ensured.

3. **Shopping areas** and entertainment centers such as shopping malls and shopping center, restaurant areas, cultural centers and educational complexes should be in convenient proximity to living areas. They should be in centrally located areas and on sites adequate for their purposes.
4. **Community facility** systems should be designed around the underlying service delivery concepts of each system and its program, with service levels appropriate to the user groups. Recreational facilities, schools, libraries, medical care facilities, police and fire stations, and other community facilities should be in locations convenient to user groups and on sites that can be developed economically. The reason is that community or public facilities should develop with an efficient and effective use of taxpayer funds.
5. **Open space system and environmental protection.** Major parks and large open spaces should locate so as to take advantage of, as well as protect, natural processes and unusual landscape features. They also provide for a variety of outdoor recreational and other activities. Environmentally critical areas of land and water should be protected from incompatible uses and from pollutants generated by urbanization in the vicinity. The city should preserve wooded areas that serve a functional purpose in climate, noise, light, and pollution control as part of an urban forest and open-space system. Vulnerable urban development should not locate in areas of natural hazards to life and property such as floods, slides and unstable soils. The city should prohibit development using on-site sewage treatment from areas of unsuitable soil and geological conditions. Present and future water supply drainage basins should receive only urban development compatible with protection of the water quality.

LAND USE PLAN MAP

The land use patterns of a community greatly influence a community's transportation, energy consumption, property taxes, public facilities, and future growth potential. A community's land use pattern contains elements that serve the community well and other elements that do not. Land use planning seeks, primarily, to maintain those elements that serve the community well and to change those elements that do not.

The land use map, sometimes called the future land use map, serves as a statement of a desired future for the community and a general guide for future development. The land use plan and future land use plan map guide the Planning Commission and Mayor and Board of Aldermen in reviewing development applications.

The land use plan map will also be instrumental in developing a new zoning map. In order for the zoning map to be optimally effective, it should closely mirror the Land Use Plan Map. In other words, the zoning map should be consistent with the plan map.

There are some similarities in drawing land use maps and zoning maps. Among the considerations in drawing both maps include:

1. Existing land uses,
2. Compatibility of uses,
3. Appropriateness of the land,
4. Location needs of uses,
5. Public services effects,
6. Likelihood of how land will develop in future.

As a general rule, it is more advisable to run the boundaries of a district along or parallel to rear lot lines, rather than through the center of a street. Where one side of a street is designated for business and the other for residential use, there is a strong temptation for legislative bodies and courts to authorize business uses on the residential side of the street. Where a district runs parallel to side lot lines it should avoid splitting lots. The rule is: Land situated similarly should be categorized alike.

Projected Residential Acreage Needs: Table 1.3 contains the Vicksburg population projections in five-year increments from 2010 to 2040. These projections are useful in developing quantitative recommendations for each broad land use category.

Residential densities reflected in the Land Use Plan range from one single-family detached residence for every two acres to eight dwelling units per acre for multi-family residential uses (apartments and duplexes). The densities used in producing the dwelling unit projections are summarized under the heading “Explanation of Land Use Categories” depicted on the Land Use Plan Map in this chapter.

In order to determine future residential acreage, it is necessary to use a projected persons per household ratio. This ratio has increased somewhat since 1980 when it was 2.35. In 1990, it was 2.49, and in 2000 it remained unchanged at 2.49. However, based upon the fact that persons per household ratios for many areas are in decline, it is anticipated that household sizes will be a little smaller in 2040. It is expected to decline to 2.45 by 2040.

Using a projected persons-per-household ratio of 2.45 and applying it to the projected increase in the city's population of 4,772 for 2040, Vicksburg will need an additional 1,948 dwelling units by 2040. Assuming that the present dwelling units per acre ratio will remain the same in 2040, this ratio (2.41 dwelling units per acre) applies to the number of projected additional dwelling units (1,948) needed to accommodate the additional city population of 4,772 for 2040. The result is that the city will need 808 additional residential acres for 2040 to handle the additional population increase. Not counting the land in flood plains, there is more than enough agricultural/vacant land in Vicksburg to handle this increase in population.

Projected Commercial Acreage Needs: A growth in population also creates a corresponding growth in employment. Therefore, projections of commercial and industrial acreage needs are based upon the premise the future need for commercial and industrial acreage is proportionate to the growth of the population. The forecast of the city's population expects it to increase by 20.0 percent, and that commercial growth for the same period will be roughly the same. As with the projected residential needs, Table 1-23 contains information on the existing commercial acreage in the city, providing a means for projecting future commercial acreage.

To estimate commercial land use needs for 2040, it is necessary to determine the current ratio of commercial employees per commercial acre with the presumption that the same ratio will apply in 2040. This presumption recognizes the fact that percentages of different land uses tend not to change greatly over time. The difficulty in calculating the employees per acre ratio is that the Census Employment by Industry Sector figures reflect only the employment of Vicksburg residents. It is recognized that some city residents work outside the city, as well as some residents from outside Vicksburg work here. However, there is no data available to determine these numbers with any degree of accuracy. For the purposes of this plan, it is also assumed that the future commercial employment needs of the population in the study area will met within that study area.

The CMPDD calculated projected commercial acreage needs. First, the current ratio of commercial employees per commercial acre for the city was calculated. There are 3.31 commercial employees per commercial acre in the city, and 19.6 percent of the 2010 population consists of commercial employees. It assumes the 3.31 ratio of commercial employees per commercial acre and the percentage of the population will be the same in 2040. Thus, 19.6 percent of the Vicksburg's 2040 projected population amounts to 5,611 commercial employees. Dividing this number by 3.31 commercial employees per commercial acre yields 282 total commercial acres projected for 2040 to meet the city's commercial needs. When subtracting the current number of commercial acres from the projected commercial acres, the result is fifteen additional commercial acres needed by 2040.

This figure does not include those existing commercial properties for redevelopment. Nor does it include existing businesses that will be replaced by newer businesses. At any rate, there is enough available land for development at the present to accommodate projected commercial employees.

Projected Industrial Acreage Needs: As stated previously, planning practice bases industrial acreage needs upon the presumption that the future needs for industrial acreage are proportionate to the growth of the population of the study area. The estimated industrial land use needs are derived in a similar fashion as were the commercial needs.

The current ratio of employees per industrial acre in Vicksburg is 1.74, and industrial employees comprise 9.9 percent of the current city population. When applying these figures to the projected 2030 population, the result is 271 additional industrial acres needed by 2040. Again, there is enough available land for development at the present to accommodate projected industrial employees.

Explanation of Land Use Categories: The Vicksburg Future Land Use Plan categorizes future land uses below. The following is an explanation of the specific meaning of land use and thoroughfares color codes depicted on the Land Use Plan contained in this chapter. Since these categories are to determine zoning districts, each residential, commercial, and industrial land use category has its corresponding zoning district (s) noted for ease of reference. Additionally, the Plan divides the city into twelve neighborhoods, which are explained in detail in the next chapter.

1. **Agricultural** (white): density of .67 dwelling units per acre. This land use classification depicts areas that are expected to remain rural or agricultural with no significant concentration of residential, commercial, industrial, or other development. In some cases, this land use type is used as an incubator or an informal use for areas that may potentially develop over the next ten to twenty years. The future zoning designation will be “AG.”
2. **Residential Estate** (grass green): average density of one dwelling unit per acre. The intent of this land use classification is to maintain an area of desirable rural character in Vicksburg, which provides rural tranquility, beautiful views, and open spaces. The future zoning designation will be “RE.”
3. **Low Density Residential** (pale yellow): maximum density of 4 single-family detached dwelling units per acre. The intent of this land use classification is to promote the development of single-family detached dwellings on relatively large lots of at least 10,000 square feet. The future zoning designation will be “R1.”
4. **Medium Density Residential** (yellow): a density range of 4 to 8 dwelling units per acre. This land use classification allows the development of single-family detached dwellings on moderate size lots of at least 5,000 square feet. This category includes the type of single-family residences known as patio homes, townhouses, condominiums, and zero lot line homes. The future zoning designation will be “R2.”
5. **High Density Residential** (orange): a density range of 10 to 12 dwelling units per acre. This land use category allows the development of apartments or duplexes on

arterial streets or highways, which have the capability of carrying higher traffic volumes generated by residences of this density. The future zoning designation will be "R3."

6. **Manufactured Home Residential** (brown): This land use classification allows the development of manufactured home parks on arterial streets or highways, which have the capability of carrying higher traffic volumes generated by these types of residential areas. The future zoning designation will be "MR."
7. **Mixed Use Residential & Downtown Commercial** (maroon): This land use classification allows the development of a mixture of various types of residential uses and light commercial uses. Each neighborhood has density and other general requirements, which will vary greatly. The future zoning designation will be "MX."
8. **Low Intensity Commercial** (pale red): These areas include business and professional offices and personal services such as hair styling shops and photographic portrait studios. This category also includes instructional services such as dance studios, floral shops, and other similar uses that do not generate high vehicular traffic. High vehicular traffic means more than 70 average daily trips per 1,000 square feet of Gross Floor Area. Nor should these uses generate high noise levels (i.e., exceeding a DNL or average "Day Night Level" of 65 decibels). The future zoning designation will be "C1."
9. **General Commercial** (crimson): These areas should include businesses in which the principal activity is conducted indoors. This category is appropriate for neighborhood commercial uses. The future zoning designation will be "C2."
10. **Casino Commercial** (magenta): This category is for casinos and related businesses. The future zoning designation will be "C3."
11. **High Intensity Commercial** (purple): This category includes all types of commercial uses, but also includes outdoor business activities or that have outdoor storage of materials or inventory. This encompasses such activities as car and equipment sales, manufactured home sales, electrical businesses, pipeline businesses, etc. These land use districts follow the major thoroughfares of the city and are the primary retail and trade hubs of the community. The future zoning designation will be "C4."
12. **Light Industrial** (light gray): Includes enclosed industrial activities only. This classification includes manufacturing uses where all or most of the associated activities are conducted indoors. These manufacturing uses are those that do not generate noise, vibration, or offensive odors detectable to human senses off the premises. The future zoning designation will be "I1."
13. **Heavy Industrial** (dark gray): Includes manufacturing uses where all or part of the associated activities are conducted outdoors, or where the use requires large

volumes of water or generates noise, vibration, or offensive odors detectable to human senses off the premises. The future zoning designation will be "I2."

14. **Parks/Open Space**(medium green). No zoning designation.
15. **Public** (fir green): Includes all existing and proposed public (except parks) such as governmental buildings and facilities, schools, cemeteries, etc. Public land uses will take on the zoning designations of adjacent zoning districts. All districts permit public uses by special exception.
16. **Quasi-Public** (olive green): Includes churches and other places of worship, lodges, and clubs, etc. Quasi-public uses will take on the zoning designations of adjacent zoning districts.
17. **Federal Reserve** (blue): The Vicksburg National Military Park.
18. **Federal-ERDC** (dark blue): The U.S. Corps of Engineers Engineer Research and Development Center.
19. **Mixed Residential and Commercial** (crimson): These areas combine single-family, multi-family, and light commercial uses into one land use type. This category allows light commercial uses in the multi-family areas to create opportunities for delis and convenience stores, light commercial retail, and commercial office opportunities.
20. **Medical Services** (powder blue): These areas provide for medical services of all types, including hospitals, medical clinic and offices, medical supplies, mixed outpatient services/residential uses, and medical personnel residential uses.

MAJOR RECOMMENDATIONS

- I. Within the past twenty or so years, several studies and plans have been developed and proposed to help Vicksburg take full advantage of the Mississippi Riverfront and the Downtown. From these proposals, five key concepts have emerged:
 1. The Gateway Concept, where the four primary entrances into the city would be fully developed with landscaping, welcoming signage, attractions and amenities to encourage visitors to continue their visit to Vicksburg and see everything the city has to offer. These gateway areas would be located at I-20 and Clay Street, in Downtown Vicksburg at the waterfront on the Yazoo River Diversion Canal and at the Mississippi River Bridges. The fourth gateway is located at the intersection of the Highway 61

Bypass and Business 61.

- A. Create the **Clay Street Gateway** at I-20 with the Vicksburg Military Park entrance and the Visitor Center at its center. The proposed gateway includes landscaping, welcoming signage, a staging area for a trolley system, parking areas and improved circulation for pedestrians and vehicles.



Concept of Proposed Clay Street Gateway

- B. Create the **Mississippi River Bridge Gateway** at I-20 with the Old Mississippi River Bridge and Mississippi Visitor's Center at its core. The proposal for the Old Mississippi River Bridge is to convert it into a pedestrian walkway with places to sit and watch the river, stage special events and social gatherings. Also included in this gateway are: the National Park Service River Batteries, the Riverfront Park, a trailhead for a new trail along the river, a trolley staging area, parking areas, and public restrooms.



Concept of Proposed Mississippi River Bridge Gateway

- C. Create the **Downtown Gateway** at the city waterfront on the Yazoo River Diversion Canal, including a dock for commercial and excursion boats, dock for recreational boaters, Siege of Vicksburg Museum, existing downtown attractions such as a downtown Canal walk, Catfish Row, an African American Heritage tour, warehouse Shopping District, trolley staging area, centralized parking areas and public restrooms.



Concept of Proposed Downtown Gateway as seen from the River's side.

- D. Create the **Highway 61 North Gateway** at the intersection of the Highway 61 Bypass and Business 61. It includes a visitor's center, welcoming signage, a staging area for a trolley system, parking areas, and a rest stop for bicyclists riding the Mississippi River Trail.



Concept of Proposed Highway 61 North Gateway

2. The Linkage Concept, establishes scenic boulevards connecting the three gateways and major points of interest. This concept features beautiful landscaping, as well as trolley lines, bicycle paths and walkways to promote exploration of the city by residents and visitors alike. The scenic boulevards would be along Clay Street to Downtown, along Washington Street to the Mississippi River Bridge and from the Mississippi River Bridge to the national Military Park and Clay Street. This concept would:
 - A. Create the scenic boulevard along Clay Street to Downtown with attractive landscaping, historic style street furniture, and integration of small neighborhood parks with opportunities for recreation. This concept locates bicycle racks at key places and informative signs directing visitors to the boulevard.
 - B. Create the scenic boulevard along Washington Street from Downtown to the Mississippi River Bridge.
 - C. Create the scenic boulevard from the Mississippi River Bridge to the National Military Park and Clay Street.
3. The Waterfront Concept, which would restore the area along the Mississippi River and the Yazoo River Diversion Canal, creating a tree-lined corridor along the river and canal from the Mississippi River Bridge along the loess bluffs to the dock for the riverboats. The overarching goal of this concept is to provide residents and visitors access to the riverfront. It is also to restore and preserve the native natural environment along the river frontage and inform visitors about the river's history, importance, and business. This corridor includes the riverfront industrial area, which is not with surrounding land uses. This concept would:
 - A. Obtain full landowner cooperation and voluntary agreement for all properties involved in developing a recreation and conservation corridor along the Mississippi River and the Yazoo Canal that is accessible to the public.
 - B. Build the corridor that includes a river walk and recreational trails crossing both public and private land.
 - C. Restore natural, native vegetation along the corridor
 - D. Establish facilities to showcase the natural, historic and cultural sites located and associated with the corridor through building nature walks, labeling native plants and installing historical and cultural markers.
4. Open Space Concept, which would enhance Vicksburg's unique natural landscape for a greenway system throughout the community for recreation, transportation and the protection of environmentally significant resources. The major recommendations of this concept are to create the triangular network of scenic transportation boulevards proposed as a linkage corridor. This corridor would serve as the primary

- transportation greenway through the community, establishing a network of urban green streets that will be part of the community's greenway system. This concept would also maintain a vegetative buffer around the Vicksburg National Military Park to separate existing development from park visitors. It also creates more city parks along key corridors in the community. Specifically, this concept seeks to:
- A. Implement the Waterfront Concept to provide a conservation and recreation corridor along the Mississippi River and Yazoo Canal.
 - B. Implement the Linkage Concept where scenic boulevards serve as primary transportation greenways through the city.
 - C. Establish a network of green streets that will be part of the city's greenway system.
 - D. Maintain a buffer area around the National Military Park to screen existing development from park visitors
 - E. Create more city parks, especially in the waterfront area and along key corridors in the city.
5. Cultural Heritage Concept, which would showcase Vicksburg as so much more than a Civil War Battle site, by showcasing and promoting the city's rich religious, historic, ethnic heritage, culture and resources. This concept would:
- A. Promote Vicksburg's religious heritage by showcasing the county-wide network of churches with historic markers and a driving tour.
 - B. Preserve, restore or enhance major landmarks such as South Confederate Avenue, existing and missing monuments and markers at the National Military Park and other properties, the Salient Work Site, the Civil War earthworks, Cedar Hill-City Cemetery and Beulah Cemetery, and many others.
 - C. Create a Downtown Siege Museum and the C.S.S. Arkansas exhibit.
 - D. Recognize and promote Vicksburg's African American heritage and resources including creating an African American Heritage Museum, developing a heritage trail and tour, researching and documenting structures that were designed and/or built by African Americans.
 - E. Designate Vicksburg Heritage Districts.
- II.** Studies have shown that the Waterfront has been underutilized for recreation purposes. This plan addresses that shortcoming in a number of ways.
- III.** The city needs industrial land in the immediate vicinity of Vicksburg, especially along the waterfront.
- IV.** The city should seriously consider annexing the remainder of the Highway 61 Bypass in order to make certain development is carried out in an orderly pattern of uses.

- V.** It is proposed to organize hospitals and other medical services into Medical Services Districts for convenience and to help foster economic growth.
- VI.** The neighborhood districts will address land uses more specifically.

CHAPTER SIX: CITY DISTRICTS AND NEIGHBORHOODS

INTRODUCTION

The City of Vicksburg has a long and eclectic history. The city has developed in many different stages and in many different eras. These stages of development are very much apparent in the styles of buildings and physical features of the land where they reside. With this information in mind, the city has been delineated into twelve (12) distinct districts. These districts or “neighborhoods” are all distinguishable and unique from each other. Therefore, long range planning will vary between each neighborhood. What works in one neighborhood, may not work in the adjacent neighborhood in terms of land use compatibility, thoroughfares planning and/ or redevelopment.

It is not the purpose of this chapter to lay out a detailed plan for the development of each neighborhood. Rather, this chapter gives an overview of each neighborhood district and identifies some problem areas that need to be corrected. Detailed master plans for each neighborhood district may be developed at a later date. The previous chapter expressed that Traditional Neighborhood Development continues to be a viable development type for Vicksburg. Goals and objectives for neighborhood development are in the chapter on Goals and Objectives.

The criteria for distinguishing these districts/ neighborhoods are based on the following information:

1. History of the area
2. Architectural styles present
3. Land Use Compatibility
4. Topography and physical features of the land
5. Housing Classifications
6. Street types and conditions
7. Aesthetic features

THE NEIGHBORHOODS/DISTRICTS

For ease of use the term “Districts” will be used when describing the areas in the following sections. It is imperative that every neighborhood/district have a plan for future development and improvement. However, since the Comprehensive Plan is a general plan and provides a general scheme for future development, it is not the intent of the this plan chapter to detail all proposed improvements for each district. For more detailed district development plans, it is recommended that individual neighborhood plans be developed for each district. Land use and zoning will be tailored to fit this district; the same will be true for all other districts within the city.

DESIGNATION OF THE TWELVE (12) DISTRICTS/NEIGHBORHOODS

The twelve (12) districts/ neighborhoods are designated as follows:

District 1 – North Washington Street District

District 2 – Haining Road Industrial District

District 3 – Martin Luther King District

District 4 – Downtown Historic Vicksburg District

District 5 – West Clay Street District

District 6 – East Clay Street District

District 7 – South Washington Street District

District 8 – Midtown District

District 9 – Interstate 20 Commercial District

District 10 – Waterways District

District 11 – Warrenton Road District

District 12 – Highway 61 South District

PURPOSES

The purposes for the creation of these districts/ neighborhoods are described as follows:

1. To discover the nature, extent and causes of blight on a neighborhood-by-neighborhood basis within the planning area.
2. To assist in the development of plans for upgrading aesthetic conditions within each neighborhood.
3. To create land use plans and zoning that are tailored to fit each neighborhood/ district.
4. To establish programs for improvement and redevelopment plans for community areas having substandard living conditions.
5. To establish a unified theme or character for each neighborhood that aids in defining that neighborhood.

6. To establish architectural and urban design standards for both the development and re-development within these neighborhoods/ districts.

THE UNIFIED THEMES OF THE DISTRICTS

Each district will require a unified theme; something that makes them stand out from the rest; and also something that the citizenry, within the district, can get behind and call their own.

The unified theme concept is simple. First of all, each district needs an icon that everyone can identify with, and know that “They are in the “West Clay Street District,” for example. Secondly, landscaping, aesthetics, and gateways created in repetitive patterns will add to the color and flavor of the district, adding to its identity.

The unified theme concept is all about “**place making.**” What this means is that the citizenry is making a place of its own with its own shared thoughts, hope and creativity. It is a place that will instill pride and ownership within the community. It hopes that people will take an interest in the types of development that are proposed in their neighborhoods. Lastly, it is about maintaining neighborhood character.

SOME NEIGHBORHOOD DISTRICTS AS ZONING OVERLAY DISTRICTS

Generally, each district is lacking those intrinsic qualities that make a place special and something memorable to the passerby. The introduction of an overlay district may help to preserve what neighborhood character is left, and enhance present and future developments. An overlay zone is a set of additional restrictions that are placed over parcels in an existing zoning category. Existing zoning regulates the type of uses permitted, such as residential or commercial, and basic site requirements. An overlay zone imposes specific requirements to provide additional restrictions specific to the area. For example, an overlay would be used by an airport to limit heights of nearby buildings. Development within an overlay zone must conform to the restrictions of both the underlying zoning district and the overlay zone, or the more restrictive of the two. Overlay zones are designed to protect important resources, sensitive areas, historical places, and areas prone to natural disasters.

There are several common overlay zones, each applied for different purposes. **Historic Preservation Overlay Zones** act to preserve the historical monuments or spaces in an existing zoning district through permit approval for demolition, rehabilitation plans, and review for new construction. **Stream or Creek Overlay Zones** allow for some development while preserving the environment by imposing standards for setbacks, limits on bank modification, and vegetation

requirements. Another common overlay zone includes **Hazards Overlay Zones** that are applied to protect properties from hazards such as flooding, landslides, storms, or other hazards identified through planning processes with density control and/ or special construction techniques. A Hazard Overlay Zone can be used to establish measures such as allowing only very low densities in certain areas and establishing appropriate setbacks from waterways and wetlands. When amending a zoning map to apply these overlay zones, the restriction that is going to be applied should be **clearly defined**.

Overlay zones are an important tool for communities to provide additional safeguards to protect community features while keeping the underlying zoning unchanged. This tool can be customized for different communities to address many different goals, from hazard mitigation to creating pedestrian friendly communities. It enables communities to achieve these additional goals while maintaining the set standards for the underlying zoning district.

With the addition of an overlay district, the city can utilize tighter controls on development and therefore enhance the quality of the visual experience through landscaping regulations, architectural standards and materials, viewshed protection, and some basic design criteria. The goals and objectives regarding Traditional Neighborhood Development provide some guidance for implementation of this plan.

The key to the success of this venture is to not make these regulations so restrictive that it discourages development, but rather shows the community and potential developers that the City is committed to protecting the environment, scenic quality, property values and residents from harmful and blighted development. Regulations should be flexible and allow for solutions through design creativity rather than harsh restrictive language that prohibit any form of creative design solutions.

The following sections will break down each district and discuss the planning policies therein.

DISTRICT 1 – NORTH WASHINGTON STREET DISTRICT

PART I. DEFINITION OF THE PLANNING AREA -

Section A. Proposed Boundaries of the Study Area.

The area encompassing the North Washington Street District features a large portion of the city. This district can be found at the northern most corner of the city and separates the downtown and industrial districts from other outlying areas. The North Washington Street District is bounded on the north, west and east by the current corporate limits. The District is bounded on the south by the property boundary of Anderson Tully and the boundary with the Vicksburg National Military Park.

Please see the map on the following page for a more detailed view of the proposed neighborhood district and the existing land uses.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

For the entire Study Area as a whole, structures range in size, architectural style, and their condition. Structural Conditions predominantly range from sub-standard to fair. Most of the structures in this district are old. The oldest structures date back to the early 1900's and are residential in nature. Most of the land in the area was developed as industrial up to the 1980's where this land use type began to see a dramatic fall off with the rise of Interstate 20 and the Highway 61 North Bypass. The uses in the area are now primarily residential in nature with a smattering of light commercial. The following sections will breakdown the neighborhoods and areas that make up the North Washington Corridor and describe their current conditions.



View of North Washington Street Looking South

The West Side – The Flood Plains

The westernmost portion of the North Washington Study Area has developed at a slow rate and pattern, and most construction has taken place within the 100 year flood plain. Those areas immediately adjacent to North Washington Street are elevated enough to be out of the flood plain, but still undergo periodic flooding in a major storm event.

Most structures are in fair condition, and in many cases, may simply need rehabilitation to bring them up to code.

Existing land uses vary greatly in this area but are predominantly a mix of residential and light commercial. The residential areas tend to have small lots and in some cases more than one primary structure per lot making them “non-conforming” under current city codes, but this is decreasing as of the 2011 flood. Fewer residences are left, now. Other residential areas may

have large tracts of land with one primary structure where there used to be a farm or some other type of agricultural use. The commercial areas have a modest range of uses including, but not limited to, convenience stores, gas stations, delis, restaurants, and auto-repair garages. Some of these areas, including the repair garages and gas station sites may have severe environmental issues that will need to be addressed through strong code enforcement in conjunction with the Mississippi Department of Environmental Quality (MDEQ). Since the city bought out some flood prone properties, some of this land could be turned into park land.

The East Side – The Bluffs

The east side of the study area is primarily made up of the great bluffs and hills that have made Vicksburg famous throughout its history. Poor soil conditions and extreme slopes have severely limited development throughout the ages and will continue to do so in the future.

The structures in this area range from sub-standard to standard with most being in substandard condition. This area was not within the city limits until 1990. Since then, gradual improvements have been made in the area's infrastructure and flood damaged structures have been removed. Over time this area will respond to code enforcement and live up to its development potential. It may be necessary to prohibit development on the bluffs in order to protect this area for the future.

Land uses are primarily residential in nature and in most cases have more than one (1) primary structure per lot, making them non-conforming under current city standards. Mixed uses are allowed under the current city code, and it is recommended that this be continued and expanded on when developing the Future Land Use plan.

The South Side – The Boundary with the Vicksburg National Military Park

The Vicksburg National Military Park is the dominant feature of the south side of this study area. Currently, no structure can be built within twenty-five (25) feet of the park boundary. This provides a buffer zone so that development cannot encroach in any way into the park. This concept could be expanded by increasing this buffer area to fifty feet.

There is room for development in this part of the study area and there has been an interest in low-density residential development in recent years. Problem soils are still a consideration, and the bluffs and hills tend to create an environment suited to low density development. Development of this type would be a welcomed addition and could provide a catalyst to inspire future development and rehabilitation within this district.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the North Washington Street District is in fair condition with much potential for growth in some areas. Streets and infrastructure require maintenance and in some cases a complete resurfacing. Street lighting is inadequate in some residential areas and should be increased.

This area of North Washington Street is about two miles long, and development is somewhat spotty. As such, it was not developed with pedestrians in mind. Pedestrian connections between this district and the Historic Downtown District are nonexistent. However, this district does have the potential to be transformed into a “Walkable Community.”

In terms of place making, there is no unifying theme that distinguishes this corridor from any other in the study area. There is no discernable sense of place. A unifying theme in landscape and aesthetic attributes could greatly enhance the quality of life for residents. As a primary gateway into the community it could be transformed over time into an attractive corridor that would instill pride into the residents and show visitors what Vicksburg has to offer.

Structures range in size, shape and style throughout the District. Ages of structures range from the early 1900's to the 1960's. Most of the structures, within the District, that are in poor condition, have the potential to be rehabilitated, including those located in the flood zone. There is also potential for some future residential or mixed use development.

Other public Infrastructure, such as sewer, water and gas are currently under construction and renovation. New facilities of these types will be needed within the planning range of this comprehensive plan (the next twenty to thirty years), and the City should continue efforts to provide these facilities to the residents of the area.

KEY STREETS AND THOROUGHFARES-

North Washington Street (Business Highway 61)-

Key streets include North Washington Street, which is the primary means of ingress and egress throughout the district. North Washington Street currently handles a large amount of commercial truck traffic going to and from the Harbor projects located on Haining Road, and the industrial areas located downtown. The roadway is in good condition and is currently adequate to meet the needs of the community in terms of functionality.

Aesthetics are another issue entirely. As one of the primary corridors into the city, North

Washington contains a natural beauty with the bluffs on the eastern side and mature trees on both sides of the highway. This asset should be built upon. Additional street trees and natural landscape design should be implemented to both add to the beauty of the corridor, and provide screening to some undesirable elements that currently exist.

There is a need for lighting improvements in terms of functionality. Currently, “Cobra Head” lighting fixtures are the primary means of nighttime lighting along the corridor. While not the most attractive fixture, it does provide excellent visibility at night. Some consideration should be given to installing more aesthetically pleasing lighting poles and fixtures. At any rate, the number of lights should be increased and enhanced with the same bulb type (i.e., metal-halide, high-pressure sodium, halogen, etc.). The city should continue to work with Entergy to ensure that this process is carried out as a top priority over the next ten years.

As a final element, there is a considerable need for sidewalks and hiking and biking trails in this area. This district is currently very pedestrian oriented (though not necessarily pedestrian friendly) and will continue to be well into the future. There is a dire need for pedestrian facilities connecting this area to other parts of the community for everyday needs, community events, and work. The city has taken a great step in providing public transportation to the area, which has already begun to improve the quality of life for everyone in this district. The next step in the process is the inclusion of pedestrian facilities.

There has also been an interest in hiking and biking facilities in this area. Hiking and biking already take place along what is known as the Mississippi River Trail or “MRT,” which currently traverses through this district from Highway 61 along North Washington Street. With flat lands and good straight-a-ways, this area is attractive for cyclists.

Other Streets within the District-

Because this district was not a part of the city until 1990, many streets were not built to the city’s subdivision standards. Most streets within the floodplain are an average width of around fifteen (15) feet. There are no curbs and gutters, which is not necessarily a bad element due to the flood prone nature of this area, but in some cases may prove useful in redirecting storm water runoff. It would be useful for the City to prepare a storm water and street conditions study, and determine where improvements should be made. This plan has outlined those streets and areas most prone to problems due to poor traffic flow and storm water retention and recommended some changes that may improve the quality of life for residents in the area.

This area is seeing some moderate growth, even though the majority of it is in the 100 year flood plain. The City is making changes to the public infrastructure in order to accommodate this growth. Street conditions such as width, surfacing, pedestrian systems and lighting will all have to be addressed in order for this part of the community to grow and flourish.

Please see the map on the following page for a view of the North Washington Street Future Land Use Plan and overlay areas.

DISTRICT 2 – HAINING ROAD INDUSTRIAL DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Haining Road Industrial District features a large portion of the city. This district can be found at the northwestern corner of the city. The Haining Road Industrial District is bounded on the north, west and south by the current corporate limits. The District is bounded on the east by the property boundary of Anderson Tully and the North Washington Street District.

Please see the map on the following page for a more detailed view of the proposed neighborhood district and the existing land uses.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

This district is entirely heavy industrial in its land use patterns. It is the primary industrial center for the City of Vicksburg and Warren County. The majority of the area is within the 100 year flood plain. Structures are industrial in nature and include silos, oil refineries, storage tanks and warehouses, just to name a few. The primary thoroughfare is Haining Road. The roadway is in good condition and seems to be adequate to meet the needs of the area.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which is necessary for the Haining Road Industrial District only. Land use and zoning will be tailored to fit this district, the same will be true for all other districts within the city.

Section A. Streets and Thoroughfares

Street Improvements-

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

Key Streets and Thoroughfares-

Haining Road-

Haining Road is the primary thoroughfare and means of ingress and egress for this district. In general, the roadway is in good condition, now, but will require resurfacing in the future.

Future considerations may include the addition of a third turning lane and/ or an extra wide shoulder in the vicinity of Bunge and Ergon in the next ten to twenty years. These entities produce a majority of the semi-truck traffic for the district. With the addition of the ethanol plant at the Bunge site, truck traffic will only increase in the future. Facilities such as these will provide truckers with a safe area to wait while trucks are being weighed and emptied at their respective plants. These facilities are typically required during the harvest season which takes place for approximately eight (8) weeks during the fall season, but will prove to be helpful year round.

Proposed Connector Road-

A new connector road from Haining Road to the Highway 61 Bypass has been proposed to give trucks that go to and from the Industrial Park a more direct route.

Please see the map on the following page for a view of the Haining Road Future Land Use Plan and overlay areas.

DISTRICT 3 – MARTIN LUTHER KING DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Martin Luther King District features a large portion of the city. The Martin Luther King (MLK) District is bounded on the north and east by the Vicksburg National Military Park. The District is bounded on the west by the Yazoo Diversionary Canal, and on the south by 1st East Street and Main Street.

For a more detailed view of the proposed neighborhood district and the existing land uses, please see the location map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

This neighborhood can be characterized as densely developed with residential areas comprising almost the entire neighborhood. Structural Conditions range from substandard to sound. Generally, the extreme northwestern and northeastern portions of the area have sound structures while the remainder of the neighborhood is mixed. Specifically, the ridge area around Sky Farm Avenue has primarily sound structures, and the Openwood area parallel to Sky Farm is predominantly substandard. The following sections will breakdown the neighborhoods and areas that make up the Martin Luther King District and describe their current conditions and existing land uses.

The West Side – Historic Residential Areas

The west side of the Study Area includes connections to the Downtown Historic District, Fort Hill Drive and Mission 66. This area has experienced significant problems with blight, sub-standard structural conditions, poor infrastructure and street systems, erosion, unstable soil conditions, and flooding.

The extreme western portion of the neighborhood includes properties along North Washington Street/Old U.S. Highway 61, Hugo Street, Peal Street, Rosedale Street and Dallas Street. This area is a fairly densely-developed single-family residential area located on a steep hillside. This subdivision was developed prior to the adoption of subdivision regulations and streets are very narrow.

The area encompassing Monroe Street, Adams Street, Farmer Street, Locust Street, Jefferson Street, Randolph Street, Fayette Street, North Poplar Street, and several others has the potential to be a great living environment for the City. Sixty years ago, this was the neighborhood to live in, above all others, in the City Limits. Since then the neighborhood has declined due to socio-economic problems. Many of the structures in the area were built in the late 1940's through the 1960's. There are some structures that date back much further to the mid to late 1800's. Based on a "windshield" survey conducted in 2007, approximately 75 percent of the structures in this area qualified as "sub-standard." Since 2000, the city increased code enforcement activity and established community code court to reduce the number of substandard structures. These structures were in need of immediate attention. It will be up to the city to make sure that many of these structures can be saved and preserved.

There are additional steps that the City could use to revamp and revitalize this area. Federal grant programs as well as encouragement of and partnership with private developers and the Vicksburg Housing Authority are just two ways to begin rebuilding this neighborhood.

Land Uses in the area are predominantly built around medium density residential mixed with a few instances of multi-family residential. These land use types will most likely remain the same over the next thirty years with only a few modifications.

The North Side – The Border with the Vicksburg National Military Park

In this piece of the Study Area, Sky Farm Avenue works as the divider between the north side and other areas within the district. This is also the area where there seems to be the most significant blight, unstable soil conditions, substandard structural conditions, and aging infrastructure. North Locust Street, Adams Street, Anse Street and several others in the area north of Sky Farm Avenue, are all in poor condition. It is difficult to traverse the area due to infrastructure problems. There are no pedestrian systems, lighting, and in some cases no street (though plats of the area show a street).

The northwestern most portion of the study area is primarily vacant with large tracts of land that will be extremely costly and difficult to develop due to the presence of the loess bluffs and unstable soil conditions. The Cedar Hills Cemetery is entering what will most likely be its final phase of expansion (as of 2008). As both a sculptural garden, spiritual place, and a place of historical significance, the Cedar Hills Cemetery is a unique attraction to the area. Preservation efforts and infrastructure improvements should continue in this area for many years to come.

Though much of Fort Hill resides on the western side of the Study Area, it is north of Sky Farm Avenue and therefore will be included with this section. The Fort Hill area is primarily “built out” and at this point any further “in-fill” development would be discouraged in order to preserve what little scenic view is left in the area. Major problem areas include the Hugo Street, Dallas Street, Fisher and North Fisher Street areas. The City has already bought out much of this area through Federal flood and landslide buyout programs. While, the rest of this area seems to be stable, the City should consider the further buyout of the area and return to “green space.” The preservation of this side of Fort Hill may aid in stabilization of the west side of the corridor, therefore reducing erosion problems and mud slides that currently plague the North Washington Street Corridor.

In stark contrast to what has been presented so far, the large neighborhood encompassing such streets as Sky Vale, Hills of the Valley, Meadowvale, etc, have all been well preserved and maintained with only a few areas needing improvements.

As with the west side of the Study Area, the north side presents a more residential image versus any other land use types. This trend will most likely continue well into the future.

The East Side –

The east side of the Study Area is not much different than any of the other areas within this district. Like the north side, there are some examples of good mixed in with the bad. The Vicksburg Housing Authority is one positive aspect of this area. This organization, primarily focused on public housing, has several key facilities in the area that are all in immaculate condition. These areas will form the base from which future plans and developments for the area should be created.

Martin Luther King Boulevard (Openwood Street) is another story all together. Aging infrastructure and housing comprise a significant portion of the problems in the area, especially from Mission 66 east to the boundary with the Vicksburg National Military Park. Connector Streets and drives branching off from Martin Luther King Boulevard (to the south) are also in poor condition and will have to be rebuilt to modern specifications. Houses in this area are close to the streets, making street widening difficult.

Summary of Physical Conditions and Land Uses

In summary, the aging infrastructure in the Martin Luther King District needs significant repair. In some cases, streets and other infrastructure will need to be completely rebuilt. Lighting and

pedestrian systems are inadequate and should be improved to be more pedestrian friendly. Connections between this district and others are provided via automobile, public transportation or on foot in the middle of the street. This district has the potential to become a “Walkable Community.”

In terms of place making, there is no unifying theme that distinguishes this corridor from any other in the study area. There is no discernable sense of place. When developing goals and objectives, a unifying theme in landscape and aesthetic attributes should be established to enhance the quality of life for residents.

Structures range in size, shape and style throughout the District. Ages of structures range from the mid to late 1800's to modern day. The extreme northwestern and northeastern portions of the area have generally sound development while the remainder of the neighborhood is mixed. Specifically, the ridge area around Sky Farm Avenue has primarily sound structures whereas the Openwood area parallel to Sky Farm is predominantly substandard (over 40 percent). Many of the structures, within the District, that are in poor condition, could be rehabilitated and upgraded to modern requirements and specifications. Other structures should be condemned, razed and completely rebuilt in other instances.

The dominant land use in the area is residential and will most likely remain so for many years to come.

Glass Bayou, which traverses this neighborhood, requires constant maintenance along its length. Erosion of the bayou's banks has been a problem that the city has worked to stabilize at several locations over the years. The bayou empties into the Yazoo Diversion Canal.

Flash flooding occurs periodically in the Sky Farm area between Mission 66 and Pemberton Street and contributes to further deteriorate housing in the area.

Other public Infrastructure, such as sewer, water and gas are adequate to meet the needs of this part of the community for many years to come. New facilities will not be needed within the planning range of this comprehensive plan (the next twenty to thirty years).

Between the railroad tracks west of North Washington Street/Old U.S. Highway 61 and the Yazoo Diversion Canal is a tree-lined strip of land. The City of Vicksburg owns the land south of Glass Bayou, and Anderson-Tully owns the strip north of the bayou. This strip could be made into an excellent viewshed of the Diversion Canal. Additionally, this strip could be used as part

of the Mississippi River Bike Trail.

PART II. PROPOSED IMPROVEMENTS

Introduction-

This district will be presented somewhat differently from others in the city in that the proposed improvements will be separated into two (2) plans. One plan will focus on immediate needs in the community such as infrastructure improvements. The other plan will focus on the redevelopment of the district. The proposed redevelopment of this district will be a massive undertaking and will require a partnership with local and non-local developers as well as the Vicksburg Housing Authority.

Section A. Streets and Thoroughfares

Street Improvements-

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

Key Streets and Thoroughfares-

Mission 66-

Mission 66 forms the backbone of the MLK District. It is the central primary thoroughfare that connects this district to other surrounding districts. The roadway itself is in excellent condition and is adequate to meet the needs of the public for many years to come. Improvements or enhancements along this corridor should include landscaping and a completed pedestrian system. The introduction of a cycling trail along the roadway could greatly benefit the district and could be connected to other cycling trails in other districts. In most cases there is already adequate width to accommodate this type of infrastructure improvement.

East Martin Luther King Boulevard-

The east side of Martin Luther King Boulevard is blighted. Illegal dumping occurs at times, and the infrastructure is in poor condition. The roadway itself is not adequate to meet the needs of the community.

A lack of sidewalks forces children to walk in the streets, causing a safety problem for them. In most cases, houses are located directly off of the street with little or no front yard setbacks,

leaving scant room for roadway improvements. All of these elements will have to be addressed in the years to come. The plan's recommendations for improvement will not be easy to achieve. The following sections will breakdown other streets and elements along this thoroughfare:

Alcorn Drive has good potential for new residential development. The Vicksburg Housing Authority already has its main offices and other living facilities located nearby and provide an excellent living opportunity for those who are less fortunate and working hard to get on their feet in life. New housing in the area could also be tailored around this concept and should be affordable.

Affordable housing, in this area, should fit the budgets of those that have come through the hardest parts of their lives and are ready to move on from the Housing Authority living assistance programs. The City has other programs that will aid new home buyers in their new potential living choices. The influence of the Vicksburg Housing Authority will also be vital to the success of future grants programs offered by the Federal Government.

The Webb Street Area is made up of several small streets including Sycamore Street, Georgia Avenue, Louisiana Avenue, Natchez Avenue and Alpine Street. These streets are basically "ridge top roadways" formerly with housing on each side. In most cases, the City has already taken down most of the structures in the area through urban renewal, but no rebuild has ever taken place. The properties are on the City's inventory of surplus properties. Finally, MLK needs widening to three lanes from Openwood to Mission 66.

Please find the attached Conceptual Sketch Plans on the following pages for a sample view of what a new residential development could look like in these areas.

EAST MARTIN LUTHER KING BOULEVARD - AREA REDEVELOPMENT CONCEPT



West Martin Luther King Boulevard and Surrounding Vicinity-

The Western portion of Martin Luther King Boulevard is not much better off than the eastern side. Residences and structures are located too close to the street with almost a zero setback. There is not enough room for adequate pedestrian facilities. A plan similar to that presented for the Eastern Martin Luther King Boulevard would be highly successful in the redevelopment of the area.

There are several smaller streets located between Martin Luther King Boulevard and 1st East Street that are inadequate to meet the needs of the residents who live there. The conceptual plan for this area will focus on widening the right-of-way for MLK Boulevard, completing connections between existing streets, and how the area could be rejuvenated and expanded with additional housing units.

Please find the attached Conceptual Sketch Plans on the following pages for a sample view of what a new residential development could look like in these areas.

West Sky Farm Avenue and Surrounding Vicinity-

The structures in the western portion of Sky Farm Avenue have significantly deteriorated over the past thirty (30) years. There are remnants of previous Section 8 housing units that could all be razed and redeveloped.

There is also a significant portion of land located to the north that is undeveloped and capable of a wide variety of residential development types. Topography is extreme in some cases, but with the proper planning and utilization of design techniques these challenges could easily be overcome.

Fort Hill Drive-

Fort Hill Drive offers one of the best places for residents to live in terms of view sheds and a sense of seclusion from the rest of the community. The original infrastructure is showing its age. Much of the area is not capable of development due to poor soil conditions and extreme slopes, but there is one key area that could be redeveloped. This area encompasses North Fisher Street, Dallas Street, Portland Street, Hugo Street, Rosedale Street, and Peal Street. This small neighborhood could easily be redeveloped from approximately thirty (30) units, or homes, to upwards of seventy (70) units with a re-subdivision of the land and infrastructure improvements.

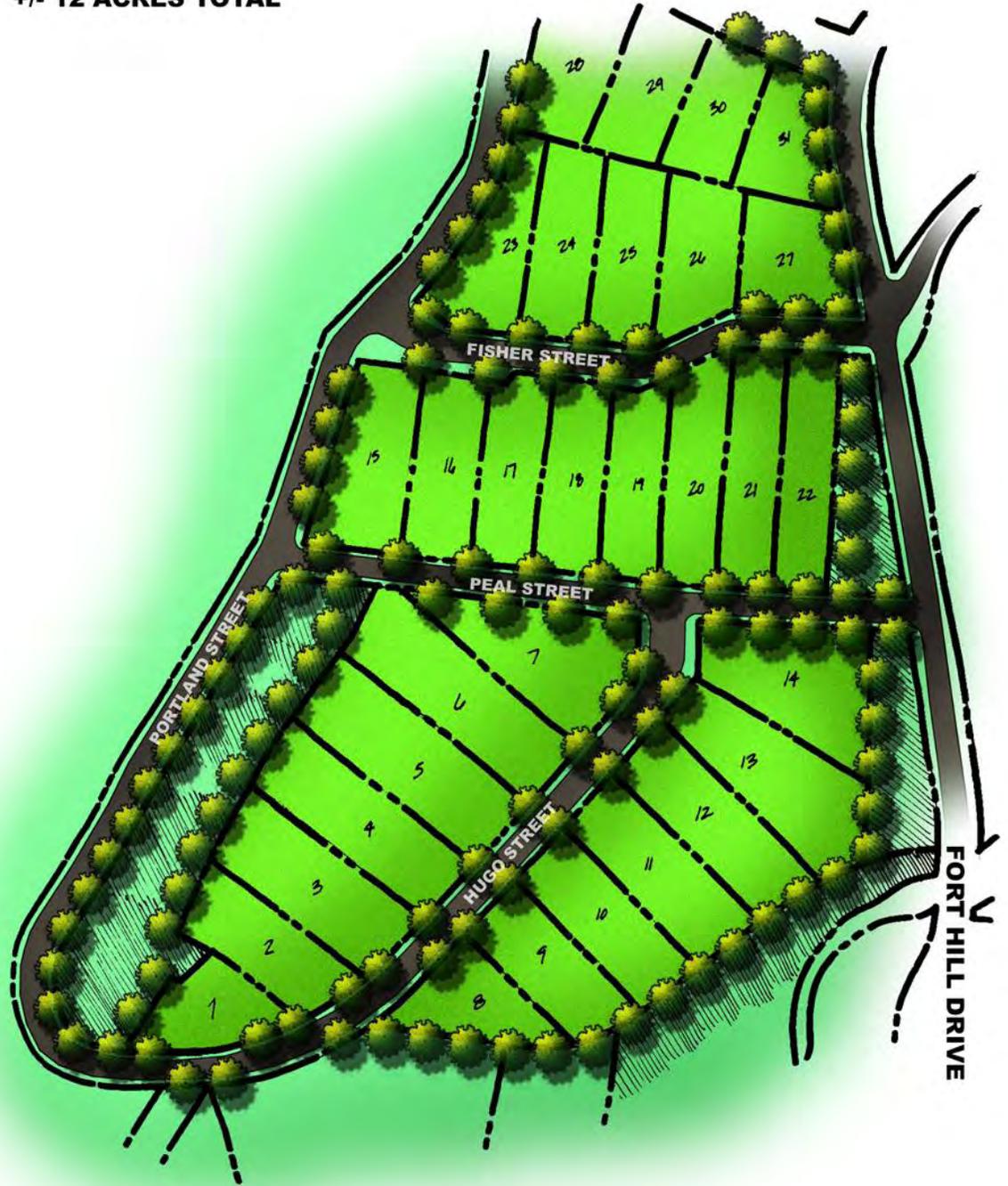
North Locust Street and Surrounding Vicinity-

North Locust Street and its surrounding vicinity are another neighborhood that is tucked away and somewhat secluded from the rest of the community. It has a unique charm to it, even in its poor existing state. There are some samples of historic architecture in the area and these elements should be both preserved and used as a template for future architectural styles in new housing developments.

Please find the attached Conceptual Sketch Plans on the following pages for a sample view of what a new residential development could look like in these areas.



31 POTENTIAL LOTS
+/- 12 ACRES TOTAL



MAP NOT TO SCALE

FORT HILL DRIVE AREA CONCEPT



NORTH LOCUST STREET - AREA REDEVELOPMENT CONCEPT

LEGEND

-  EXISTING LOTS WITH STRUCTURES - TO PRESERVED
-  PROPOSED LOTS - TOTALING 74 FOR THIS STUDY AREA
-  NEW AND/OR REPAIRED CONCRETE BRIDGES FOR INGRESS AND EGRESS
-  PRESERVATION AND FORESTATION AREAS - IN ORDER TO PROTECT STREAM BANKS AND EXTREME SLOPES FROM EXCESSIVE EROSION
-  IMPROVED STREET AND THROUGHFARE NETWORK THROUGHOUT THE AREA



Kuhn Memorial Hospital Site-

Kuhn Memorial State Hospital has been closed for about forty (40) years. Since that time it has become a haven for vagrants and drug use, and it is considered to be a brownfield in need of cleanup. The building is still structurally sound and could easily be recreated into a new addition to the City. In recent years there has been interest from private developers in making this area into multi-family housing, as senior housing, or as a nursing and assisted living community.



Current View of Kuhn Memorial Hospital

Another option is to recreate this area into a City Gymnasium and Recreational Center. The City currently has facilities which provide these services on Jackson Street and in Kings but the scale of these facilities does not accommodate a large portion of the population. For some, these locations are too remote, especially for people in the MLK District who depend greatly on “foot traffic” to get where they are going. A center such as this could greatly enhance the quality of life for residents in the immediate area and throughout the city.

This facility is large enough to house two to three basketball courts, indoor racket ball, weight lifting and health facilities and class rooms. There is enough area with the property as a whole to provide outdoor recreational facilities such as a pool or spray park, tennis courts, handball courts and volleyball courts.

This could be an important attraction for the residents of the City and should be considered in the future planning of the area.

Please find the attached Conceptual Sketch Plan on the following page for a sample view of what this development could look like.

CONVERSION OF KUHN MEMORIAL HOSPITAL INTO A CITY RECREATION CENTER



Please see the map on the preceding page for a view of the Martin Luther King Neighborhood District Future Land Use Plan and overlay area.



Commercial Building on Martin Luther King Jr. Boulevard



Possible Renovation of Commercial Building and Streetscape

DISTRICT 4 – DOWNTOWN HISTORIC DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Downtown Historic District features a large portion of the city. This district can be found centrally located adjacent to the Yazoo Diversionary Canal and is bounded on the north by 1st East Street, on the east by 1st North Street, on the southeast by (approximately 1 block west of) Farmer Street and (approximately 1 block east of) Washington Street, on the south by Speed Street, and on the west by the Yazoo Diversionary Canal.

Please see the map on the following page for a more detailed view of the proposed Downtown Neighborhood District and the existing land uses.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

Perhaps more than any other district, structures range in size, architectural style, and their condition. Structural Conditions range from fair to excellent. Most of the structures in this district are old. The oldest structures date back to the early 1800's and are residential in nature. In recent years, after the Urban Renewal of 2001, the area has seen much growth especially in terms of “mixed use” development. Residential and commercial uses have been mixed together to create a pedestrian friendly atmosphere and a marvelous example of a place where people can live work and play, all within in a minor walking distance. The following sections will breakdown the neighborhoods and areas that make up the Downtown Historic District and describe their current conditions. Many of the downtown intersections have bricked crosswalks. This is a practice that should continue until all downtown intersections have brick crosswalks.



Brick Crosswalks in Downtown Area

The North Side – The Old Towne District

The North Side of the study area contains the Old Towne District. At one point in Vicksburg's history, this area was the original "downtown." After a major fire, the downtown was moved to its current location on Washington Street. The neighborhood was then built back into a residential area. It is now a national register district and a prime example of historic preservation. The original brick streets have been maintained and are in good condition. Lighting is a factor, but, in recent years steps have been taken to improve lighting for pedestrian and vehicular travelers. The area is pedestrian friendly with adequate sidewalks. Landscaping and other aesthetic features have aided in creating a serene environment that everyone can enjoy.

This area, both in the Old Towne District and just outside of it, is an excellent part of town for tour homes and bed and breakfast inns. This area gives the city an economic boost, and it is a beacon of pride for the community.



Catfish Row Art Park

There are a number of vacant lots in the downtown area. These lots should be encouraged to be filled in to help redevelop parts of downtown, to attract more activity, and to take advantage of existing infrastructure. One such lot is found on South Washington Street, bordered by Jackson Street on the North and Grove Street on the South. The photos on page 164 illustrate how the lot appears now and how it could look as a redeveloped site.

There are some areas that still need improvement. There are some areas where streets have fallen into disrepair and sidewalks are incomplete. These areas are focused around 1st East Street, Openwood Street (Martin Luther King Boulevard), Jackson Street and 1st North Street.

The West Side and Central – Downtown

The downtown core is primarily commercial in nature with a variety of uses including dining, retail, artist studios and offices. In recent years the upper levels of the buildings that house these commercial entities have been converted to apartments and condominiums creating a mixed use environment. This area is ideally suited for this type of development and should

continue it into the future.



Downtown Washington Street

Structural conditions are excellent. Pedestrian systems are top of the line along with landscaping and lighting. Streets have all been reconditioned and will meet the needs of the community for many years to come.

Another component to the downtown is a small industrial base that is located adjacent to the Yazoo Diversionary Canal. The industrial uses include grain storage, wood mills, railroad yards and petroleum storage tanks. These uses, while typically unsightly, are here to stay and create the only significant blight to the area. To correct this, steps could be taken to buffer and screen the surrounding areas from these unattractive features.



Waterfront Grain Storage in Waterfront Industrial Area

As a significant future enhancement and addition to the downtown core, the Corps of Engineers Lower Mississippi River Museum will become a major attraction to the area. Adjacent to the museum is the motor vessel Mississippi exhibit. Another proposed attraction is a sky walk created from the old Fairground Street Bridge, which will cross over Levee Street. This development will create a significant anchor point for the downtown and may encourage further investment from the private development sector.

Many visitors to Vicksburg arrive as passengers on riverboats at the city waterfront on the Yazoo River Diversion Canal. It is considered as one of the gateways to the city. This gateway serves as a first stop to downtown Vicksburg and its other attractions. This gateway is connected to the other gateways through linking corridors.



Lower Mississippi River Museum and Motor Vessel Mississippi



Riverboat at the Waterfront Gateway to Downtown

The South Side – South Washington Street and Oak Street Areas

The south side of the district is made up of a few large neighborhoods that encompass Oak and Pearl Streets along with the eastern side of Washington Street. These areas are on track for modernization and revitalization. The land uses in the area are predominantly residential and light commercial. This area has also become a good location for mixed use developments through the renovation of buildings and homes.

Structures range from moderate to excellent and are wide in varieties of styles. This area is another good location for bed and breakfast inns and provides some good examples of historic preservation. Sidewalks (as of 2008) are currently undergoing reconstruction and renewal along with landscaping and lighting enhancements. This aids in re-establishing the unique character of this neighborhood.

The Convention Center currently resides at the threshold of this area and the downtown core. The area around the Convention Center is open for construction and new developments or future expansions of the center itself. More will be discussed about the Convention Center later.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the Historic Downtown District is in good condition with much potential for growth in the future. Streets and infrastructure require minimal maintenance and upkeep. Lighting is adequate for the most part. Some areas may benefit from aesthetic lighting improvements. This area is relatively pedestrian friendly. Pedestrian connections between this district and other districts are present, but could be expanded upon.

Structures range in size, shape and style throughout the District. Ages of structures range from the early 1800's to present day. Most of the structures, within the District, that are in poor condition, have the potential to be rehabilitated. There is also potential for some future residential or mixed use development.

Other public Infrastructure, such as sewer, water and gas are adequate to meet the needs of the community. New facilities and rehabilitation of old facilities of these types will be needed within the planning range of this comprehensive plan (the next twenty to thirty years), and the City should continue efforts to provide these facilities to the residents of the area.

PART II. PROPOSED IMPROVEMENTS

Introduction-

This plan will differ somewhat from other plans presented in the overall Comprehensive Plan. Rather than focusing on street and other infrastructure improvements, this plan will focus attention to some key community facilities that could benefit from upgrading and overhauling. These facilities are described in the following section.

Section A. Key Facilities in the Downtown Area

The Convention Center and Auditorium-

The Vicksburg Convention Center and Auditorium is the key community events facility in the City. This facility is home to a variety of venues including trade shows, concerts, seminars, and of course, conventions. These venues arrive from around the globe and have become an essential part of the economy of the community.



Vicksburg Convention Center and Auditorium

It is essential that the existing facilities be well maintained and that new facilities and upgrades are appropriately planned and implemented over the next ten (10) years. Studies have shown that there is already a considerable need for additional floor space at the Convention Center and an adjacent hotel along with retail space and alternative dining opportunities. Another important step that the City should consider is to open up the area to private development or form partnerships with private developers to create the ideal civic center area.

The Southern Cultural Heritage Center-

The Southern Cultural Heritage Center, or SCHC, is another key civic facility and arts and crafts center for the City. The Center is operated by a non-profit organization and offers a variety of venues ranging from arts and crafts to photography. Church groups and other local organizations make much use of the facility. The Center offers space for classrooms and meeting rooms along with an auditorium and gymnasium for larger events. As an added bonus, the historically significant Cobb House has been designated as a local branch of the Mississippi Museum of Art.

The center should consider expanding operations and offering some other amenities to the public. The old convent has the potential to be an excellent hotel or inn. There are dining opportunities already on the property with the inclusion of the old cafeteria. Parking is a major issue for the center, but with a little reorganization of space and partnership with the City, this problem can be easily overcome.

The Intersection at 1st East Street, Levee Street, and Washington Street-

As part of the Downtown Gateway to Vicksburg, from the north and from the river, this intersection is a key factor in welcoming visitors to the city. In its current state the intersection is lacking in any intrinsic quality that would make this area inviting or significant. However, as part of the Downtown Gateway, it can be made into a more attractive and significant intersection.



View of Vacant Lot from S. Washington Street



Vacant Lot between Levee Street and S. Washington Street



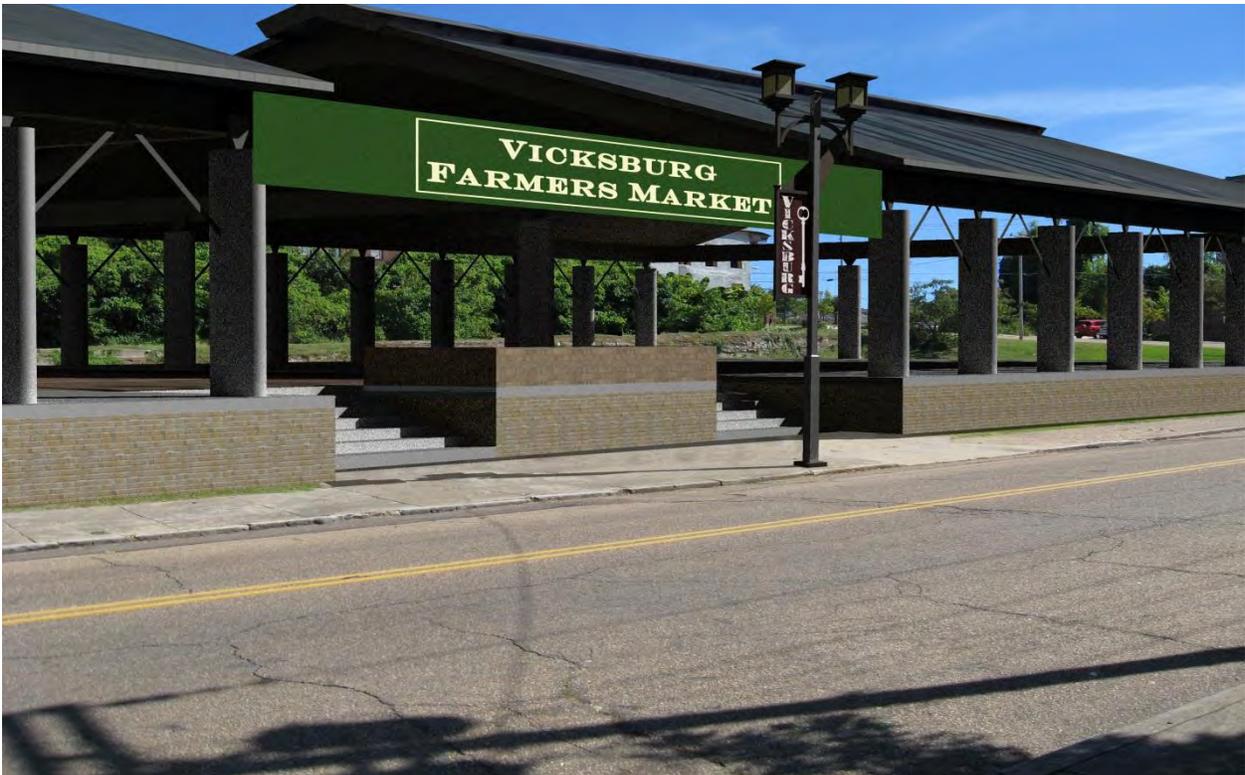
View of Proposed Amphitheater from S. Washington Street



View of Propose Amphitheater from Levee Street



Vacant Lot on S. Washington St. between Grove and Jackson Streets



Vacant Lot with Proposed Farmers Market



Vacant Residential Lot in Downtown District



Vacant Lot with Infill Residential Development

Please see the map on the following page for a view of the Downtown Historic Neighborhood District Future Land Use Plan and overlay area.

DISTRICT 5 – WEST CLAY STREET DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the West Clay Street District features a significant portion of the city. This district can be found just to the east of the downtown core and north of the Kansas City Southern Railroad. The West Clay Street District is bounded on the north by Main Street, as well as the Martin Luther King District. The District is bounded on the west by the downtown historic district and 1st North Street, Farmer Street and the Harrison Street Neighborhood. The District is bounded on the south by the Midtown District and the Kansas City Southern Railroad. And finally, the District is bounded on the east by the Vicksburg National Military Park and the Interstate 20 District.

For a more detailed view of the proposed neighborhood district and existing land uses, please see the location map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

Structures range in size, architectural style, and their condition. Structural conditions range from poor to moderate. Most of the structures in this district are relatively old. The oldest date back to the 19th century and are residential in nature. Most structures were built between 1900 and 1960.

Land uses vary with the majority of commercial activities taking place along Clay Street. Residential uses tend to be relegated to the north and south of the Clay Street Corridor.

The following sections will breakdown the neighborhoods and areas that make up the West Clay Street District and describe, in more detail, their current conditions.

The East Side – National Park, Wildwood Subdivision and the Clay Street Corridor

The western most portion of the study area is primarily made up with the Clay Street Corridor. This piece of Clay Street has seen improvements in recent years and serves as a gateway that needs attention. Clay Street up to the National Military Park is attractive, but the street's

appearance declines from the park westward.

The primary entrance into the Vicksburg National Military Park can be found here. The monuments of the park and the Jewish cemetery work to create sculptural accents to the area. These elements add to this gateway into the community.

The primary neighborhood in the area is Wildwood Subdivision. Wildwood Subdivision is an excellently maintained and preserved neighborhood. The neighborhood was primarily developed between 1950 and 1970. There are a variety of architectural types, but most seem to be a variation of the “ranch” style.

There are some problem areas at the outskirts of this neighborhood which include the old Parkview Hospital (located adjacent to Wildwood Subdivision), the Buck Street area (located adjacent to and just to the west of the Wildwood Subdivision) and Grove Street.

The old Parkview Hospital has been closed for over ten (10) years (as of 2007). It sits on approximately sixteen (16) acres of land. The hospital structure is generally sound but has experienced considerable vandalism in recent years. The structure would have to be inspected to determine if it could be revitalized for future use. It is possible that the building is beyond repair and may have to be imploded.

The Buck Street area is a narrow street without curb and gutter, and the housing along the street appears to have developed too close to the street. In many cases the housing and structures in the area are substandard. The best case scenario for this area would be to redesign and redevelop the area according to modern specifications.

The southern side of Grove Street, across from Parkview Hospital, is another area substandard housing and structural conditions. The land uses in the area are primarily residential including single-family and multi-family. These uses should be allowed to continue but the future land uses of the area should include mixed commercial and residential use due to its proximity to Clay Street. This will allow for some small light commercial uses mixed with the residential uses. This mixed use area will provide an excellent buffer between Clay Street and Wildwood Subdivision.

The North Side – Residential Areas

The north side of the study area is primarily made up of old residential neighborhoods. The streets are arranged in a typical grid pattern with adequate room for on-street parking, two

lanes of traffic and, in most cases, decent pedestrian facilities. There are several instances where the original brick streets are still intact. These streets could be further enhanced and maintained for the future. This element will aid in establishing the aesthetics for the area and add to the charm and character of the neighborhoods.

Overall, street conditions are good. There are some instances where street widths could be widened, and there appears to be adequate right-of-way to accomplish this. Lighting is adequate on most streets and could be enhanced to create a safer nighttime atmosphere. There is an absence of landscaping along the streets, however, this area is set against the backdrop of thick forestation with hardwoods and mixed conifers. Formal landscaping along the streets will create a focal point to this current sea of greenery.

There are some areas that need drastic infrastructure improvements such as Main Street, portions of Jackson Street and other areas between 1st North and 3rd North Streets. This would be the area where structural conditions begin to decline, street widths are too narrow and there is a lacking of any adequate pedestrian facilities or lighting.

Grove Street has the potential to be a major greenway corridor and connector between Mission 66 and the downtown core. There is adequate right-of-way to accommodate pedestrian facilities and an improved streetscape along with gateway and intersection accents.

There are a variety of architectural styles in the area ranging from the 1800's to late 1900's. The majority of the structures in the area are in good condition. In most cases structures require simple maintenance and upkeep.

There is a broad mixture of land uses throughout this area with the majority being residential. These mixed uses should be allowed to continue. This will add to the variety of commercial needs of the immediate community.

The West Side and Central Corridor – Border to the Historic District and Central Clay Street Corridor

The east side of the study area forms the border with the Downtown Historic District. This nature of this area is primarily commercial, as is the entire Central Clay Street Corridor. This area is the primary gateway into the community and steps have already been taken to enhance the driving and pedestrian experience through landscaping and intersection enhancements. The next step in making this area a thriving part of the community is the recruitment of a variety of new businesses to the area.

There is adequate raw land for a variety of new developments. There is also a variety of buildings that could be rehabilitated to accommodate any kind of business. There is also a need for more multi-family living choices such as apartments and condominiums. About 25 percent of Vicksburg's housing stock is in apartments, and vacancy rates run around 78 percent. New apartments could be developed, but the current moderate vacancy rates indicate that more units could be left unoccupied as new units come available. A moratorium or a limit on new apartments to 20 percent of the total housing stock is a way to bring the city's housing stock into a more sustainable balance. Multi-family developments will add to the variety of living choices in the area, aid in creating a more walkable community and possibly enhance the general aesthetic facade of the Clay Street Corridor.

Existing buildings in the area are generally in good condition. Architectural styles range from late 19th century antebellum homes (converted to commercial businesses) to late 20th century metal structures. Metal exterior structures should not be allowed on a primary corridor such as Clay Street. They tend not to have a long life expectancy and over time become blighting influences on the community. Existing metal buildings or businesses housed in these structures should be encouraged to create a decorative facade, facing Clay Street, in order to help create a more aesthetically pleasing corridor into the city.

Over the years, not enough attention has been paid to the design and development of businesses. As a result the entire corridor has suffered aesthetically. In recent years the City has enacted a committee which oversees the development and rehabilitation of new commercial, industrial, and residential subdivisions. The Site Plan and Preliminary Plat Review Committee is a group of professionals that oversees this new development. Their primary function is to ensure that developments follow good design practices, use modern and safe building techniques, comply with zoning criteria, comply with landscaping criteria, comply with fire code, and provide adequate and safe utilities to the development.

The Site Plan and Preliminary Plat Review Committee works to ensure that surrounding properties are not negatively affected by a new development and, along with that, to ensure that property values are protected. They also work to ensure that public health, safety and general welfare are preserved. This committee will be instrumental in the revitalization of the Clay Street Corridor.

The South Side – Residential Areas

The southwestern corner of the District is home to two distinct neighborhoods: The Harrison Street Neighborhood and the South Street Neighborhood.

The Harrison Street neighborhood is found at the southwestern-most corner of the district. This neighborhood has several structures that are in substandard condition. This is an historic area, and many of the architectural styles date back to the early 1800's. However, the McRaven home dates back even further to the late 1700's. This neighborhood still has the potential to be a premier area for the District. Structures that are in poor condition should be made to comply with current building standards. Overall, the structures in this area should be preserved to the greatest extent possible.

Current pedestrian facilities are adequate to meet the needs of the community. Landscaping and intersections should be enhanced and this would be a great area to incorporate classical lighting styles. These elements will aid in creating a historical theme to the area.

Generally, the South Street Neighborhood has been well preserved. Housing and structures along this street predominantly range from 1940's to 1950's bungalow-style architecture. The structural conditions are moderate to good. In many cases maintenance and general upkeep have been neglected.

Pedestrian facilities are present but not entirely adequate to meet the needs of the immediate community. Lighting and landscaping are poor and will need upgrades. The street itself is in moderate condition and will need not immediate attention.

South Street is another corridor that could be transformed into a greenway connector between the downtown core and Mission 66. There is adequate right-of-way to accommodate expanded pedestrian facilities, formal landscaping and intersection enhancements.

One major problem area is the Baldwin Ferry Road area in the southeastern corner of the Study Area near Vicksburg Jr. High School and Warren Central Jr. High School. Baldwin Ferry Road does not have enough right-of-way to accommodate a wider street that would handle two-way traffic and on-street parking. Unfortunately, these activities tend to take place, creating an extremely hazardous environment for residents of the area and through traffic. Additional right-of-way should be acquired and the street should be widened to accommodate the uses in the area.

There are no pedestrian facilities in the area. Once additional right-of-way is acquired, these facilities should also be added, at a minimum, to one side of the street. Landscaping should not be a consideration in this case. Lighting will need to be improved and all of these elements will aid in creating a safer environment for the immediate community.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the West Clay Street District is in relatively good condition with much potential for growth in some areas. Streets and infrastructure require some maintenance and in some cases a complete overhaul. Lighting is inadequate and will also need to be upgraded.

More sidewalks would help this to be a pedestrian-friendly area. Connections between the residential and commercial uses are provided via automobile or public transportation. This District could easily be transformed into a “Walkable Community” with the addition of the above mentioned elements.

Structures range in size, shape and style throughout the District. Ages of structures range from the early 19th century to modern day. Most of the structures, within the District, that are in poor condition, could be rehabilitated and upgraded to modern requirements and specifications.

Other public Infrastructure, such as sewer, water and gas are adequate to meet the needs of this part of the community for many years to come. New facilities will not be needed within the planning range of this comprehensive plan (the next twenty to thirty years).

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is important that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which necessary for the West Clay Street District only. Land use and zoning will be tailored to fit this district.

Section A. Streets and Thoroughfares

Street Improvements-

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

KEY STREETS and THOROUGHFARES-

Mission 66-

Mission 66 is the primary north and south thoroughfare for this District. The City has already made some great enhancements at the intersection with Clay Street and streetscape improvements to the southern portion of the thoroughfare. The northern portion (north of Clay Street) is another story. There is not as much right-of-way to the northern portion of Mission 66. There have been some streetscape improvements such as ornamental tree planting and the addition of some sidewalks. Unfortunately, the City has reached its full potential for expanding this greenway along this portion of the roadway. The recommendation here is to maintain what has already been installed and to work with property owners adjacent to Mission 66 for further street tree plantings in the future.

The addition of a bicycle lane would be a great asset, but to accomplish this, the city will need to purchase additional right-of-way, obtain multiple easements on private properties, or shut down one lane of traffic. Each of these suggestions would be difficult at best. This plan will suggest purchasing additional right-of-way from properties along the western side of the thoroughfare. A bicycle lane will provide an additional form of transportation to the district and work to connect this district to other districts in the area. This element will create a more pedestrian friendly community.

Clay Street Corridor-

The Clay Street Corridor is the primary east and west thoroughfare through the district and a primary gateway into the community. This is the area where much of the City's focus should be placed now and well into the future. In 2001 and 2002, the City implemented a massive sidewalk and landscaping program that greatly enhanced the entire length of this thoroughfare. Beginning in 2005, in addition to the above mentioned projects, the City made massive intersection improvements at key points along the thoroughfare. These elements should be maintained and, where possible, expanded upon.

The City should consider the acquisition of additional properties at the intersections with Mission 66, Hayes Street, and 1st North Street and expand the intersection enhancements that have already been installed. Further enhancements should include gateway monumentation or sculptural elements, further landscaping enhancements and decorative lighting.

A Further improvement to consider in the next ten (10) to twenty (20) years is to have all utilities placed underground. This, however, is an expensive proposition. It would replace all existing poles. Because of the expense, this is not a high priority. A second idea would be to replace existing wooden poles with steel poles with the lines set at a higher height. Along with

this is the idea to remove only the power lines that cross over Clay Street and put them underground. This would eliminate part of the unsightly overhead wires at a fraction of the cost of moving all of them underground. The following two photos illustrate this concept.



Current View of Overhead Wires on Clay Street



Clay Street with Overhead Crossing Wires Put Underground

Also, in this time frame, and in conjunction with the moving of these utilities, this plan recommends that the thoroughfare be widened to accommodate a center turn lane the full length of the street. This will work to expand this area as a primary commercial corridor. This

project will be a massive undertaking and will require the acquisition of many properties along the thoroughfare. At the same time this will also create an environment where old, unsightly structures can be removed, and new development can take place. The new development will have to adhere to the Architectural and Urban Design Standards that will be set up for the area, which will create a more attractive entrance into the city.

Grove Street-

Grove Street is a primary connector between Mission 66 and the downtown core. There is an excellent opportunity to create a greenway along this corridor. Some key intersections will need improvements to accommodate school and bus traffic and those areas are in the vicinity of Grove Street Elementary and Vicksburg Catholic Schools. Improved pedestrian facilities will also aid in providing an additional form of transportation to and from these school areas. With the improvements in these areas also comes the chance to make aesthetic modifications as well. The thoroughfare overall should be heavily landscaped with street and ornamental trees and other key intersections and gateways should be identified to enhance the experience along this corridor.

South Street-

South Street is another east and west connector between Mission 66 and the downtown core. This is another area where a greenway could be implemented. This area is primarily residential in nature, and a greenway would present an excellent opportunity to enhance pedestrian facilities, potentially raise property values, and improve overall quality of life in the area.

One additional element that will be needed is an extension of South Street to Mission 66. This will complete the connection between Mission 66 and the downtown core. This extension will provide an alternative means of travel and could alleviate some traffic along Clay Street. In most cases, the street has adequate right-of-way to accommodate what has been presented. There are pedestrian facilities in the area and they could simply be expanded along with landscaping elements and some intersection improvements.

Harrison Street-

The Harrison Street Neighborhood is a small neighborhood tucked away in the southwestern corner of the study area. Pedestrian facilities are somewhat lacking and will be necessary to connect this neighborhood to the rest of the district. Landscaping and decorative lighting will work to present a magnificent facade along the streetscape. One key intersection is at 1st North Street. Additional property will need to be acquired around this intersection to create a small gateway both for the Harrison Street Neighborhood and traffic coming from the Midtown

District to the south.

Jackson Street-

Overall, Jackson Street is in good condition. This is an area where there some instances of the original brick streets that used to crisscross the entire downtown area. These streets should be refurbished. They will add to the aesthetics of the area. Functionally, brick streets work well. Due to the fact that these streets were built one hundred years ago, or more, and are still in excellent condition speaks well for brick as a street paving surface.

Jackson Street will need only minor improvements such as improved pedestrian facilities and better lighting for nighttime travelers. There are some key intersections that could be enhanced and these will be identified on the plan.

One problem area is near the intersection with 3rd North Street and some areas to the east. This area may require more work than other areas along Jackson Street. In this case the street is lacking curb and gutter and any pedestrian facilities.

1st North Street-

1st North Street is another major north and south connector in this District. The majority of the traffic is residential in nature. This area has many potentially historical structures located in it and these structures should be enhanced and preserved. The streetscape is adequate and will need some simple landscape improvements, adequate lighting and rehabilitation of pedestrian facilities.

The Buck Street Area-

Because this street is narrow, it should be redesigned and rebuilt. Many structures on the street are within twenty feet of the street. A number of substandard structures have already been condemned and removed by the City.

Baldwin Ferry Road-

Baldwin Ferry Road needs some improvements. There are no pedestrian facilities in the area and the street is not wide enough to accommodate two-way traffic, on-street parking and the pedestrians moving through the area. The recommendation here is to acquire additional right-of-way, widen the street and install sidewalks.

Please see the map on the following page for a view of the West Clay Street Neighborhood District Future Land Use Plan and overlay area.

DISTRICT 6 – EAST CLAY STREET DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the East Clay Street District features a significant portion of the city. This district can be found at the eastern most edge of the city. The East Clay Street District is bounded on the north, west, east and southeast by the current corporate limits. The district is bounded on the southwest by the Kansas City Southern Rail Road and the Interstate 20 District.

For a more detailed view of the proposed neighborhood district and existing land uses, please see the location map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

For the entire Study Area as a whole, structures range in size, architectural style, and their condition. Structural Conditions range from moderate to good. Many of the structures in this district are relatively new. These structures are residential, and the oldest date back to the late 1940's and 1950's. The East Clay Street corridor developed primarily in the 1970's and 80's, after the construction of the Highway 61 North Bypass. The following sections will breakdown the neighborhoods and areas that make up the East Clay Street Corridor and describe their current conditions.

The North - The Bypass

The northern-most portion of the East Clay Street District contains the North 61 Bypass. There has been a dramatic increase in commercial activities in this area over the past twenty (20) years. Most of the structures are new and in great condition. There are decent samples of multi-family housing and single-family housing in this area. In fact these are some of the only samples of residential areas in the entire district.

The area has developed in a staggering uneven pattern. Store fronts and facades are not in proper scale with the highway. Parking areas present an issue due to inadequate paving types

or structure. Aesthetic features such as landscaping, and the use of more pleasing building materials (brick rather than metal) are often lacking. Lighting is extremely poor for night-time driving along the Bypass Corridor. The only street lights on the Bypass are at the three entrances to the hospital. There are no inter-connected pedestrian systems within this district, and the area is somewhat isolated from other parts of the city.

The Bypass contains a multitude of driveways for the businesses and services, which creates more opportunities for traffic accidents. There is very little sharing of driveway or parking space.

This area is currently the fastest growing area for commercial development in the city and will continue to do so in the next twenty (20) years. Due to its relatively recent addition to the corporate limits, there is still a sense of disconnection between this area and other parts of the city. Until recently, there has not been strict code enforcement of buildings and site development and this has dramatically affected the growth and development of the area.

Central – Interstate 20 Corridor

The Interstate 20 Corridor, which runs relatively parallel to East Clay Street, is located at the very center of this district. It is primarily built out, but still seems to keep growing. There has been a relatively recent addition of approximately eighty (80) units to the Bienville Apartments which has significantly addressed some recent shortfalls in housing opportunities in the community. This district, in particular, is an excellent environment for multi-family housing due to its proximity to shopping and retail centers. Land Use types should encourage more of this kind of development and in some cases mixed use development which will allow for residential and commercial opportunities.

For the most part, other structures along the Interstate 20 Corridor are in good to excellent condition. Lighting is more than adequate to meet the needs of night-time drivers and should serve as the template for lighting along the North 61 Bypass.

It is difficult to create a walkable community along or in the vicinity of an Interstate Highway. It is not recommended here either. Pedestrian facilities are non-existent, but there is an opportunity to provide these connections from one part of the district to another by way of local streets and arterials. These pedestrian connections, along with landscaping and other aesthetic considerations could only add to the shopping experience of the citizenry and visitors.

The South – East Clay Street

East Clay Street forms the southern corridor of this district and, for now anyway, is the primary retail center for this district, and potentially the entire community. The Vicksburg Factory Outlets are located here along with a variety of dining opportunities and hotels. The structures in this area are in good to excellent condition. As with the other areas in this district, the land use types are predominantly commercial in nature with smatterings of residential, and in particular, multi-family residential.

There is tremendous opportunity for growth in this area, especially, in the vicinity of the Vicksburg Factory Outlets. Commercial and multi-family land uses will fit the area like a glove and (multi-family in particular) provide a buffer between the outlying single-family residential areas and the heavier commercial areas directly adjacent to East Clay Street.

As with the other areas within this district, streets are in solid condition. Water and sewer need upgrades. Currently there are water pressure concerns throughout the district. These issues will have to be addressed by the city in order to encourage future, managed development in this part of the community.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the East Clay Street District is in good condition with much potential for growth in some areas. Streets and infrastructure require some maintenance and upgrades in order to accommodate future growth. For the most part, lighting is adequate but lacking in any aesthetic quality and there is an opportunity for aesthetic lighting along the East Clay Street Corridor. This is not a pedestrian friendly area. Connections between the residential and commercial uses are provided via automobile or public transportation. Due to its size and existing conditions, it is unlikely that this corridor could be transformed into a “Walkable Community.”

In terms of place making, there is no unifying theme that distinguishes this corridor from any other in the study area. There is no sense of place. Keeping this in mind when developing goals and objectives (later in this chapter), by way of utilizing a unifying theme in landscape and aesthetic attributes, could greatly enhance the quality of life for residents and aid in creating a shopping destination for travelers or commuters.

Structures range in size, shape and style throughout the District. Ages of structures range from late 1950's to modern day. Most of the structures, within the District, that are in poor

condition, could be rehabilitated and upgraded to modern requirements and specifications.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which necessary for the East Clay Street District only. Land use and zoning will be tailored to fit this district.

Section A. Areas for Improvement

MDOT Roadways-

Key streets within the district include Interstate 20 and the North 61 Bypass, both of which are maintained by MDOT. The city has already made recommendations on future improvements to these roadways in the Major Thoroughfares chapter of this plan. MDOT and the City will work together on future improvements along this corridor. MDOT's "**Vision 21**" plan has outlined the level and types of improvement projects in the Vicksburg area for the next twenty years. All of the highway projects outlined in this plan focus more on function rather than aesthetics.

East Clay Street, Maxwell Drive and the Future Frontage Road-

The East Clay Street Corridor is one of the major commercial corridors in Vicksburg and provides a wide variety of retail and dining opportunities to the community. This area is also home to the corps of Engineers and several other Federal employment centers. East Clay Street itself is adequate to meet the needs of the community for the foreseeable future and will require no major upgrades or alterations.

The Vicksburg Factory Outlets, Maxwell Drive and other areas to the southeast provide an excellent opportunity for more commercial development along with other mixed uses including condominiums and apartment living. MDOT has been planning for an I-55 South Frontage Road expansion which will traverse over the KCS railroad tracks and connect with the existing frontage road in front of the Vicksburg Factory Outlet. This plan proposes that the frontage road be expanded further to connect with Highway 27. This will open the entire area up to future mixed use development.

Beechwood Drive-

Beechwood Drive presents an excellent opportunity for a North Frontage Road Extension project. Currently, the North Frontage Road ends in the vicinity of Bienville Apartments. Beechwood Drive begins approximately a quarter mile to the north. There is adequate space and minimal development between the two roads, therefore any negative impacts to the community can be avoided. The positive impacts will include easier ingress and egress to and from the north 61 bypass commercial entities, ease of congestion along Highway 61 and a reduction in turning traffic from Highway 61.

North 61 Bypass Area-

North 61 Bypass is another major commercial area for the community. Though the area has somewhat stagnated in recent years, there is still ample land and opportunity for growth. Primary focus should be placed on the creation of a frontage road on the eastern side of the bypass. The creation of this frontage road would present an opportunity for taking advantage of the rather large parcels of undeveloped land to the west of the developed portions of the bypass.

This part of the district will require more stringent code enforcement and overlay zoning in order to make the area function well. Architectural and landscaping regulations will be needed to help correct aesthetic problems in future developments. This will provide an excellent commercial environment for citizens to enjoy now and well into the future. There is still plenty of room to grow in this part of the city.

Because this area was not in the city limits for so long that it became an area of urban sprawl. In many cities throughout the country, urban sprawl is a problem. This is because it is usually dealt with in a “**reactive**” manner, due to the fact that everything is built and out of control before a community can get a grip on it. Vicksburg is fortunate in that the Bypass is not built out yet. By enforcing the elements presented in this comprehensive plan, Vicksburg will help shape how it wants this part of the community to grow and develop. The city will employ Overlay zoning, and in particular, architectural standards, parking lot standards and other aesthetic considerations will prove to keep development under control.



Shipley Doughnuts without Landscaping or Brick Building



Bricked Shipley Doughnut Building with Landscaping



Warren Central Middle School without Highway Landscaping



Warren Central Middle School with Highway Landscaping

Please see the map on the following page for a view of the Future Land Use Plan and overlay areas. The East Clay Street District as a whole should be recreated as an overlay district.

DISTRICT 7 – SOUTH WASHINGTON STREET DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the South Washington Street District features a significant portion of the city. The area is bounded on the north by the Historic Downtown District (In particular, Speed Street), on the west by both the Yazoo Diversion Canal and the Mississippi River, on the south by such elements as the Kansas City Southern Rail Road and Diamond Jack's Casino, and finally on the east by Washington Street, some neighborhoods located approximately one block to the east of Washington Street and City Park.

For a more detailed view of the South Washington Street Neighborhood and existing land uses, please see the location map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

For the entire Study Area as a whole, structures range in size, architectural style, and their condition. Structural Conditions range from moderate to poor, with only a relative few structures in good condition. Many of the structures are at a minimum of thirty (30) years old with most being much older. This area is home to many of the antebellum homes that are left in Vicksburg, and these are the structures that would be classified as “good condition.”

The West Side-

The western most portion of the Study Area has remained mostly undeveloped throughout the history of the city. This area is dominated by railroad tracks owned, which are operated by the Kansas City Southern Rail Road and some heavy industrial companies. The railroad tracks are a major obstacle to be overcome in the future development of this district. The railroad tracks not only create physical obstacles for such elements as roadways and streets, but also create somewhat intangible obstacles due to the noise factor, structural damage due to shaking earth, and the hazardous materials that they may be carrying when moving through this part of town. These reasons do not make living near railroad tracks an attractive proposition.

Streets within the western portion of the Study Area were platted, but have never been constructed, and the area is littered with dirt and gravel access roads, which are used primarily by Kansas City Southern Railroad and by the few industries that are located within this area.

The North Side-

The northern portion of the Study Area borders the Vicksburg Historic Downtown District. Structures here are in moderate to good condition with only a few areas of significant blight. Good management practices and maintenance have helped to revitalize this area over the past ten or so years.

This area includes such streets as Washington Street, Oak Street and Pearl St. which run in a north-south route and Speed Street, Bowmar Avenue and Fairground Street which run in an east-west route.

Washington Street-

Washington Street is one of the primary commercial corridors for the City of Vicksburg. The area of Washington Street within the north side of the Study Area is no exception. Areas adjacent to Washington Street are heavily populated residential areas. Structures along Washington Street range in condition from good to poor with some blighted areas and overgrown lots. There does not seem to be any structures that are in such poor condition that they pose a safety hazard to the public. Structures range in age from ten (10) to one-hundred (100) or more years old.

Street conditions are relatively good with only minor alligator cracking in some areas. The street is served by the city storm water drainage system and there does not seem to be any significant drainage problems. Street lighting is adequate but lacking in aesthetics. Sidewalks are present along the majority of this stretch of Washington Street but have been poorly maintained, are too narrow, and lack handicap access ramps in most cases. There have been many improvements made to this corridor beginning in 2006. Sidewalks and handicap access have been improved along with the addition of landscaping elements. This trend should continue for the remaining length of the corridor.

Oak Street-

Oak Street is primarily residential in nature. The street is in moderate condition. Curbing and storm water drains are in poor condition, but drainage does not present a major problem in the area. Sidewalks and pedestrian thoroughfares are almost non-existent. Street lighting is inadequate, creating an even greater safety hazard to the public.

The structural and street conditions near the intersection of Fairground and Oak Streets are better. The area has seen major improvements over the past ten years. The street is in relatively good condition, considering its age. Pedestrian facilities begin in this area and require only minor improvements. Handicap access, landscaping and proper lighting will go a long way to improve the conditions of the area.

Entry Signage, street signage and gateway monumentation are visually unpleasing, obsolete, and in need of replacement. Gateway monumentation appears to not be built to last. Material selections for this type of site element should be rugged, relatively vandalism proof and should be able to survive the elements.

Pearl Street-

Pearl Street features one of the most problematic areas within the City of Vicksburg. In most cases the housing conditions are substandard and street conditions are not any better. This portion of the street has curbs and gutters that are in need of repair. There are some antiquated storm water drains that present hazards to residents. These open-air drains are typically 2 to 3 feet in depth and approximately 2 to 3 feet wide. Residents access homes by way of small bridges. Sidewalks and pedestrian thoroughfares are non-existent. This, coupled with narrow streets also presents a serious hazard to residents. Street lighting is inadequate and there is an overabundance of power and other utility lines along this stretch of road.

The area of Pearl Street south of Fairground Street is an exception to some of the above statements. Curb and gutter conditions are moderate and the street surface is in good condition. There are no pedestrian facilities and the lighting is inadequate.

Fairground Street-

Fairground Street is in fair condition. This area has also seen many improvements over the past ten or so years. Structures have seen improvements in a relatively short period of time. Many of the homes located here are of a historic nature and have been well-preserved and/or restored.

Sidewalks and pedestrian systems are present but require immediate attention in order to bring them into modern specifications. The city began a massive sidewalk improvement program in the area in 2007. These new sidewalks and pedestrian systems help in improving the quality of life for residents in the area.

The railroad tracks and crossing bridge at the western most end of Fairground Street still provide a problem. The intersection with Pearl Street, in this area, is extremely narrow and presents a major hazard to vehicular traffic. The site distance at the intersection is obstructed, giving a poor view of oncoming traffic. Pearl Street cannot sustain two-way traffic at this intersection.

The East Side-

The East Side of the Study Area contains one of the primary commercial corridors. Washington Street is currently zoned as commercial with the occasional spots of residential uses. A significant residential population lies east of Washington Street within the City of Vicksburg. The streets within these residential areas, in most cases, are too narrow to accommodate the

amount of traffic that they are seeing. There are no cul-de-sacs, and streets tend to be partially built, but never completed. When the city completes these streets, the private sector has an opportunity to create additional housing and other neighborhood improvements.

One such street that is fragmented, though not entirely in the South Washington Street District, is Walnut Street. This street is a primary corridor within the downtown area. Walnut Street stops at West Pine Street and does not cross the railroad tracks. A segment of this street picks up again on the south side of the tracks, crosses Belmont Street and dead ends before reaching Bowman Street. One idea that has surfaced is to connect the Two Walnut Street segments with other street segments to create a continuous street from the downtown to Polk Street.

The opportunity here is to connect the residents, located off Washington Street, to the downtown area by way of creating a more pedestrian oriented street and an alternative to the heavy traffic located on Washington Street. Much of the housing located along Walnut Street is in poor to moderate condition. There is no continuous pedestrian system, and this is a problem not only on Walnut Street, but throughout the residential areas on the east side of the study area. The impediment to connecting Walnut Street is crossing the railroad tracks. A bridge is the most likely means, but it is an expensive option. Connecting the other street segments would also be expensive, because a number of properties would have to be acquired.

Another example of a problem street is Johnston Street, a small street located off Washington. At its narrowest point, the street is approximately ten (10) to twelve (12) feet wide and does not get any wider than fifteen (15) feet. This street and other similar streets located throughout the district need to see significant improvement before future development can occur. In some cases properties will have to be acquired in order to widen the street, provide pedestrian systems, and adequate lighting.

Central-

The central portion of the study area is at the heart of the entire South Washington Street District Study Area. This area encompasses Oak Street and those cross streets between it and Washington Street. The area is primarily residential with spots of commercial activity located adjacent to Washington Street.

Oak Street-

Oak Street was planned well. In this section of the Oak Street area, streets have enough width for navigating and off-street parking. Lighting is somewhat adequate and in most cases there is a pedestrian system.

The only problem is that this area has not aged well. Street surface conditions range from poor to good and are a patchwork of brick, concrete and asphalt surfacing. The housing stock has

become dilapidated in most cases with some improvements here and there. Utility poles and overhead wiring present a poor image throughout the length of the thoroughfare.

This area has much promise and with the proper guidance and redevelopment could blossom into a premiere neighborhood.

The crossing streets play a major role in the shaping of this neighborhood. These streets have the same characteristics as Oak Street with the same potential. After many years the structures along these cross streets have deteriorated and are in need of renovation or redevelopment.

This portion of the city is one of the only places where residents have a view of the river from their back porch, making it a highly desirable area to live. The Oak Street corridor offers greater opportunities for viewsheds and redevelopment than other areas.

A viewshed ordinance is needed to preserve and improve existing views of the Mississippi River and the Yazoo Diversion Canal. Private redevelopment of the area will be an important part to improving this neighborhood for future use.

The South Side-

The South side of the Study Area is separated from the rest of the area by Lee Street. There is not much in the way of neighborhoods and significant street development. Washington Street, Oak Street, and the neighborhood beginning at Clark Street lie within this area. Much of the area is residential with small pockets of commercial uses along the Washington Street Corridor.

The other significant portion of this area, even further south towards Interstate 20, caters to casino and high intensity commercial activities.

Washington Street-

Washington Street is in good condition in this portion of the Study Area. Structures, lighting and pedestrian systems are also in good condition. This portion of the Study Area provides the opportunity for substantial gateway treatment and monumentation into the South Washington Street District Study Area.

Oak Street-

This section of Oak Street has similar characteristics to that mentioned in the Central Study Area. The exception here is that there are some very well preserved classical homes in the area. Street conditions are fair to good. Pedestrian systems are segmented and need to be connected. Better lighting is also needed.

The Clark Street Neighborhood Area-

This is one of the few examples where you will find that the neighborhood was poorly designed and developed; yet has remained remarkably well maintained. Streets are too narrow. On-

street parking makes it difficult to navigate the area's streets. Lighting is adequate but could use some upgrading in some instances. The area has a pedestrian system, but it tends to be fragmented. The biggest problem in the area is that dead-end streets lack cul-de-sacs and are disconnected. With the minimal width provided on cul-de-sacs, it is difficult to turn around without utilizing a driveway. Housing is in good condition. With a few upgrades this neighborhood could become another top notch area for the city.

Summary of Physical Conditions and Land Uses-

To summarize, it could be said that the South Washington Street District is in need of much work. Streets are in need of repairs, ranging from minor to major. Many streets are too narrow and will need to be widened. The hodge-podge of different surfacing materials is not necessarily a major problem, but it does create some aesthetic problems, as well as some safety hazards. Overall, in some areas pedestrian systems are lacking, and in other cases the sidewalks are in need of repair. For the most part, lighting is adequate but generally lacking in aesthetic quality.

Structures range in size, shape and style throughout the Study Area. Ages of structures range from the mid-1800's to more recent years. Most of the structures that are in poor condition could be rehabilitated and upgraded to modern specifications.

The industrial area at the north side of the Study Area generates objectionable views noise. In some instances the industrial centers could be a hazard to any pedestrian or resident traversing the area.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which necessary for the South Washington Street District only. Land use and zoning will be tailored to fit this district.

Section A. Streets and Thoroughfares: Street Improvements-

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

Key Streets and Thoroughfares-

Levee Street currently ends at the industrial area just at the southern boundary of the downtown core. One of this plan's proposals is the extension of Levee Street along the riverfront. This extension will also allow development in this key part of the city which has remained primarily undisturbed for more than one-hundred (100) years. The land uses, along the western side of the study area, will be split to allow separate areas for residential, commercial and industrial uses. This area will also allow for an abundance of open/green space. The railroads that operate to the east of and adjacent to this Levee Street extension should be buffered by way of these open/green space areas.

Other key streets that will need substantial improvements are Oak and Pearl Streets. Oak Street will require resurfacing, sidewalk improvements, landscaping, environmental graphics, and intersection treatments. These two streets are essential to the success of the area because they will alleviate traffic congestion from Washington Street. The idea is that tourist traffic and heavy commercial traffic will stick to Washington Street, while residential and more local traffic will use Oak and Pearl Streets.

Primary thoroughfares include Washington Street and Bowmar Avenue. These two roadways will handle the majority of the traffic for the district in all directions and aid in connecting to other surrounding districts. With so many people traveling these streets on a daily basis, it is imperative to create corridors that are comfortable and safe for visitors and the community alike. Extra wide streets, boulevards and other traffic separators, plus landscaping will create spaces that promote a subconscious feeling of safety, while providing a roadway that is physically easier to traverse. Gateway enhancements, lighting and an improved streetscape environment will aid in creating the theme that sets this district apart from the others.

City Park is another area that will require upgrades and rehabilitation in the future. Playgrounds, playing fields and passive recreation areas are important to any community. City Park should be retained and enhanced to comply with modern standards, technologies and codes. With a centralized location, within the city as a whole, City Park still has an important role to play for the citizenry.

One final area that will need attention is the Washington Street gateway from Interstate 20. This is the primary entrance into the downtown core of Vicksburg. With more than 20,000 cars per day exiting from Interstate 20, and entering the city, this is entrance that can showcase Vicksburg to visitors.

Overall, pedestrian facilities and connections to other, surrounding districts are imperative. The area has seen significant improvements over the past ten or so years. This trend should continue. Pedestrian systems should always be handicap accessible. Lighting will aid in creating a safer environment for nighttime users. Landscaping, sculptural elements, site

amenities and other aesthetics will go a long way in fostering pride and a sense of ownership in the immediate community.

Please see the map on the following page for a view of the South Washington Street Future Land Use Plan with overlay area.

Section C. The Proposed River Walk

The river has always been one of the city's best assets. There are portions of the riverfront that have remained unchanged and untouched for more than one-hundred years. The city has a unique opportunity to develop a river walk on this untouched land within the district. With the development of a river walk comes other opportunities for residential, commercial and even industrial development.

The key to developing a successful river walk is a balanced mixture of parks and greenspace, commercial space, and in some cases residential space, such as condominiums and other multi-family uses. A river walk is both a tourist attraction and a central hub for the local community. Spaces should include accommodations for passive recreation, learning, shopping and unique dining opportunities.

The possibilities in river walk design are endless. Some communities use river walks strictly as parks and environmental preservation areas, such as the Three Rivers area in Pittsburgh, Pennsylvania or the Memphis Riverwalk, which is on a bluff overlooking Tom Lee Park and the Mississippi River. The Memphis Riverwalk traverses the edge of the bluff in front of condominiums and other residences, which back up to a street. Natchez also has a walkway on the bluff overlooking the River.

Other cities, such as Woodlands, Texas, have created an internal canal system complete with boat taxis that connect commercial and residential hubs together. Although it is not a river walk, the boardwalk at Kemah, Texas is a fine example of a theme park atmosphere. The infrastructure and amenities located at Kemah, have allowed for a fun experience for kids and adults alike, through the use of amusement park attractions, shopping and dining. The San Antonio Riverwalk is one of the more well-known river walks in an intimate atmosphere with shops and restaurants along both sides of the San Antonio River.

The most common type of river walk that many people in Vicksburg will be familiar with is the New Orleans river walk. This river walk follows along and above the river's edge between the River Walk Shopping Mall and the French Quarter. Primary land uses along this river walk include commercial and industrial.

River walks in the above mentioned cities are not only tourist destinations, but are often key centers of commerce and trade for the citizens that live there. These samples provide us with an excellent base to draw from. The river is the life blood of Vicksburg and the greatest effort should be put forth to harness this asset.

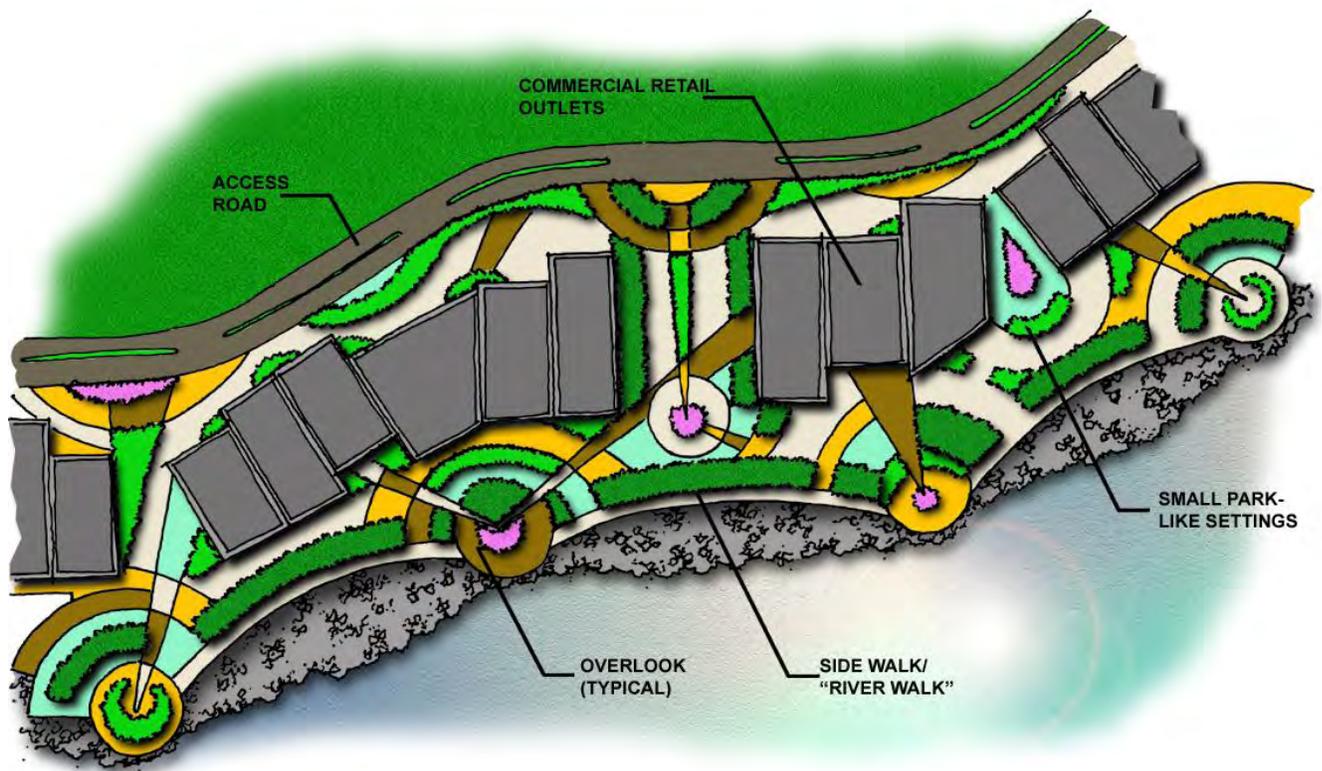
The following are some simple concepts that illustrate what a potential New Orleans style river walk look like if constructed in this district.



The above image shows what a river walk could look like on the “land or street side” of the development. There will need to be both pedestrian and vehicular access. Building facades will need to face both the river and the street side. There should be a balance between the natural and built environments. Though landscaping and green space should dominate the perception area and the buildings and parking areas should blend into that environment.



The river side of the development should also be a balance of the built and natural environment. The image above shows a mixture of intimate natural settings amongst a thriving commercial center. A river walk should be a 24 hour, 7 day a week operation in terms of public use of the space. This is not only a shopping center, but a place for recreation, relaxation and sharing of ideas and culture.



The image shown above is a typical river walk concept that can be seen just about anywhere in the country. This concept is based on the river walk of New Orleans. The difference is that commercial development is spread across the length of the development, rather than being clustered in one gigantic shopping mall. There is also potential for mixing the development with commercial opportunities on the ground floor and residential opportunities on the upper floors, which would create an extremely unique environment. There are not many places that one could live right on the great Mississippi River.

The best views of the river (not including the diversion canal) are between Dabney and Mattingly Streets.

Another Idea for a River walk is to construct a walkway closer to the river's edge. It would run from a sidewalk at the south side of Diamond Jack's Casino below the Riverfront Park past the Ameristar Casino, where a switchback takes the trail to the top of the bluff and the Old Highway 80 Bridge and proposed Pedestrian Park. The trail would continue underneath both the Old Highway 80 Bridge and the Interstate 20 Bridge along the river's edge to the parking lot of the Riverwalk Casino. This would extend the trail into the Warrenton Road Neighborhood District.

This walkway would be similar to the Tennessee Riverwalk at Chattanooga, Tennessee or the Mississippi Riverwalk at Dubuque, Iowa. The travel surface could be concrete, stones, bricks, or wooden boards. The walkway would be lined by an iron railing with periodic lampposts. Park benches would be placed at intervals for those who want to sit down and admire the panoramic view of the Mississippi River. The following page contains an illustration of how such a riverwalk might appear.

The addition of a river walk would have only positive impacts on the community; economically, functionally and/or aesthetically.



View of Mississippi River Edge with Bridges and Vicksburg in the Background



Concept of Riverwalk Walkway from Riverwalk Casino Parking Lot

Please see the map on the following page for a view of the South Washington Street Neighborhood District Future Land Use Plan and overlay area.

DISTRICT 8 – MIDTOWN DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area

The area encompassing the Midtown District features a significant portion of the city. The area is bounded on the north by the Kansas City Southern Railroad, Vicksburg Memorial Stadium to the south, Walnut Street to the west, Confederate Avenue and Mission 66 to the south and east.

For a more detailed view of the Proposed Midtown Neighborhood District and existing land uses, please see the attached Location Map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses

The physical characteristics for this district consist of an array of uses such as low, medium and high density residential properties, as well as, low to medium intensity commercial uses. A few key neighborhoods within this district include; Chambers Street, East Avenue, Drummond Street, Marcus Bottom, Ken Karl, and Speed Street.

From an environmental standpoint, the topography in the area is considered to be extreme with elevation changes in excess of sixty (60) feet or more and slopes ranging from five (5) percent to twenty (20) percent. Thick vegetation can found in the area with deciduous forestation and mixed conifers. A flood zone is located along the creek basin that traverses through this district. There is a good balance between the built and natural environment.

For the entire Study Area, as a whole, structures range in size, architectural style, and their conditions. Structural conditions range predominantly from moderate to poor, with only a few in good condition. Many of the structures are at a minimum of thirty (30) years in age, with most being much older. This area is home to many antebellum and historic homes that remain in Vicksburg. Many of these historic structures have been well preserved and maintained.

The Former Carr Central High School on Cherry Street near the railroad is an example of adaptive reuse. It was originally built in 1924 as a high school but was changed to a junior high school in 1959. The school closed in 1979 and eventually was bought by a Texas company and converted to senior apartments. The picture below shows the building under conversion.



Adaptive Reuse of Former Carr Central High School

KEY STREETS AND THOROUGHFARES TO THE AREA-

Halls Ferry Road/ Cherry Street-

Halls Ferry Road and Cherry Street make up the central north/ south thoroughfare for the Midtown District. Due to the size of the street, it cannot really be classified as a primary thoroughfare, even though its traffic counts are high. This thoroughfare is split into two, with the Halls Ferry Road segment being adequate to accommodate the traffic load, and the Cherry Street segment being inadequate. The road has two lanes with a central turning lane and traffic calming devices. This thoroughfare will continue to service this district and the community, but as Vicksburg grows there could be considerable traffic problems in the future.

The problem is that there is no more right-of-way on the Cherry Street segment in order to expand the street any further. Historic homes line Cherry Street from the intersection with Halls Ferry to the intersection with Belmont Street. In order to expand the right-of-way the City would have to lose these historic structures, which is unacceptable. These structures serve as a model for the types of construction and architectural styles that the City would like to see throughout the district.

Drummond Street-

Drummond Street is another thoroughfare running north and south through this district. The majority of the traffic volumes on this street are residential and school based. The street has adequate width to accommodate two lanes of traffic and on-street parking. There is some room for expansion, but it will most likely never be needed.

Bowmar Avenue-

Bowmar Avenue is a major thoroughfare that runs in an east and west route. It serves residential and school traffic primarily, but acts as a major connecting road between Halls Ferry Road and Washington Street. The street has adequate width to accommodate two lanes of traffic and on-street parking with room to spare. There will not likely be a need to widen the street in the future. As a primary connector and gateway between this district and the South Washington Street District, Bowmar Avenue could be accented and enhanced as a gateway. Landscaping, period lighting, special paving accents and improved pedestrian facilities could greatly enhance the experience along this thoroughfare.

Speed Street-

Speed Street is not a major thoroughfare for this district, but it does provide another major east and west connecting thoroughfare between Washington Street and Cherry Street. The traffic on this roadway is primarily residential. The road's condition has deteriorated. The street has fallen into disrepair and pedestrian systems are lacking. Landscaping and any kind of aesthetics are nonexistent. Near the intersection with Letitia Street, storm water drainage is a problem. The City has taken steps to enhance the drainage system over the years, but some minor flooding still occurs. One step that the City may consider is buying out the properties in the area and expanding the Lake Street Park which is located just to the west of the area. Many of the properties located between Lake Street Park and the intersection at Speed and Letitia Streets are vacant. The City currently has several of the properties in its inventory (as of 2007). The expansion of Lake Street Park could greatly enhance the area aesthetically and functionally. The City would be able to solve the drainage problems and expand on a place for recreation for the residents of the area.

East Avenue-

East Avenue is a very large connector street. There is adequate width to accommodate two lanes of traffic and on-street parking. This is an old fashioned neighborhood street, but has become a major thoroughfare over the years due, in part, to its proximity to Mission 66 and Cherry Street. In recent years, traffic calming devices have been installed to slow traffic down. This concept should be built on even further. East Avenue has no pedestrian systems. This is the area's one significant problem. There are many children, walkers and joggers that utilize

the street for their recreational and exercising needs. This presents a hazardous situation that could easily be solved with the addition of pedestrian facilities.

STREETS IN GENERAL-

For the most part, the streets and corridors are adequate to meet the present and future needs of the Midtown District. Minor changes and additions are anticipated.

The streets that have been highlighted above have been chosen because they create the entries, or gateways, into this part of the community. Therefore they create the first impression to visitors and anyone who is entering this district. The goal here is to create a lasting impression that will give the community a sense of pride and enhance the quality of life for all.

THE NEIGHBORHOODS-

This district, like many of the others has many small neighborhoods or subdivisions located within it. Of all the Districts in Vicksburg, this one is by far the most culturally diverse. This element above all others is what gives the Midtown District its charm and character. This section will break down the neighborhoods and discuss what is working and what is not working well for the area.

Speed, Letitia and Lake Street Area-

Speed, Letitia and Lake Streets were developed at approximately the same time along with the surrounding areas. Housing is generally in fair condition. The biggest problem, based on several windshield surveys, has been unlawful dumping along streets and gullies within the area. The area has a charm and character that add to the flavor of Midtown. Moderate cleanup and a sense of pride in the neighborhood are all that are needed to make a significant improvement in this area. Along with the expansion of Lake Street Park, some landscaping, improved streetscape, and sculptural elements will add to the property values of the area and to the residents' quality of life.

Drummond Street-

Drummond Street has two sections, north and south, split by Bowmar Avenue. The area to the north is a national register district with homes ranging from the late 1800's to the mid 1900's. It is a remarkably well preserved area with good street conditions and pedestrian facilities.

The area to the south of Bowmar Avenue is not a national register district, but has the potential to be. Structures are in excellent shape. There are several small neighborhoods that are an off-shoot to Drummond Street and they include National Street, Polk Street, Division Street, Ford Subdivision and several others. They are all similar in architectural styles. Unfortunately, with

Drummond Street as the exception, they have poor to moderate street conditions and are somewhat lacking in pedestrian systems and lighting.

Marcus Bottom and Areas to the East-

Marcus Bottom and its neighborhoods to the east, are in poor to moderate condition overall. There is inadequate lighting, poor street design and street surface conditions, and severe lacking of pedestrian systems. Another problem is the extreme terrain and soil types that can be found between Marcus Bottom and Confederate Avenue. Unlawful dumping has been a problem in the past, but in recent years, seems to have come under control through better code enforcement.

McArthur Place and Surrounding Area-

McArthur Place is but one street in a sea of a subdivision built between 1950 and 1970, based on the architectural styles.

The housing stock is in great condition and the streets have been well maintained. Lighting and a lack of pedestrian systems is the only problem here and will have to be addressed in order to connect this neighborhood to the others in the area and aid in making a more walkable community.

Chambers Street-

Chambers Street has been separated from the above mentioned McArthur Place because of its historic character. This area has the potential to become a national register district. Pedestrian systems are present and in fair condition and link with other neighborhoods in the district. Lighting is adequate, but lacking in any kind of aesthetics, but there is an excellent streetscape that makes up for it.

Mission 66 as the “Medical District”-

Mission 66 has become one of the primary medical districts for the City of Vicksburg. Doctors and dentists are located on this street along with light commercial retail opportunities. The only problem is that this area is segregated from the rest of the district. Pedestrian connections are necessary due to the fact that a significant portion of this community does not have full access to automotive transportation.

There seems to be an unintentional “modern traditional” style or architectural standard that has taken place within this district. These styles are not without a sense of charm or attractiveness and the recommendation here is that this style should continue, even as infill, so as to add to the “unified theme” of the district.

THE NEIGHBORHOODS IN GENERAL-

In general there are only moderate improvements necessary to make this district and these neighborhoods great. A unified theme with common landscaping and artistic elements could be one way to bring these neighborhoods together as one district. Pedestrian systems and biking trails will create the linkage necessary to make this community walkable and reduce the need for automobiles.

PART II. PROPOSED IMPROVEMENTS –

INTRODUCTION-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which is necessary for the Midtown District only. Land Use and future zoning will be tailored to fit this district. The following pages will demonstrate where there is a need for improvements in infrastructure, architectural characteristics, as well as, the future land use plan for the area. These characteristics will aid the city in planning for the future of this district.

SECTION A. STREETS AND THOROUGHFARES

Street Improvements-

Street improvements will vary throughout this district. Some areas will need only resurfacing, while others may need significant changes such as reconstruction, widening, inclusion of sidewalks and/ or lighting.

The park system is designed around the concept of the “pocket park.” Typically these areas are very simple in their design consisting of a few benches and picnic tables. The natural vegetation provides scenery and maintenance is typically conducted on mowers only. There are already some prime examples of this type of park along the Confederate Avenue Corridor. The idea here is to take this old concept and build on it.

Essential Streets within the District-

There are too many streets to discuss so this section of the plan will focus on key streets and thoroughfares within the district.

Halls Ferry Road/ Cherry Street-

Maintain the street, provide better pedestrian systems, provide better lighting for night time traffic, and continue to enhance the aesthetics through landscaping.

Drummond Street-

Maintain the street, enhance the pedestrian experience with smooth, continuous sidewalks and landscaping. There is a tremendous opportunity to create a cycling trail through the area by

using a cycling lane along one side of the street. This is expected to reduce or eliminate on-street parking.

Bowmar Avenue-

Maintain the street, enhance the pedestrian experience with smooth, continuous sidewalks and landscaping. Expand on the cycling and pedestrian trail concept. Decrease vehicular speeds in this area by the addition of traffic calming devices and tougher police enforcement.

Speed Street-

The street itself is in need of repaired and resurfacing. Sidewalks and the addition of the pedestrian trails will add to the character of the neighborhood. Landscaping and lighting will improve the driving experience and create an excellent gateway into the district.

East Avenue-

The street is in good condition and should be maintained. The pedestrian experience through this corridor could be developed and enhanced through the creation of sidewalks, landscaping and lighting. Increase the use of traffic calming devices so that there will be a decrease in vehicular speed and volumes.

ESSENTIAL STREETS IN GENERAL-

For the most part, the streets and corridors are adequate to meet the present and future needs of the Midtown District. Minor changes and additions are anticipated.

The streets that have been mentioned above have been chosen because they create the entries, or gateways, into this part of the community. Therefore, they create the first impression to visitors and anyone who is entering this district. The goal here is to create a lasting impression that will give the community a sense of pride and inspire visitors to return in the future.

CONNECTIONS WITH THE SOUTH WASHINGTON STREET DISTRICT-

The Midtown District and the South Washington Street District (located adjacent to and to the west of Midtown) share a common boundary that is in need of improvement. The area to the east of Washington Street is a potential key area for future development. This development could be greatly encouraged by creating a Walnut Street extension that will run parallel to and span the length of Washington Street to the bridge near Diamond Jack's Casino. In many cases there has been a street planned, but never constructed. This plan proposed that an extension of Walnut Street to Clark Street will open up "land locked" parcels and make them capable of development. Areas and neighborhoods to the east of Walnut Street will be able to form connections to this thoroughfare and have an alternative route to the downtown core.

Please see the map on the following page for a view of the Midtown Neighborhood District Future Land Use Plan and overlay area.

DISTRICT 9 – INTERSTATE 20 COMMERCIAL DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Interstate 20 District features a large portion of the city. This district can be found directly in the middle of the city and separates the downtown area from the other outlying areas. The I-20 District is bounded on the north by Confederate Avenue and Mission 66, as well as West and East Clay Street. The District is bounded on the west by Iowa Boulevard, on the south by Highway 61 South and Cain Ridge Road, and finally on the east by Halls Ferry Park, Porters Chapel Road and areas around South Frontage Road.

For a more detailed view of the Proposed Interstate 20 Commercial District and existing land uses, please see the location map on the following page.

SECTION B. EXISTING CONDITIONS

Component 1. Existing Physical Conditions and Land Uses.

For the entire Study Area as a whole, structures range in size, architectural style, and their condition. Structural Conditions predominantly range from moderate to good. Most of the structures in this district are relatively new. The oldest date back to the late 1950's and 1960's and are residential in nature. The Interstate 20 corridor developed primarily in the early 1970's, after the construction of the physical roadway. The following sections will breakdown the neighborhoods and areas that make up the Interstate 20 Corridor and describe their current conditions.

The West Side – Historic and Residential Areas-

The western most portion of the Interstate 20 Study Area has developed at a reasonable rate and pattern with most construction taking place along ridge tops and valleys. There is a substantial subdivision located in this area where housing units rate from good to excellent. This area is located up the hill and behind the old Delchamps Plaza. There are problems with access and streets in this neighborhood. Street widths in some cases are not adequate to accommodate two-way traffic, but do so anyway, there are no pedestrian systems and there is a lack of decent street lighting.

This area also includes River Region West Campus and Clinic which offers basic daily health treatment, rehabilitation services, and emergency services. Standard care and specialist care can only be received at the Main River Region Hospital located on Highway 61 North Bypass. The area around this former hospital is primarily vacant and open for development. As an added bonus, All Saints Episcopal School is also open for development. The school is located just north of the former hospital and is in well-preserved condition.

The final area that will be discussed in this section is a small residential area located just southwest of City Park. This area has been residential in nature for many years. This area could continue to thrive as a residential area, but its proximity to Washington Street and Wal-Mart demand that the opportunity for commercial and/ or mixed uses be considered. The homes and structures, that are still privately owned, are in moderate to poor condition. There are significant vacant parcels in the area that are currently open for development.

The North Side – The Vicksburg National Military Park South Loop and Frontage Roads

The South Loop of the Vicksburg National Military Park is the predominant entity of this side of the district. This area is a preserve and will remain untouched by private development indefinitely.

There are some areas that are open for development along both the North and South Frontage Roads. The inclusion of the South Frontage Road Extension will greatly increase the potential for development in the northern quadrant of the I-20 District. As of 2007, the extension project is in the planning stages with an undetermined completion date. Projections have shown a completion by 2015. The areas around this extension are still capable of sustaining development with the current road systems.

The East and Central Sides – Halls Ferry Park and Surrounding Commercial Areas

Halls Ferry Park is the City's current major athletic and recreational facility. This park boasts tennis courts, baseball and softball fields along with restrooms and concessions. The area surrounding Halls Ferry Park, along with the park, has become an area with major private commercial interest. There is an abundance of vacant property around the park, and it is capable of handling almost any kind of development. The terrain and vegetation will provide some challenges, but overall the area is ripe for development.

Other commercial and multi-family areas can be found along the South Frontage Road. These areas have become infill development and are primarily built out. There is not much potential

for future growth. The adjacent district (Porters Chapel District) may provide some opportunities for residential growth near the border with the I-20 District. Flood zones may present unique challenges to this potential growth.

The South Side – Pemberton Mall, Wal-Mart and Surrounding Commercial Areas

The South side of the Interstate 20 District is one of the major Hubs for commercial activity in Vicksburg and Warren County and serves a market area of six (6) counties in Mississippi and five (5) parishes in Louisiana. This area is home to a variety of commercial activities including commercial retail, commercial office, and food and beverage services.

Pemberton Mall, once the premier shopping experience in the Vicksburg area, has now become antiquated and obsolete. The Mall has gradually undergone some changes in recent years with some new tenants and renovations for college use, medical use and a movie theater. Growth in this area has stagnated as a result. Overall, the mall is still in good shape, but the trend toward indoor-oriented malls ended many years ago. The latest trend is outdoor-oriented malls. There is potential for a renovation that may introduce this newer design concept to the Pemberton Mall developers.

The area surrounding the mall is still very much open and desirable for development. A reorganization of the property, land uses and a general master plan is needed to make these properties and this area as whole thrive with a variety of commercial activities.

Wal-Mart has become a community Hub all its own, not only for commercial activities, but also for social. The area around Wal-Mart is built out. Iowa Boulevard may provide some future development opportunities, but these areas will require intense study including soils testing, flood zone studies and environmental impact assessment.

Overall, structures are in good to excellent condition, and most are relatively new. Infrastructure is adequate to meet the needs of the community for the next twenty to thirty years.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the Interstate 20 District is in good condition with much potential for growth in some areas. Streets and infrastructure require some maintenance but not a complete overhaul. For the most part, lighting is adequate but lacking in any aesthetic quality. This is not a pedestrian friendly area. Connections between the residential and commercial uses are provided via automobile or public transportation. Due to its size and existing conditions, it is unlikely that this corridor could be transformed into a “Walkable

Community.”

In terms of place making, there is no unifying theme that distinguishes this corridor from any other in the study area. There is no discernable sense of place. Utilizing a unifying theme in landscape and aesthetic attributes, could greatly in enhance the quality of life for residents and aid in creating a shopping destination for travelers or commuters.

Structures range in size, shape and style throughout the District. Ages of structures range from late 1950's to modern day. Most of the structures, within the District, that are in poor condition, could be rehabilitated and upgraded to modern requirements and specifications.

Other public Infrastructure, such as sewer, water and gas are adequate to meet the needs of this part of the community for many years to come. New facilities will not be needed within the planning range of this comprehensive plan (the next twenty to thirty years).

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which necessary for the Interstate 20 District only. Land use and zoning will be tailored to fit this district. The same will be true for all other districts within the city.

SECTION A. STREETS AND THOUOUGHFARES

Street Improvements-

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

Key Streets and Thoroughfares-

MDOT Roadways-

Key streets within the district include Interstate 20, North and South Frontage Roads, and Highway 61 South, all of which are maintained by MDOT. The city will not be making recommendations on future improvements to these roadways. However, the city will propose “**what it would like to see**” in terms of gateway and aesthetic improvements along the

Interstate 20 Corridor by way of conceptual sketches and diagrams. Funding for projects of this type could come in the form of grants, local budget allocations, private or other funds. MDOT and the City will work together on future improvements along this corridor. MDOT's "Vision 21" plan has outlined the level and types of improvement projects in the Vicksburg area for the next twenty years. Though all of the projects outlined in this plan focus more on function rather than aesthetics.

Iowa Boulevard-

Iowa Boulevard is a primary collector thoroughfare that serves Wal-Mart and its surrounding shopping centers. It currently has adequate width and surfaces to carry its current use level well into the future. However, this thoroughfare is lacking in aesthetics, so the plan is to turn this thoroughfare into a greenway and connect it to Confederate Avenue, which is an existing prototype greenway for the whole community. Street trees, classic lighting and pedestrian systems will make this thoroughfare the aesthetic community gateway that it should be and aid in creating a unifying theme in order to create a sense of place.

Pemberton Boulevard-

Pemberton Boulevard is already a collector greenway that connects with Iowa Boulevard, Highway 61 South, and Halls Ferry Road. This thoroughfare serves the Pemberton Mall area. The road itself is in good condition but one problem continues to persist; and that is "no turn lanes." If this area is to grow, the city will need to take a long hard look at widening the roadway to accommodate a fifth, central turning lane. Landscaping is already in place and greatly adds to the quality of the drive along this thoroughfare.

With the introduction of the new Kroger grocery store on the old K-mart building site, there is great opportunity to build momentum for commercial development in the area. One problem that is already created by this is that one building is being traded for another. The city should work to fill the old Kroger building as quickly as possible. This area should be marketed more heavily by the city in order to create more growth opportunities. The location is prime real estate sitting at the crossroads of Interstate 20 and Highway 61 south. Average daily traffic counts along I-20, in this area, show 35,000 cars per day. Average daily traffic counts along Highway 61 south show 25,000 cars per day. Along with the hotels, restaurants, and the athletic complex (at Halls Ferry Park) there is already a large amount of usage of this area. The city should work to build on this.

Alternative Concepts for the Pemberton Mall Area-

As an added "bonus," so to speak, another option that the city could consider is to utilize and

market this area as a prime location for an amusement and family entertainment center. Activities for youths and families are severely lacking in the community as a whole. With a location at the crossroads of Interstate 20 and Highway 61 south, and in the vicinity of Wal-Mart, this area is prime real estate for such an establishment.

Halls Ferry Road-

Halls Ferry Road is a primary arterial that connects this corridor and other surrounding corridors to the downtown area. The roadway itself has seen many improvements over the years and is adequate to serve the needs of the community for many years to come. This roadway should serve as the pattern for aesthetic and thematic qualities that should be used throughout the corridor.

Wisconsin Avenue-

Wisconsin serves as a minor arterial connecting Porters Chapel, the residents of the immediate area, and other outlying areas to the I-20 corridor. Wisconsin Avenue will prove to be **“one of the greatest challenges of our time”** in the City of Vicksburg. As a hodge-podge of various uses, the area will most likely have to be transformed into a “mixed use community.” There is no pedestrian system, and yet there is the potential for a walkable community here. Public transportation has been introduced to the area and is proving to be an excellent alternative form of travel for the area.

In recent years, with the closure of all entrances to ERDC with the exception of two, the secondary entrance to the base located on Bazinsky Road (just outside the I-20 Corridor District) and the other, primary entrance to the base located on Halls Ferry Road, Wisconsin Avenue traffic counts have doubled (as of 2007). Even with this traffic increase the roadway seems to handle the current loads. Future improvements may need to include a third, central turning aisle, but this need should be based on the level of development that may come from the potential private development of the area immediately surrounding Halls Ferry Park (currently in the planning stages, as of 2007).

The city, ERDC, and MDoT are working closely to facilitate the design and construction of a new Wisconsin Avenue ERDC entrance from I-20. Another purpose of this work is to make Wisconsin more user friendly.

Other improvements should include a pedestrian and bicycle trail system, landscaping and screening, adequate lighting and a continuation of the unifying theme concept discussed earlier in this section.

Indiana Avenue-

Indiana Avenue is a minor arterial that connects Porters Chapel and other outlying areas to downtown and the commercial opportunities along the frontage roads. The roadway meets the current needs of the community and in some instances has a “natural” aesthetic quality. However, this area is lacking in the aesthetic theme created by Halls Ferry Road, but this is a problem that can be easily overcome through planning and partnership with MDOT.

Old Highway 27-

Old Highway 27 is a connector road that connects the outlying areas to both the I-20 corridor and downtown (by way of connecting to Clay Street to the north and west). Very little of this roadway runs through the I-20 corridor. The proposed south frontage road extension puts the future of this roadway into question. However, it is safe to say that this roadway will remain for future use in some way, form or fashion. Due to its questionable nature future recommendations will be reserved at this time in anticipation of the future frontage road extension.

Cain Ridge Road-

Cain Ridge Road has characteristics of both a connector road and a minor arterial. There is a high traffic volume on this roadway, most likely due to its proximity to the commercial areas located just to its north. The primary uses along this roadway are residential in nature, and include low, medium and high density. There is no pedestrian system connecting these residents to the commercial areas and this is an area where a “walkable community” may be viable. There is a “natural” aesthetic quality to the area. Due to a current lack of right-of-way, landscaping or other aesthetic improvements may prove difficult in the present and near future. Should the city choose to create a unified pedestrian system for the area, the opportunity for aesthetic improvements may arise. As one final component, lighting for the area should be addressed in cooperation with Entergy. As a primarily residential area, and due to the high traffic volumes, the need for adequate and unified street lighting is essential to the safety of the residents of the area.

Confederate Avenue-

Confederate Avenue forms the northern most boundary of the district. It has characteristics of both a minor and major arterial but has been preserved as a “green way.” There is no other roadway like it in the city, outside of a drive through the national park. This roadway should serve as a template for all potential greenways throughout the city and study area.

Improvements to this area could include a pedestrian system and biking trail linking residents to the high school, All Saints School and the medical center located just south of the roadway. Currently, lighting is poor and should be addressed. However, the city should proceed with a sound aesthetics improvement plan that will address the lighting issue. Classical lighting styles and a “**natural**” landscape improvement program should be utilized along this stretch of road so as not to disturb or obstruct, in anyway, the natural beauty of the area.

And finally, this area should be set aside as a separate preservation corridor that does not allow for future growth of any kind, but, at the same time allows the uses that are there to stay.

Please see the map on the following page for a view of the District’s Future Land Use Plan and overlay area.

DISTRICT 10 – WATERWAYS DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Waterways District features a large portion of the city. The Waterways District is bounded on the north by the Kansas City Southern Railroad, on the west by the Interstate 20 and Midtown Districts, on the east by the current corporate limits and on the south by the Highway 61 South District.

Please see the map on the following page for a more detailed view of the proposed Waterways Neighborhood District and existing land uses.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

For the entire Study Area as a whole, structures range in size, architectural style, and their condition. Structural Conditions predominantly range from good to excellent. Most of the structures in this district are relatively old. The oldest structures date back to the early to mid-1900's and are residential in nature. Most of the land in the study area has been developed as residential. The following sections will breakdown the neighborhoods and areas that make up the Waterways District and describe their current conditions.

The North Side – Porters Chapel

The primary collector thoroughfare that traverses the north side of the study area is Porters Chapel Road. The area along this corridor is primarily residential in nature with structures ranging from good to excellent. There are a few small subdivisions in the area that are relatively new offering an excellent housing and residential opportunity for the City.

The streets, in their current condition, are in relatively good and are fully capable of meeting the needs of the community for many years to come. Lighting is somewhat limited and there is an absence of pedestrian facilities in the area.

Central – Indiana Avenue and Porters Chapel

The central portion of the study area is predominantly made up of residential structures, all of which are in excellent condition. This area includes Porters Chapel Road, Indiana Avenue, Halls Ferry Road and Wisconsin Avenue which could all be considered the primary thoroughfares in this area. There are many subdivisions and residential uses along these thoroughfares, but most notable, are the Savannah Hills, Chapel Hills, Enchanted Hills, Bell Meade, Bellwood, Woodlands, and Cherrybark Subdivisions, all of which are located along the Porters Chapel Corridor. Other subdivisions of interest are Roseland Drive, Lake Hills and several other small subdivisions along the Halls Ferry Road Corridor. These areas boast some of the best housing accommodations in the City.

Other additions to this portion of the study area include the Vicksburg Country Club and Engineering and Research Development Center at Waterways Experiment Station. These elements offer both a great recreational and employment opportunity to the community. Streets within the District are in good to excellent condition with somewhat adequate lighting to accommodate night time traffic. Pedestrian facilities are nonexistent.

The Southeast Side – Halls Ferry Road

The southeast side of the district has Halls Ferry Road as its primary thoroughfare. Structural conditions are somewhat more degraded in this area and range from poor to fair. There are some problems that could be solved simply through proper code enforcement and/ or overlay zoning.

Streets within the District are in good to excellent condition with somewhat adequate lighting to accommodate night time traffic. Pedestrian facilities are nonexistent.

The Southwest Side – Hamilton Heights, Marion Park and Other Areas to the South

The primary thoroughfares in this portion of the study area include Halls Ferry Road, Fisher Ferry Road and Cain Ridge Road, all of which are in great shape. Halls Ferry Road and Fisher Ferry Road will not meet the needs of the community in the next ten (10) years. This is based on the possibility of a proposed athletic complex located just south of Hamilton Heights at the edge of the Corporate Limits. The proposed facility will drastically alter the traffic patterns of the area. In their current state, these thoroughfares are two-lane with no pedestrian facilities and extremely inadequate lighting. Recommendations for this problem area will be made later

on in this section.

This portion of the study area is a place where beauty meets the beast. Hamilton Heights was developed along Fisher Ferry Road and Halls Ferry Road during the 1960's and 1970's. The area was developed in the middle of a major drainage basin, well within the 100 year floodplain. The area has flooded repeatedly since its inception. The City has worked for many years to buy out all of the flood prone properties in the area. Even with its problems, the neighborhood is still in great shape, and is still a desirable place to live.

As a stark contrast to the areas mentioned above, Marion Park and other smaller subdivisions along Cain Ridge Road are in great shape and offer an excellent affordable living choice for the middle-class members of the community.

Summary of Physical Conditions and Land Uses

To summarize, it could be said that the Waterways District is in good condition. The district is largely built out, and there is not much potential for future growth. The key to the continued success of this district is maintenance. Streets and infrastructure have been well maintained and no significant alterations or upgrades will be necessary, with the exception of Halls Ferry Road and Fisher Ferry Road. Lighting is adequate, but lacking in any intrinsic value. This is not a pedestrian friendly area. Pedestrian connections between this district and other districts are nonexistent. The only available connections are provided via automobile or public transportation. This district has the potential to be transformed into a "Walkable Community."

There are so many neighborhoods and subdivisions in this district that place making or the creation of a unified theme will be difficult. There is a sense of place and all of these little neighborhoods work together to build the charm and character of the area.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which is necessary for the Waterways District only. Land use and zoning will be tailored to fit this district; the same will be true for all other districts within the city.

Section A. Streets and Thoroughfares

Area Improvements-

Area improvements, for this district, will primarily focus on pedestrian connections in and around the district. There are some excellent opportunities for new pedestrian facilities and upgrades to existing facilities

Some streets need some simple upgrades, such as resurfacing, widening of the roadway and/or sidewalks.

Pedestrian Facility Upgrades and Street Improvements-

Halls Ferry Road and Fisher Ferry Road-

Halls Ferry Road, from the intersection with Cain Ridge Road until the intersection with Fisher Ferry Road would benefit from widening, including adding a turning lane. This will facilitate a better flow of traffic, especially with a potential athletic complex being installed off of Fisher Ferry Road. Pedestrian facilities are present, but inadequate and non-handicap accessible. New pedestrian facilities should be included on both sides of the street. The landscape of the area is natural and extremely appealing. Specimen trees should be preserved.

Fisher Ferry Road should take on a similar look to Halls Ferry Road with the inclusion of a third turning lane from the intersection with Halls Ferry Road to the southern corporate limits near St. Michaels Catholic Church. This wider road, including turning lane, will accommodate heavier traffic loads going to the proposed athletic complex and the proposed connector road from Fisher Ferry to Highway 61 South.

Wisconsin Avenue-

While the roadway for Wisconsin is adequate in size, there are no features or amenities that make this thoroughfare unique or aesthetically pleasing. There is a wide variety of land uses along this thoroughfare and with connections to Porters Chapel Road and the Interstate 20 Commercial District, could create an excellent pedestrian connection between the two areas.

There is an excellent opportunity for improved streetscape and color that could work to screen some of the less desirable elements of the thoroughfare.

Proposed Connector Road between Fisher Ferry and Highway 61 South-

As a major amenity to the Waterways District, a proposed connector road between Fisher Ferry Road and Highway 61 South could greatly increase traffic flow and development opportunities on the south side of the District. Additionally, it is proposed that this proposed connector road be converted to a green belt with excellent landscaping and pedestrian facility opportunities.

Please see the map on the following page for a view of the District’s Future Land Use Plan and overlay area.

DISTRICT 11 – WARRENTON ROAD DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Warrenton Road District features a large portion of the city. This district can be found just south and adjacent to Interstate 20, west and adjacent to Highway 61 South and bordering the Mississippi River.

For a more detailed view of the proposed Warrenton Road Neighborhood District and existing land uses, please see the location map on the following page.

Section B. Existing Conditions

Component 1. Existing Physical Conditions and Land Uses.

Historically, this has been a heavy industrial area. With the closure of the Vicksburg Chemical Company, it is apparent that new opportunities are available for the development of this area. Such ideas as a golf course and new residential opportunities have been thrown around. There are two (2) casinos in the area, which also bring additional opportunities to the area.

Warrenton Road is the main thoroughfare traversing the area. All residential development takes place adjacent to this roadway. The road itself is adequate to meet the needs of existing developments and all potential future developments.

Rifle Range Road is a minor arterial in this area. Though less significant than Warrenton Road, Rifle Range Road will work to serve the area for future development. This thoroughfare will need significant work in order to accommodate any future development and maintain existing traffic.

As it is, the land use pattern for this area is “up in the air.” Existing land uses show that the area has been predominantly industrial, with smatterings of residential on the west side, commercial along the eastern side and casinos along the river. This pattern will most likely change.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The Warrenton Road District is essentially a blank canvas ready to receive new creations and ideas. There is a wide variety of uses that can take place here. The plans presented in this section will be broken down into two pieces. The first plan will address immediate needs in terms of infrastructure improvements and the second plan will address the long term success of the area including aesthetic considerations, potential development samples for commercial and residential uses and future infrastructure needs to accommodate these ideas.

Section A. Immediate Needs - Streets and Thoroughfares**Street Improvements-**

Street improvements will vary throughout this district. Some areas need resurfacing while others may need complete reconstruction, widening, sidewalks and/ or lighting.

Key Streets and Thoroughfares-**MDOT Roadways-**

Key MDOT thoroughfares, within this district, include Interstate 20 and Highway 61 South. The city will not be making recommendations on future improvements to these roadways. However, the city will propose **“what it would like to see”** in terms of gateway and aesthetic improvements along the Interstate 20 Corridor by way of conceptual sketches and diagrams. Funding for projects of this type could come in the form of grants, local budget allocations, private and/or other funds. MDOT and the City will work together on future improvements along this corridor. MDOT's **“Vision 21”** plan has outlined the level and types of improvement projects in the Vicksburg area for the next twenty years. Though all of the projects outlined in this plan focus more on function rather than aesthetics.

Warrenton Road-

Warrenton Road is the main minor arterial for the district. Currently, the roadway is adequate to meet the needs of the area. Future needs may require the addition of a third turning lane for new amenities along the roadway. These future needs will be addressed in the next section.

Rifle Range Road-

Rifle Range Road is the only other minor arterial in the area and serves as a connector from Warrenton Road to Highway 61 South. Currently, this thoroughfare is adequate to meet the needs of the community. Future plans may include widening the roadway to accommodate a

turning lane and possibly a conversion into a frontage road. Future plans for this thoroughfare will be addressed in the next section.

Frontage Road-

The addition of a Frontage Road could aid greatly in the development of this district along the Highway 61 South Corridor. A Frontage Road could create a safer environment for connecting to potential commercial or residential developments on the old Vicksburg Chemical Site.

Central Connector Road-

The addition of a central connector road adjacent and parallel to the existing railroad could provide the area with an internal point of ingress and egress and alleviate potential traffic congestion along the other, outlying thoroughfares.

Future Improvements – Long Range Planning on the Blank Canvas-

This section will address the future needs of this part of the community that could be implemented over the next twenty to thirty years. This plan will require development from the private sector, but will provide samples of what the city will require in terms of lot layouts, land uses, aesthetics and potential roadways.

Please see the map on the following page for a view of the Future Land Use Plan and overlay area.

DISTRICT 12 – HIGHWAY 61 SOUTH DISTRICT

PART I. DEFINITION OF THE PLANNING AREA

Section A. Proposed Boundaries of the Study Area.

The area encompassing the Highway 61 South District features a large portion of the city. This district can be found at the southern-most corner of the city. The Highway 61 South District is bounded on the south, west and east by the current corporate limits. The District is bounded on the north by the Warrenton Road District.

Please see the map on the following page for a more detailed view of the proposed High 61 South Neighborhood District.

PART II. PROPOSED IMPROVEMENTS

Introduction-

It is imperative that every community have a plan for future development and improvement. The materials and styles presented in this plan display that which is necessary for the Highway 61 South District only. Land use and zoning will be tailored to fit this district; the same will be true for all other districts within the city. Key areas will have more detailed planning examples to demonstrate what kind of new development and rehabilitation could take place in the district.

Section A. Key Streets/ Thoroughfares and “Micro” Study Areas-

Highway 61 South-

Highway 61 South is the primary arterial thoroughfare serving the district. It also serves as the main gateway into the community. As a gateway, the thoroughfare is lacking in any aesthetic value, such as landscaping. Landscaping, sculptural elements and decorative lighting could easily transform this corridor into a gateway that defines the impressions and perceptions of visitors and citizens alike.



View of U.S. Highway 61 South

Warrenton Lakes/ Warrenton Heights Area-

Warrenton Lakes and Warrenton Heights are well designed and built neighborhoods. The areas north and east of these subdivisions are undeveloped. With connections to Grange Hall Road, Belva Drive and Redbone Road, a massive residential development could be undertaken with the potential for more than five hundred housing units. Ideally, any development of this nature should be somewhat mixed use in nature, with areas for low and medium density residential, multi-family residential and manufactured home residential.

Vicksburg Municipal Airport-

The Airport has become obsolete in modern times. In recent years new interest has been expressed in rehabilitating the airport and making it more usable as a regional airport. In the past ten (10) or so years, the city has placed time, effort and expense in building up the regional airport at Tallulah, Louisiana. With its location so far away from Vicksburg and keeping the Vicksburg Municipal Airport open at the same time, working with both airports has presented many problems for the community. This plan recommends discontinuing support for the Tallulah and focusing on revamping the Vicksburg Airport.

The sketch plan presented in this section will provide an example of how the airport could be

converted into a cargo carrier airport. The ability to handle cargo carrier planes, in conjunction with the railroad, could greatly increase the amount of industries that could be developed in the area.

Please see the map on the following page for a view of the Future Land Use Plan and overlay area.

CHAPTER SEVEN: PLAN IMPLEMENTATION AND MAINTENANCE

For the Comprehensive Plan to be meaningful it must not sit on a shelf or in a box somewhere. It must be implemented. It must be integrated into the city's operations of planning short term to long term policies, programs, and projects. The comprehensive plan represents a systematic approach to planning for the future. It is not just for the use of the Mayor and Board of Aldermen and the Community Development staff and Planning Commission. It is for department heads and their long range planning. The plan is also for citizens and to use as a guide in making their development plans.

There are a number of means to accomplish the goals, objectives, and recommendations in this plan. The three primary implementation devices are the zoning ordinance, the subdivision regulations, and the capital improvements program.

Additionally, short term implementation is accomplished through the annual budget process and departmental goals and programs. Other tools include intergovernmental agreements, service agreements, and agreements with state and federal agencies to achieve its objectives.

Other development ordinances, besides the zoning ordinance and subdivision ordinance, include historic preservation, signage, design review, erosion control and stormwater management ordinance, property maintenance, and building codes, which represent a large set of tools for the city. Of Course, none of these ordinances are worth the paper they are printed on without proper and consistent enforcement.

The Comprehensive Plan is not a static, "set in stone" document. Just because it is a long-range planning document doesn't mean it cannot be changed before the horizon year. In fact, the Comprehensive Plan is designed to be amended when conditions significantly change. As noted in the Introduction, the Comprehensive Plan is a policy document that serves as a guide to future development for the city's leadership. For example, the Major Thoroughfares Plan should be used to guide which roads/streets are improved or built and where. The Land Use Plan should be used to help decide where different types of land uses may locate. It may also assist in determining where new water and sewer lines should be built. The same can be applied to future locations for parks, fire stations, and other facilities. As a result, the plan can be used to improve the quality of life for Vicksburg's citizens.

The entire Plan, including the goals and objectives should be reviewed periodically to check sections or parts of sections that require amendment due to changing conditions. It is usually

recommended to review and evaluate a plan every five years or for shorter terms checking for progress or changes in conditions and priorities, or items that were not addressed originally. The plan is not designed for the interests of the few but for the general interests of all citizens.

DEVELOPMENT PRIORITIES:

In addition to the proposed items and projects mentioned in the Community Facilities Plan and the Major Thoroughfares Plan, the next priorities are the Five Key Concepts developed to strengthen and protect the physical, cultural, and social attributes within the City of Vicksburg. The Five Key Concepts are the Gateways Concept, the Scenic Transportation Boulevards Concept, the Waterfront Concept, the Open Space Concept, and the Cultural Heritage Concept. The concept that should be implemented first is the Cultural Heritage Concept. The first component of which to be implemented is the Siege of Vicksburg Museum.

Improvements to individual neighborhoods should not be left out of the mix. This plan has noted certain general improvements needed in each district. This may be sufficient for the immediate future. However, as noted earlier, more detailed neighborhood plans may need to be developed in some cases because some neighborhoods may determine that they need more improvements.

To help implement the neighborhood plans, overlay districts must be created for each neighborhood, complete with architectural and urban design guidelines to ensure compatibility within the neighborhoods.

Addition of Forum questions and implied Direction of City.

CONCLUSION:

There are a large number of improvements noted in this plan and it would appear to be a herculean task to accomplish everything on a limited city budget. However, these and other tasks can be completed if the city perseveres in tackling each project. Much has already been achieved, and much more can be done.

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