

COMPREHENSIVE PLAN

FOR

THE CITY OF NATCHEZ, MISSISSIPPI

Prepared By:

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ADOPTED NOVEMBER 23, 1999

CITY ELECTED OFFICIALS

Larry L. 'Butch' Brown, Mayor

Frances Trosclair, City Clerk

John Tipton, Municipal Judge

Joyce Arceneux, Ward 1 Alderwoman

George Harden, Ward 2 Alderman

Sue Stedman, Ward 3 Alderwoman

Theodore "Bubber" West, Ward 4 Alderman

David Massey, Ward 5 Alderman

Jake Middleton, Ward 6 Alderman

CITY OFFICIALS

The following City or County Officials provided direct input to the CMPDD Study Team in the preparation of this plan:

Walter Brown, City Attorney

Richard Burke, Public Works Director

David Gardner, City Engineer

Willie Huff, Police Chief

Alan Ingram, Executive Director, Natchez Housing Authority

Donna Janky, Director of Homochitto Valley Library Service

Clinton B. Pomeroy, Director of Aviation, Adams County Airport

David S. Preziosi, City Planner

Ralph Tedder, Recreation Director

Gary Winborne, Fire Chief

NATCHEZ METRO PLANNING COMMISSION OF ADAMS COUNTY

City Appointees:

Deborah Martin, Chairperson

Woody Allen

Gary Guido

Charles Harris

Charles Merritt

Jerry Krouse

Robert Russ

Karen Stubbs

James O. Taylor

County Appointees:

Howard N. French

(Two Other Positions Vacant)

INTRODUCTION

PLANNING: FROM THEN UNTIL NOW—From **The Plan for the Future of the Natchez Metropolitan Area**, 1973, prepared for the City of Natchez and Adams County by Arch R. Winter and others:

First, there was a landing. That is the story of all river settlements, and so it is of Natchez. Also, because here there was a strategic location, there came trade and its almost simultaneously arriving partner, political dominance. The uncompromisingly military symbol of the second was Fort Rosalie, substantially and strategically placed on a bluff overlooking the Mississippi River. This was to the west; and to the east, a fact of great importance, there were the lands of the Natchez Indians, inland, toward St. Catherine Creek, reaching their ultimate point of assertion in the Grand Village.

The town itself came later. At first, there was only the landing. Natchez-Under-the-Hill, with its commercial accommodations—warehouses, stores and hotels and taverns catering to the boatmen—and the scattered plantations at the top, spreading out from the fort. By the latter part of the eighteenth century, however, settlement was being pushed, and the Spanish laid out a gridiron of streets and squares to provide for a city. The Freeman map, updated but probably drawn between 1810 and 1820, put down on paper the design of the city, with its 35 blocks, each numbered and divided into four lots, one square, on which was to front the church, being numbered.

Eventually, Natchez began to fill out. The 35-block layout was extended in a few places by additional regularized platting. A tier of seven blocks was added on the east, between Rankin and Pine Streets, and a similar tier, the “Jefferson College Lots,” on the west, between Canal Street and the site of the parade ground. Another plat extended the town a short distance out St. Catherine and East Franklin Streets. But for the most part growth simply trailed out the roads leading into the countryside, much as it follows the highways today. Beyond the compact central city, expansion was piece-by-piece; for more than a century disciplined planning was lacking.

Here, the story of the nineteenth and early twentieth centuries was one of slow and leisurely growth, innocent of burgeoning, complex problems. This meant that the consequences of haphazard development (poor circulation, overcrowded housing) were not actually felt for a long time. By the end of World War II, however, the tale had changed. With the coming of two large industries, Johns-Manville and International Paper, it became apparent that accelerated growth demanded orderly planning. A city planning commission was established and directed to prepare a master plan.

The Natchez Plan was completed and adopted in 1951. For the next ten years, it was used to direct the design of new public and private development within the city. A 1962 updating of the plan showed that most growth was taking place outside the city, in the new neighborhoods up along Morgantown Road and those beginning to form just south of the city. Although the

Natchez Plan covered a large part of this Adams County territory, it was ineffective, for the Planning Commission's jurisdiction stopped at the city limits.

So, in 1967, the Board of Supervisors of Adams County joined the Mayor and Board of Aldermen of Natchez in creating a new planning agency, the Natchez Metropolitan Planning Commission of Adams County, to take the place of the City Planning Commission and extend its responsibility. The "planning area" assigned the Commission extended one or two miles beyond the City of Natchez, going out farther on the east, to the Washington Community where is located Jefferson Military College, now being restored as a historical landmark (and its name being changed to its original one, "Jefferson College").

In 1970, the final large step was achieved. A program of extending the Natchez Plan to encompass the city-county planning area was undertaken. New maps were drawn and an extensive survey of conditions existing throughout the area was made. There was also a **Population and Economic Study** made by the staff of the Mississippi Research and Development Center.

Against this background, the extended plan described and pictured in this report (the 1973 Plan) was drawn. For the sake of continuity, the three basic components of the new Metropolitan Natchez Plan bear the same names as those of the earlier plan: a Plan for Land Use, a Plan for Circulation, and a Plan for Community Facilities. In these components, certain elements of the inner city, such as the traffic circulation pattern in the St. Catherine Street Area, where urban renewal is proposed, have been revised. The Adams County portion of the planning area—the unincorporated territory—has been laid out to accommodate the growth that is taking place outside the city and to tie into the urban scene such projects as the north approach of the Natchez Trace Parkway and its terminus on the bluff downtown.

Equally as important as the relationships among the parts of the plan is the new dimension of metropolitanism that is inescapable for a city that is growing. Recognition of the is dimension is evident in the creation of the "metropolitan" commission to deal with the issues of growth. The follow-through of the plan, its measures of implementation, must also be full in scope, solidly placed upon this metropolitan basis.

PURPOSE OF THE PLAN: 1999:

The City of Natchez, Mississippi recognizes that in order to make both effective and economically sound decisions for the future, some type of policy must govern the decision-making process. The purpose of this Comprehensive Plan is to serve as a policy guide for the physical and economic development of Natchez. The Plan will serve decision-makers as a means of orderly development for the city at a minimal cost to the city.

A comprehensive plan has three characteristics. First, a comprehensive plan serves as a guide to the physical development and future growth of a city. Second, comprehensive plans are long-

range, often extending 20 to 25 years into the future. Third, comprehensive plans include the entire city geographically and address all functions that make a city operational.

The Natchez Comprehensive Plan, required by state law, is in compliance with Sections 17-1-1 through 17-1-39 of the Mississippi Code Annotated. The plan was developed to "bring about coordinated physical development in accordance with present and future needs..." (Section 17-1-11 Mississippi Code). Natchez's plan is both geographically and functionally comprehensive in nature. Geographically, all the area within the existing city boundaries in addition to the "planning area"—the area's within Natchez's paths of growth for the next twenty years is included in the Comprehensive Plan. Functionally, the plan includes Natchez's proposals for future economic and physical development. Additionally, the plan serves as a means of citizen participation in local government.

ELEMENTS OF THE PLAN

Section 17-1-1 of the Mississippi Code defines a Comprehensive Plan as follows: "... a statement of public policy for the physical development of the entire municipality or county adopted by resolution of the governing body..." 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 goals and objectives of a comprehensive plan are made with respect to the future. Long-range community development plans help a community identify what it desires to achieve in the following decades. 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 parks, open space, and recreation. Additionally, street or road improvements, public schools and community facilities must be considered. In the case of Natchez and other cities, historic preservation must be a priority goal.

The second part of a comprehensive plan is the Land Use Plan. This plan designates, in map form, the proposed distribution and extent of land use for residential, commercial, industrial and, recreational lands, as well as public and quasi-public facilities and open space. The land use section of the plan contains projections of population, economic growth, and land use for the community.

The third part of a comprehensive plan is the Transportation Plan. The Transportation Plan presents a "Thoroughfares Plan" that includes the classifications of all existing and proposed streets, roads and highways; these are depicted in map form as an integral part of the Land Use Plan. The Transportation Plan covers the same time period as the Land Use Plan. The plan identifies arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements. The Transportation Plan also addresses other transportation needs, such as general aviation airport needs.

The final portion of the comprehensive plan is the community facilities plan. Used as a basis for making capital improvement decisions, the community facilities plan includes twenty to twenty-five year projections of needs for parks and recreation, public buildings and facilities, utilities and drainage, schools, and housing. The capital improvements program, *which is not a part of this Comprehensive Plan*, schedules these improvements by priority and cost for five or six-year time periods.

The City of Natchez recognizes that the quality of life in developing areas is affected by the quality of development. People and businesses are attracted to higher quality developments. In fact, other areas around the country have discovered that quality development breeds more quality development. All development should be examined as to its effect on the county's image, because it is the county's image that is at stake. It is a well-known fact that one of the factors a business/industry considers in determining a location is the quality of life in a community. Quality of life includes such amenities as shopping, cultural and recreational opportunities, good schools, and attractive business and residential areas.

A community desperate for development without regard to the quality of that development will not be able to successfully compete with communities that are more concerned with the quality of development and other quality of life issues. Therefore, the City intends to foster those policies that will make this a more competitive community.

Preparation for this plan began with several charrettes in which citizens expressed their views on Natchez's strengths, weaknesses, opportunities, and threats. The lists of these citizen views were used in formulating this plan. A compilation of these lists appears in the appendix.

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 rezonings, zoning variances, special exceptions, and site plan review. It may also be used to aid in locating business, industries, and public facilities. Finally, it forms the basis of a Capital Improvements Program, which schedules capital improvements by priority and funding source into a five or six-year program.

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 that enhances 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.

According to state law, zoning and other land use regulations must be based upon a 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 a plan's policies, goals and objectives as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use map and 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. For example, land use decisions requiring an upzoning (zoning to a more intensive use) or a downzoning (zoning to a less intensive use), when challenged on taking grounds, are likely to be upheld by the courts.

The Comprehensive Plan is a set of written, consistent policies about how the community should develop. The plan enables the legislative body to make decisions on development matters that arise, using a unified set of general, long-range policies. The plan is 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 exceptions/conditional use permits, variance applications, subdivision plats, street closings, 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 every question that come before the governing body. However, because Mississippi law does require that zoning decisions be based upon an adopted comprehensive plan, the plan does have the force of law in Natchez and other communities where a plan has been adopted.

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 an applicant's property falls on or near the boundary between a conforming and a nonconforming land use category on the land use plan map, 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 the 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 OF THE PLAN AND PLAN AMENDMENTS:

If a proposed change does not conform to the plan, ***the plan must be amended before the requested change in zoning classification can be approved.*** 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 a zoning map amendment are needed. The reason for this is that the Planning Commission should be informed as to the intent or the end result of the plan amendment so that they can make an informed decision. Most proposed plan amendments are in pursuit of rezonings.

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 element of the plan. The goals, objectives, and policies should be checked against the proposal to determine if there was any conflict. The Land Use Plan must be checked to see if the proposed rezoning is in line 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 the 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 adopted, it needs to 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 development plans for specific areas.

Comprehensive plans should be reviewed at least every three years to see if they need to be revised or amended. Plans should be completely revised/rewritten every five years to take advantage of changes that have occurred and to use current information.

CHAPTER 1

GOALS, OBJECTIVES AND POLICIES

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GOALS, OBJECTIVES, AND POLICIES

The goals and objectives of the City of Natchez Comprehensive Plan and the continuous, comprehensive planning process are to provide guidance for rational response to change. They reflect the consideration of a combination of community issues and facts blended with community values. Goals institute the conscious statements of a community concerning what it wants to become, and how it will direct its energy toward that achievement. The City of Natchez Comprehensive Plan begins with a set of general goals. These are followed by more specific objectives in the following areas: cultural and aesthetic, community facilities and services, environment, residential, commercial, industrial, transportation and implementation.

Policy statements have been developed for each of the above categories. Policy statements in this plan are divided into three policy levels: goals, objectives, and policies. Policy statements may, in some cases, be followed by statements explaining the planning principle behind the policy statement. Definitions for these terms are as follows:

GOAL: The ultimate purpose of an effort stated in a way that is general in nature and not easily measured.

OBJECTIVE: A more specific, measurable guide.

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

PLANNING PRINCIPLE: A fundamental law, doctrine, or assumption; a rule or code of conduct.

This plan will be implemented by a zoning ordinance, subdivision regulations, and a capital improvements program. According to state law the plan must be consistent with the implementing regulations. Therefore, the policies in the plan must be reflected in the above three implementation devices (zoning ordinance, subdivision regulations and capital improvements program). In order to be effective as guidelines for day-to-day decision-making, the policies in this plan will supersede the zoning and subdivision regulations in cases where there are conflicts between regulations and policies or where the regulations are not clear.

GENERAL GOALS

GOAL: To provide for an orderly arrangement of land uses for the present City of Natchez and the unincorporated planning area.

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 provide open space buffering to reduce possible conflicts where different land use classifications adjoin.

GOAL: To preserve the desirable characteristics of existing development within the city and the environmental and historical resources located within it.

GOAL: To encourage new developments which make the City of Natchez a healthy, safe and convenient place, and provide a pleasant and attractive atmosphere for living, shopping, recreation, civic, cultural, and service functions.

OBJECTIVE: To insure that future development will be in the best interest of Natchez and its citizens, measures will be taken which will generally improve the quality of life of the citizens of the city.

POLICY 1: To use the comprehensive plan as a tool in guiding the future development of Natchez.

GOAL: To guide and direct future development into desirable forms and patterns rather than inefficient sprawl.

OBJECTIVE: To prevent the inefficient use of land. By using the comprehensive plan as a guide to development, the desired land use pattern will be produced.

POLICY 2: Existing strip commercial development and residential sprawl will be controlled. Future development, in accordance with the comprehensive plan, will be of a more desirable nature. Develop land use regulations to be consistent with this policy.

GOAL: To coordinate living areas, working areas, and leisure time areas into an integrated relationship and create a unique combination of function, circulation, and image through which a balanced community development can be reached.

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

POLICY 3: Development of programs which result in a balanced community will be implemented. The Land Use Plan will be developed for existing development and for determining future land use.

GOAL: To maintain existing levels of service, the City needs to expand its tax base through annexation. An alternative is to consolidate city and county government. Any vacant land contiguous to the existing city should be annexed as soon as possible to provide more developable land.

HISTORIC, CULTURAL AND AESTHETIC GOALS:

GOAL: To preserve and enhance the value of places and structures of historic significance and cultural importance to Natchez.

OBJECTIVE: To further develop Natchez's historic districts as far as is practical.

OBJECTIVE: To preserve the other historic resources in the area.

POLICY 4: The City will work to locate and register as landmarks the remainder of the historic sites and to maintain the historic district neighborhoods.

4.1 Designate historic district neighborhoods as landmarks in order to better protect those areas. Seek financial assistance from federal, state, and local sources to fund renovation and restoration of the resources in the historic districts.

4.2 Include the Historic Districts *as primary zones* in the Zoning Ordinance, rather than as overlay zones.

4.3 Utilize the *Charleston Principles* identified below in the conservation process:

PRINCIPLE: Identify historic places, both architectural and natural, that give the community its special character and that can aid its future well-being.

INSERT PHOTO PAGE: “PRESERVING AND REVITALIZING HISTORIC NATCHEZ”

PRINCIPLE: Adopt the preservation of historic places as a goal of planning for land use, economic development, housing for all income levels, and transportation.

PRINCIPLE: Create organizational, regulatory, and incentive mechanisms to facilitate preservation, and provide the leadership to make them work.

PRINCIPLE: Develop revitalization strategies that capitalize on the existing value of historic residential and commercial neighborhoods and properties, and provide well designed affordable housing without displacing existing residents.

PRINCIPLE: Insure that policies and decisions on community growth and development respect a community's heritage and enhance overall livability.

PRINCIPLE: Demand excellence in design for new construction and in the stewardship of historic properties and places.

PRINCIPLE: Use a community's heritage to educate citizens of all ages and to build civic pride.

PRINCIPLE: Recognize the cultural diversity of communities and empower a diverse constituency to acknowledge, identify, and preserve Natchez's cultural and physical resources.

OBJECTIVE: To further develop and promote Natchez's cultural centers.

POLICY 5: The City shall provide adequate funding and staffing for daily operations of its cultural centers and seek funding sources for the daily operating costs. The City shall determine if adequate staffing exists at all cultural centers and if the operating hours are during those which the general public may have use of the facilities.

POLICY 6: To publicize around the country the City's historical landmarks as places of cultural interest.

GOAL: To preserve unique and traditional qualities and to create a new image of what the city could be under planned development and improvement.

OBJECTIVE: To promote the Downtown Development program as a means of continuing downtown restoration and improvements to the city's historic resources.

OBJECTIVE: To promote the comprehensive plan as a means of planned development for Natchez.

POLICY 7: The city shall adopt and use this plan as the guide for future development decisions.

OBJECTIVE: To diversify tourism opportunities. For example, use some historic properties for entertainment purposes, plays, musicals, etc.

OBJECTIVE: To increase number and variety of cultural activities, such as the Great Mississippi River Balloon Race, the Natchez Opera Festival, and the Natchez Literary and Cinema Festival.

GOAL: To designate and utilize water courses and areas of scenic value as important natural features to be developed.

OBJECTIVE: To pursue and promote the development of selected water courses and scenic areas in the city.

POLICY 8: The city shall protect and preserve the quality of its streams and scenic areas while encouraging private investment and compatible development on property contiguous to these areas. It is further intended that all uses within these areas be oriented to pedestrians and bicycles.

POLICY 9: The City shall construct the proposed "River Road" along the Mississippi River as a scenic road from Learned's Mill Road to Silver Street with a connection to Roth Hill Road for pedestrian and bicycling activities and enjoyment of the natural scenic beauty of the Mississippi River.

GOAL: To improve the overall visual quality of Natchez.

OBJECTIVE: To encourage good urban design to improve the appearance of the highways, streets, bridges, intersections and the street facilities that will enhance the aesthetic qualities and reflect the beauty and attractiveness of the community.

- POLICY 10: The planning department shall be consulted prior to any major improvements in the county that would significantly change the appearance of the highways, streets, bridges, intersections and street facilities.
- POLICY 11: The landscaping of public and private property and preservation of existing trees will be encouraged. Green spaces such as those on John R. Junkin Drive near its intersection with Seargeant Prentiss Boulevard should be preserved.
- POLICY 12: The City shall pass a *Landscape Ordinance* to protect existing vegetation and promote landscaping associated with new development.
- POLICY 13: The size, number and location of signs shall be regulated to improve the safety and visual quality along roads.
- POLICY 14: The comprehensive plan and development regulations (zoning ordinance, subdivision regulations, sign regulations, etc.) shall be used as a basis for determining the approval and implementation of a project. Landscaping will be encouraged by standards that allow density increases or parking reductions in exchange for landscaping.

COMMUNITY FACILITIES AND SERVICES GOALS

GOAL: To provide good access to all types of facilities either by bringing the facilities to the people or bringing the people to the facilities.

OBJECTIVE: To make facilities more available to people by relocating present or constructing new facilities in areas where people reside or congregate.

POLICY 15: Construction of new community facilities will only be in areas designated by the comprehensive plan. Existing structures will be examined to determine if they are providing needed services, and what segment of the population and areas the facilities serve. All facilities should be barrier free, so as to provide access to disabled/handicapped individuals.

As the need arises for additional facilities, the comprehensive plan shall be used as a basis for determining the location of new facilities.

INSERT PHOTO PAGE: “ENHANCING THE VISUAL QUALITY OF NATCHEZ”

OBJECTIVE: To provide public facilities in a cost efficient manner.

POLICY 16: The construction/purchase of new public facilities or improvements/additions to older facilities shall be done according to the schedule in the Capital Improvements Program with the exception of emergencies. The maximum use shall be made of existing infrastructure/public facilities.

16.1 The City will encourage orderly growth patterns which minimize "leap frog" type development patterns that leave large vacant spaces between subdivisions and commercial developments that must be traversed by streets, public utilities and other facilities that necessitate public expenditures.

16.2 A Capital Improvements Program shall be developed and a capital budget shall be developed each year and adopted by the Mayor and Board of Aldermen.

16.3 Encourage the infill development of vacant land with public facilities.

POLICY 17: Public facilities and services must be available and adequate to support the development at adopted levels of service as a condition of development approval.

17.1 Level of service standards are used to compare the demand for public facilities created by new growth to the capacity of public facilities affected by that growth. The city must also determine what facilities, and at what stage of development, will be included in the adequacy determination.

17.2 The city will prepare administrative guidelines. These guidelines may be reconsidered annually to insure that the growth in private development allowed under the guidelines corresponds with the availability of adequate facilities.

PRINCIPLE: Public facilities such as water, sewer, and streets should be provided to areas of the city in a cost-efficient manner. Vacant properties with underutilized facilities are wasteful of public funds and redevelopment of such properties shall be encouraged.

GOAL: To strengthen and improve educational and cultural institutions and encourage the

location, design, and construction of their buildings for multi-use by the community.

OBJECTIVE: To improve or develop educational and cultural institutions in a manner most effectively serving the community.

POLICY 17: Educational and cultural institutions shall be available for multiple purposes.

POLICY 18: Schools and other cultural institutions will be located within appropriate districts. Expansion will occur where compatible with the surrounding areas. Newly constructed structures shall be available for and designed as multiple use buildings.

GOAL: To develop recreational facilities in a manner that will most effectively serve the community.

OBJECTIVE: To develop a *comprehensive plan for recreational facilities*; to acquire open land appropriate in character; and to encourage their continued development, maintenance, and optimum use by the public to meet the needs of today and of the future.

POLICY 19: Current facilities will be examined to determine areas where facilities are lacking. These areas will be targeted for future development. Standards from the *Mississippi Statewide Comprehensive Outdoor Recreation Plan (SCORP)* will be used in this process.

Vacant land in these areas will be purchased if necessary and appropriate restrictions placed upon the land to preserve its use as a public recreational facility.

OBJECTIVE: To promote public use of the St. Catherine Creek National Wildlife Refuge and the recreational opportunities afforded by that refuge, including: hiking trails, fishing, wildlife observation, photography, hunting and an auto tour route (under construction).

OBJECTIVE: To build indoor as well as outdoor recreational facilities to serve the community.

POLICY 20: Current indoor recreational facilities will be evaluated to determine which facilities need to be upgraded or remodeled

and where new indoor facilities will be needed to serve current and projected population.

GOAL: To designate land areas of prominence and pivotal location for public and quasi-public structures.

OBJECTIVE: To coordinate the location of public and quasi-public structures.

POLICY 21: Public and quasi-public structures shall be located in areas most accessible to the public and in areas where other similar structures are located for the general convenience of the public.

GOAL: To develop needed public facilities.

OBJECTIVE: To build a convention center near adequate hotel/motel facilities.

OBJECTIVE: To encourage the expansion of higher education facilities at the Copiah-Lincoln Community College Branch and the Alcorn University Branch.

OBJECTIVE: To develop a downtown parking garage.

OBJECTIVE: To build a juvenile detention/training facility (in progress).

OBJECTIVE: To replace an aging water, sewer, and street infrastructure.

ENVIRONMENTAL GOALS

GOAL: To recognize and consider environmental constraints in the establishment of land use patterns.

OBJECTIVE: To manage flood plain development.

POLICY 22: Areas subject to flooding will be monitored and managed by a Floodplain Management Plan and the Floodplain Management Ordinance. Development will be limited and guided with the Floodplain Management Plan and the Comprehensive Plan.

OBJECTIVE: To control land management practices and land development in a manner that is environmentally sound.

POLICY 23: Land use maps and environmental studies will serve as guides for the establishment of land use patterns.

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

OBJECTIVE: To decrease the rate of soil erosion.

POLICY 24: Soil erosion will be reduced. Areas of extreme soil erosion will be determined and appropriate steps to slow the erosion will be outlined in the Subdivision Regulations.

PRINCIPLE: Urban development creates conditions that increases the potential for soil erosion. Soil erosion is not only unsightly, but it also silts up drainage ditches and storm sewers, thereby increasing the chances of flooding.

OBJECTIVE: To identify areas which have extreme soil characteristics and to manage development of those areas accordingly.

POLICY 25: Development is prohibited in areas where extreme soil characteristics preclude site development. Land use maps and soil studies will be used to determine what areas are unsuitable for development.

GOAL: To recognize and consider use limitations of areas that exhibit hazard potential due to extreme slope or a combination of factors that include slope.

OBJECTIVE: To encourage proper use of land that has a hazard potential due to slope or some combination of factors that include slope.

POLICY 26: Development of lands with hazard potential will be discouraged except for purposes suited to such lands. Affected areas should be determined and a strategy for such land use should be developed.

OBJECTIVE: To reduce stormwater runoff from new development in order to lessen its adverse impact.

POLICY 27: Develop means to control the amount and rate of stormwater runoff in new developments.

27.1 Adopt a soil erosion ordinance to allow the use of performance standards for controlling runoff, such as impervious surface ratios, retention basins and ponds,

landscaping, grasslined swales and open ditches.

27.2 Provide for density increase incentives for reducing the amount and/or rate of runoff.

PRINCIPLE: The purpose of this policy is that urban development creates impervious surfaces which increases the amount and rate of stormwater runoff and flood hazard potential.

OBJECTIVE: To reduce highway traffic noise that annoys and disturbs people, creates health hazards and reduces the quality of life for Natchez's residents.

POLICY 28: The impact of hazardous noise levels will be reduced near highways and other major arterial streets.

28.1 Include in the zoning ordinance and subdivision regulations noise reduction techniques such as earthen berms, buffer yards, clustering, and planned unit development.

28.2 Use noise contour lines to outline areas near railroad tracks and arterial streets within which residential development shall be prohibited.

28.3 Explore other incentives to reduce potential noise hazards.

OBJECTIVE: To continue to take measures to stabilize the Mississippi River bluffs and prevent further bluff erosion.

OBJECTIVE: To develop and promote the St. Catherine Creek National Wildlife Refuge as a major area attraction.

GENERAL LAND USE GOALS

GOAL: To promote compatibility in land uses and to promote orderly expansion of urban growth to provide efficient use of resources.

OBJECTIVE: To coordinate land uses so as to create a functional and appealing image for the community.

POLICY 29: The city shall promote an urban pattern that provides for the safe and efficient movement of people and goods, reduces conflict among land uses, and protects the natural environment.

POLICY 29: The city shall strengthen the entire community by working with developers to carefully plan the location and design of business establishments, residential areas, industrial development and recreational facilities.

OBJECTIVE: To guide and direct future urban development in an efficient manner. Land use patterns such as strip commercial and residential sprawl have characteristics that create an urban environment that is costly and inefficient in terms of construction and maintenance of public facilities.

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.

POLICY 30: Urban growth will proceed in an orderly fashion in conjunction with the land use plan. The land use plan shall be implemented through the Unified Development Code.

GOAL: To develop vacant lots and parcels within built-up areas that are not being used for recreation or open space purposes.

OBJECTIVE: To make these properties economically viable.

POLICY 31: Encourage the development of vacant lots and parcels. The city should conduct a vacant land survey which identifies these properties and their development potential and constraints. This should be followed by development strategies.

PRINCIPLE: In Natchez there are a number of vacant lots and parcels primarily in residential zones, and, unless they are needed for recreational or open space purposes, they should be developed. Many of these lots are located in older residential areas and will most likely remain vacant unless strategies are formulated to develop these properties. An advantage to developing many of these vacant lots is that water and sewer are within close proximity, thus reducing development costs. There is a problem, however, with a large amount of land in Natchez that has “bayous”—deeply eroded gullies. The slopes are so steep in these areas that development on them is impractical in many cases.

GOAL: To correctly classify zoning districts that were incorrectly zoned when the last Official Zoning Map was adopted or districts for which changing conditions have necessitated a rezoning.

OBJECTIVE: To rezone or downzone certain areas that were classified incorrectly. Conversely, some areas require upzoning to a more intensive use.

POLICY 32: All zoning classifications shall be consistent with the Land Use Plan. The City shall identify the areas requiring zoning changes and shall make the needed changes in the zoning map.

RESIDENTIAL GOALS

GOAL: To establish a residential density pattern that will produce desirable concentrations of residences and will not overburden the local community facilities or cause congestion.

OBJECTIVE: To allow modified residential development, which remains compatible with existing neighborhood residences and to encourage developers to share some of the costs of additional public facilities which might be required.

POLICY 33: Residential development will be located on streets designed to accommodate it. The allowable density of a project shall be determined by the physical and service constraints of the property, the area in which the property is located, the planning goals, objectives, and policies of the Planning Department, and the development standards of this Comprehensive Plan and other local ordinances.

POLICY 34: High density (6 dwelling units per acre and above) residential uses will be located on arterial streets or have direct access to arterial streets in order to accommodate the higher traffic generation rates of multi-family dwellings. This policy will be guided by the Land Use Plan and the Thoroughfares Plan. New development will be encouraged in areas located close to existing community facilities

so as to reduce the community's servicing costs. The possibility of tax reductions for developers who help fund community facilities in neighborhoods will be investigated.

GOAL: To offer a variety of dwelling types and to provide housing opportunities for a

wide cross section of the population.

OBJECTIVE: To avoid selective exclusion in housing and to encourage equal opportunity in the housing market by discouraging discriminatory practices.

POLICY 35: Encourage the provision of affordable single-family detached housing through its development regulations. Land use regulations shall be examined to determine if some of them can be reduced, increased, or eliminated in order that housing costs can be more affordable. This also includes exploring the use of accessory apartments, manufactured homes, and patio homes and townhouses in appropriate areas.

GOAL: To sustain high quality of neighborhoods and to protect individual property values by encouraging proper standards of design, construction and maintenance.

OBJECTIVE: To prohibit non-conforming nuisance uses in residential neighborhoods that inhibit investment in low- and moderate-income housing.

POLICY 36: Establishments which sell alcoholic beverages are prohibited in residential neighborhoods. Regulations which eliminate such blighting influences in neighborhoods will be developed.

OBJECTIVE: To improve residential areas in order to increase the residents' overall quality of life and property values. Improvements that increase pedestrian safety, such as sidewalks, are strongly encouraged and may be required in areas where pedestrian traffic is present.

POLICY 37: To standardize lot area requirements in residential zones to prevent indiscriminate mixture of lot sizes, which can reduce property values of larger neighboring residential lots.

INSERT PHOTO PAGE: “HOUSING OPPORTUNITIES”

Insert 3 Photos: Conventional single-family dwellings

Brumfield School, a former high school has been converted to 1 and 2 bedroom apartments for single-parent families receiving Aid to Families with Dependent Children payments.

Walnut Glen patio homes

POLICY 38: Plan, develop and redevelop neighborhood improvements which will encourage long term livability of residents.

38.1 Upgrade or eliminate deteriorated housing to promote sound living conditions for all residents through code

enforcement. Make public assistance available to encourage rehabilitation of older residential structures.

- 38.2 Require construction of sidewalks, open space and other amenities that make a neighborhood safer and more livable.

POLICY 39: Residential neighborhoods shall be protected from the encroachment of commercial, office and industrial rezoning.

- 39.1 Use the land use plan to identify vacant land into which commercial and industrial uses can expand without encroachment into residential areas. "Commercial creep" shall be prohibited through implementation of the Land Use Plan.
- 39.2 Approve rezoning applications which locate business and industrial uses adjacent to compatible uses if they meet standards set by the Comprehensive Plan and Zoning Ordinance.
- 39.3 Allow the extension of existing commercial districts only if they meet buffering and other requirements which reduce blighting influences and if the extension is consistent with the Land Use Plan.
- 39.4 Rezoning of individual lots within established residential neighborhoods for any commercial purpose will be strictly prohibited.

PRINCIPLE: The rezoning of a residential area for commercial or office uses on a continuous basis is called "commercial creep." This process starts with the rezoning of a single lot from residential to commercial. The next door neighbor finds that either he doesn't like living next to a commercial property or that his property loses value as residential property. Consequently, he obtains a rezoning for his property. This process repeats itself and commercial uses creep down the street one by one and rezoning becomes easier each time because it can be proven the neighborhood is changing. This process not only disrupts residential neighborhoods but also introduces blighting influences and may overload existing public facilities. Commercial uses are generally incompatible with residential uses due to noise, traffic and other blighting influences.

In addition, the single most important investment many people make is in a home. Consequently, people do not favor development that adversely affects the value of their homes. Therefore, policy 39 seeks to preserve property values and to protect neighborhoods from negative influences.

GOAL: To insure some sense of privacy and healthful living environment in all types of housing, regardless of location.

OBJECTIVE: To upgrade or eliminate deteriorated housing to promote sound living conditions.

POLICY 40: Rehabilitation of substandard structures will be encouraged. Target public and private programs to support the preservation and improvement of residential neighborhoods. Seek federal, state and local funds for housing rehabilitation.

OBJECTIVE: To insure the quiet enjoyment of property.

POLICY 41: All modifications in lot size, density and setback lines will be made so as to not substantially decrease the privacy of the residence.

Use landscaping, fences or walls to encourage privacy between dwellings and to act as a buffer to minimize the impact of street traffic.

POLICY 42: Transitional neighborhoods are those which are slowly changing from one use to another, usually from residential to commercial. The concept of adaptive reuse is often used to convert older homes in these neighborhoods to office uses. However, neighborhoods which are still viable and stable residential neighborhoods are not considered as transitional and must not be disrupted.

POLICY 43: Older residential neighborhoods which have a substantial number of vacant or deteriorated housing units may be considered for residential redevelopment through the construction of new affordable housing (such as modular housing). The redevelopment of the boundaries of these older residential areas for office uses will provide a good transition between residences and more intense commercial development.

OBJECTIVE: Currently, the housing stock adjacent to downtown is in reasonably good condition. The city shall endeavor to maintain this position so that the

downtown area will not suffer from the presence of blighted housing.

OBJECTIVE: To encourage the development of the city's housing stock, which includes single-family rental houses and apartments in particular.

OBJECTIVE: To encourage the development of single-family homes in the moderate \$50,000 to \$90,000 range.

OBJECTIVE: To encourage the development/conversion of upper floors in the downtown area for residential purposes.

COMMERCIAL GOALS

GOAL: To strengthen the entire community by carefully planning the location of shopping centers and the design of business establishments.

OBJECTIVE: The desired land use pattern will be produced by regulating the location and design of shopping centers and business establishments.

POLICY 45: New shopping centers and business establishments will be located in areas in close proximity to their service population and will be designed so as to coincide with the existing architectural features of the area. Preferably, commercial centers will be located at major intersections.

45.1 Natchez shall encourage the location of neighborhood shopping centers within two miles of residential areas at the intersection of major arterial streets. Neighborhood shopping centers should provide convenience services and merchandise for the surrounding residential areas.

45.2 Natchez shall encourage the location of regional shopping centers along its highways. Regional shopping centers should supply service and merchandise which appeals to a wider market area than Adams County.

45.3 Natchez shall encourage the location of general shopping centers or commercial areas along major arterial streets and the highways leading into the cities. The merchandise and services provided should be of a wider range than that provided by neighborhood shopping centers.

- 45.4 Office uses are an excellent transitional use between single-family residential areas and more intense commercial areas; offices also may be used to “buffer” low density residential uses from arterial street/ highway noise and traffic.
- 45.5 Mixed use districts (large-scale developments containing a mixture of office, retail, and multiple family residential uses) are encouraged to locate along major arterial streets and highways. Mixed use development is also appropriate for the Natchez-On-Top-of-the-Hill district in downtown Natchez.
- 45.6 Evaluate existing shopping centers and existing commercial locations for areas of potential expansion. Make use of the Land Use Plan in developing new areas of commercial activity. Develop appropriate commercial districts in the zoning ordinance.
- 45.7 To segregate commercial uses on the Land Use Plan and Official Zoning Map by intensity of use. This is called "performance zoning": locating commercial uses based upon potential impacts (noise, traffic, general appearance characteristics) of such uses---not just a random list of permitted or prohibited land uses. Indoor-type commercial uses where most or all of the commercial activity is conducted in fully-enclosed buildings should be separated from those commercial uses that involve activity outside of an enclosed building. Commercial uses which involve outdoor activities, heavier vehicular traffic and noise should be located well away from ALL residential uses. Examples of outdoor commercial uses include: service stations; auto, truck, manufactured home, and heavy equipment sales and service; outdoor commercial recreational enterprises such as water amusement parks and golf driving ranges; plant nurseries; outdoor crafts and statuaries; and truck stops.
- 45.8 To require wide (at least 50 feet) side and rear yard set-backs of General (enclosed) Commercial and High Intensity (outdoor) Commercial uses bordering single-family residential uses or zoning districts; encroachment by structures, parking lots, or other paved areas into the set-backs shall be prohibited. Landscaping and screening should be required in these set-backs. Developers will be

given the option of erecting a six-foot high solid masonry or board-to-board wood fence AND providing a 25-foot setback rather than a 50-foot setback.

- 45.9 To require landscaping in all areas of a commercial lot that are not used for buildings, parking, driveways, patios and sidewalks. This landscaping should be installed in accordance with standards adopted by the City with regard to type of planting material and spacing.
- 45.10 To require developers of all NEW commercial uses on arterial streets to plant street trees and other landscaping in accordance with adopted standards.
- 45.11 To require developers of all NEW commercial uses to construct sidewalks to current engineering standards.
- 45.12 To prohibit DIRECT ACCESS in certain commercial zones to streets and highways designated as "principal arterial" or "minor arterial" on the adopted Thoroughfares Plan unless no other alternative is available for the individual property owner. *The Unified Development Code should prohibit the subdivision of land for commercial uses unless lots are at least 200 feet wide or access is provided by means of a "service collector road" connecting with an arterial street or highway at a signalized intersection.*

POLICY 46: *Redevelopment of existing strip commercial areas* will be encouraged in order to eliminate the previous adverse effects of such development.

POLICY 47: New strip commercial development will be discouraged to reduce the costly and inefficient use of public facilities and the creation of traffic congestion and hazards. Instead, Natchez encourages commercial development in planned developments, in shopping centers, on sites utilizing shared accessways (curb cuts), on loop streets, or on service roads.

POLICY 48: Urban activity centers or Mixed Use Districts will be encouraged to locate at the crossroads of major arterials.

POLICY 49: Strip commercial development will not be allowed to spread beyond parcels where it already exists in its present form unless it meets specific buffer and screening requirements.

PRINCIPLE: As described by zoning authority Fred Bair in Planning Cities, "strip commercial describes only (commercial) development along the frontages of a single street, and does not include areas of concentrated business development such as shopping centers and central business districts." As business developments spread out from the business district to areas located along arterial streets in strips that require frequent curb-cuts, and continuous left-turn movements on the street, traffic congestion problems and other hazards will occur.

In an effort to lessen the problems stemming from strip commercial development, strip zoning was developed, but has largely failed as a device to contain the hazardous and blighting influences of commercial development along a single arterial street. In fact, strip zoning has worsened the conditions. In addition to uncontrolled curb-cuts, strip zones are also characterized by an uncontrolled mixture of signage, unlandscaped parking areas, and vacant buildings. This is a blighting influence on nearby residential properties. Strip zoning is often wasteful of land and public facilities.

As traffic congestion on the arterial increases, the speed limit is lowered, and it eventually becomes necessary to either widen the street or to build a by-pass. If the same development pattern is allowed on the by-pass, then it too will become congested and need widening or another by-pass.

**INSERT PHOTO PAGE: "STRIP COMMERCIAL ON SEARGENT S. PRENTISS
DRIVE"**

Policies to avoid the ill-effects of strip commercial development can be directed along two lines: new development and remedial action for existing commercial strips. New construction should be limited to shopping centers or planned clusters. Existing strips cannot be removed overnight, but they should not be allowed to become worse. Therefore, some sort of transitional regulation at the common boundaries between

strip commercial and residential zones is necessary.

OBJECTIVE: To continue to revitalize downtown Natchez. There are a number of vacant buildings downtown that should be renovated and put to use. This includes using upper floors for residential purposes and street-level floors for businesses such as retail shops, professional services, neighborhood grocery stores, restaurants, etc.

OBJECTIVE: To develop incentives for property owners to restore downtown buildings and open new businesses.

INDUSTRIAL GOALS

GOAL: To designate adequate and suitable land for the expansion of existing industries.

OBJECTIVE: Expansion of industrial areas will be determined based upon future predictions of industrial activity and the land use plan.

POLICY 50: Industries shall be encouraged first to locate and expand within existing industrial areas to take advantage of more cost effective existing infrastructure.

POLICY 51: Natchez shall encourage industrial development in areas with relatively flat (less than 5 percent slope) topography, high capacity utility systems and direct connections to rail and highway facilities. Large industrial parks are preferred to small isolated parcels to insure the preservation of adequate amounts of land for storage, parking, and loading, well-planned internal circulation systems, and, generally, a more unified site design.

POLICY 52: Existing zoning will be reviewed and evaluated to determine the extent to which it relates to projected industrial land use needs. Identify usable vacant land adjacent to existing industrial areas and designate a portion of this land for industrial use.

GOAL: To provide well- located sites adequately served by highways, railroads, utilities and services for new industrial development.

OBJECTIVE: To promote new industrial development through accessibility to transportation, utilities and service functions.

POLICY 53: Industrial districts will be located in areas that can be cost

effectively served by adequate transportation and utilities.

GOAL: To develop a well balanced community with pleasant atmosphere, convenient facilities and a good business climate for attracting new industries.

OBJECTIVE: To find and acquire additional land for the industrial park/port, since there is a need for expansion. Suitable terrain is a key factor.

OBJECTIVE: To promote Natchez as a prime location for industrial development.

POLICY 54: Natchez shall be promoted as an ideal industrial location due, in part, to its atmosphere, educational opportunity, public and quasi-public facilities, and business climate.

GOAL: To encourage the installation of business and industrial establishments that would be most desirable for the community from an economic standpoint.

OBJECTIVE: To promote a land use pattern which provides for the safe and efficient movement of people and goods, reduces conflicts among land uses and protects the local natural environment.

OBJECTIVE: To attract and expand business and industry in order to diversify the economic base, produce needed jobs, and raise wages.

POLICY 55: To strengthen the existing economic base of the community through commercial and industrial growth in a manner compatible with current practices and the land use plan.

Business and industry will be vigorously recruited through an economic development program. Prepare and nationally market a package of local incentives to attract new industries and help encourage new businesses form, such as availability of appropriate sites, public facilities, property tax incentives, industrial development bonds and training inducements.

GOAL: To promote the growth of tourism by preserving local features of interest and historic resources and by conserving the natural beauty of the community.

OBJECTIVE: Pursue available tourism avenues to promote historic and recreational sites.

POLICY 56: Natchez shall be nationally marketed as a tourist destination.

GOAL: To promote economic growth and stability and to enhance the existing economic base.

OBJECTIVE: To assign a high priority to economic development activities.

POLICY 57: The existing infrastructure system shall be maintained and enhanced in order to prevent the limiting effects on economic growth due to infrastructure decay.

57.1 Encourage the expansion of the existing economic base and attract new related activities. Institute a fair and equitable property tax rate which will serve as an enhancement to economic development for all categories. Provide public services which are consistent with the requirements for advanced economic development.

57.2 Develop a Capital Improvements Program for the city, to have a continuous program of regular maintenance and new construction of the county's infrastructure.

TRANSPORTATION GOALS

GOAL: To extend the Natchez Trace Parkway to a final terminus at the Natchez Visitor Reception Center and the Natchez National Historical Park at the Mississippi River bluffs. This will provide improved transportation access to the Historical Park and enhance Natchez's renowned image as a tourist destination, thereby generating additional tourism dollars for the area.

OBJECTIVE: To complete a temporary Parkway terminus at Liberty Road, with an interchange at this point. This is the preferred alternative (Alternative 2) in the draft Environmental Impact Statement published by the National Park Service in May, 1998. The City of Natchez and Adams County

should push the U. S. Congress to provide all funding needed, including engineering, right-of-way acquisition and construction, to complete the Parkway to this point.

OBJECTIVE: To obtain a *long-term lease* of land now owned by the National Historic Park on the *south side* of Seargent S. Prentiss Drive next to the Natchez High School.

OBJECTIVE: To obtain the transfer of land on the *north side* of Seargent S. Prentiss

Drive (the former location of the State Visitor's Center) now owned by National Park Service to the State of Mississippi.

OBJECTIVE: To develop a Sports Complex (on the land next to the Natchez High School) consisting of baseball, softball and soccer fields for use by the citizens of Natchez and Adams County.

OBJECTIVE: To develop the land on the *north side* of Seargent Prentiss Parkway, where the old Visitor Center is located, for commercial uses following an intensive marketing campaign to attract the best developer with highest revenue yield.

OBJECTIVE: To use the revenue generated by sale or lease of land on the *north side* of Seargent Prentiss Parkway to acquire right-of-way from the Illinois Central Gulf Railroad for completion of Natchez Trace Parkway. This will require intensive negotiations with ICGRR to achieve the fairest price for their sale of the right-of-way, since the City will be relocating the railroad to serve their customers

OBJECTIVE: To obtain a loan from Mississippi Department of Economic and Community Development *Freight Rail Service Projects Revolving Loan Program* to relocate rail service to International Paper Company and Natchez Industrial Park and Port Facilities; and to pay off loan through the sale of State bonds and City of Natchez long-term bonds.

OBJECTIVE: To push the U. S. Congress for Federal funding to complete construction of the Natchez Trace Parkway along the former ICGRR right-of-way.

GOAL: To provide a network of roadways which allow for the safe and efficient movement of traffic between locations. An adequate vehicular circulation is essential to the growth management and preservation goals of this plan. (See Table 3-1 in Chapter 3, Transportation Plan, for a complete listing of proposed roadway improvements).

OBJECTIVE: To construct a *new bridge across the Mississippi River* and connecting roads to the south of Natchez as part of the "Natchez Loop Parkway" proposed in The Plan for the Future Development of the Natchez Metropolitan Area (1973), connecting to Red Loop Road at U. S. Highway 61-North in order to alleviate growing congestion on John R. Junkin Drive. The proposed new thoroughfare is referred to as the "South Natchez Parkway" in the Thoroughfares Plan (Chapter 3).

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

OBJECTIVE: To provide better traffic flow by improving or constructing new north-south and east-west transportation routes.

OBJECTIVE: To reduce traffic congestion on existing major and minor streets between homes and places of shopping and employment and to discourage increased volumes of "through" traffic from residential areas.

OBJECTIVE: To reduce the impact of highway and arterial street/ road noise on residential properties by requiring a spatial separation of residential uses from these elements of the area's thoroughfares system.

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

POLICY 58: To build on and improve existing roadway resources and to add significant new roads to accommodate expected future development.

POLICY 59: New commercial and industrial development will be located on arterial and collector streets to lessen traffic congestion.

POLICY 60: To require the curbs and gutters for all new street construction and to improve existing roads with curbs and gutters.

POLICY 61: To lessen traffic congestion by locating churches, schools, hospitals and multi-family complexes *only where direct access to arterial streets is available.*

POLICY 62: To prohibit direct access onto arterial streets from single- and two-family housing (except where no alternative is available) because: (1) as the number of curb cuts increases along an arterial street, the potential of accidents and traffic congestion also increases; and (2) increased traffic volumes and speeds encountered on arterial streets and highways make these sites undesirable as residential sites.

POLICY 63: To require minimum lot widths for a new commercial development where subdivision of land is proposed, *so that lot sizes do not encourage numerous curb cuts*; or to require service drives for access.

POLICY 64: To increase the front yard setback 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 turnaround so that vehicles will not have to back out onto arterial or collector streets.

POLICY 65: To prohibit parking that allows vehicles to back out onto major streets in commercial and industrial districts.

65.1 Less congested routes will be identified and encouraged as alternatives. Use of public transportation will be encouraged and promoted as a means of reducing the number of vehicles on the road at any one time.

65.2 To develop a transportation plan element of the comprehensive plan including a thoroughfares plan which designates all arterial and collector streets and designates new streets and those streets which require widening.

65.3 The zoning ordinance and subdivision regulations will be revised to include provisions designed to reduce traffic congestion from land uses.

65.4 Street intersections which need to be redesigned to facilitate traffic flow will be identified.

POLICY 66: To explore the feasibility of building a railroad bridge across the Mississippi River.

POLICY 67: To improve U. S. Highway 61 to four-lanes from Natchez to Vicksburg to provide a good link to Interstate 20. Also, to complete the widening of U. S. 61 South as soon as possible to Woodville. The construction of this project is in progress as planned under the State's Four-Lane Highway Program, AHEAD.

POLICY 68: To inventory and schedule for improvement numerous poor neighborhood streets that have poor surfaces, poor sight distances, and are too narrow.

POLICY 69: To provide frontage roads along principal arterial streets and highways, with limited crossover access.

POLICY 70: To promote scheduled commuter airline service.

GOAL: To reduce the negative environmental impact of roadways in the area and to

improve the community image.

OBJECTIVE: To reduce the effects of highway and railroad noise levels and to make roadways more attractive.

POLICY 71: Noise contours should be examined before residential uses are located adjacent to any arterial thoroughfare.

POLICY 72: Every effort shall be made to identify which major roads should be landscaped and how.

GOAL: To provide free and uncongested routes between homes and places of shopping and employment and to discourage traffic from passing through residential areas.

OBJECTIVE: To alter traffic patterns between residential and commercial areas, especially during peak hours.

POLICY 73: Through traffic in residential areas will be discouraged. Alternate routes for through traffic will be identified and encouraged.

GOAL: The transportation system shall be altered to allow an improved flow of traffic.

OBJECTIVE: Improve vehicular accessibility and circulation.

POLICY 74: To open new streets, to widen existing streets and to redesign intersections in order to improve traffic circulation and street conditions, and

POLICY 75: To review one-way street operations in the downtown area with consideration of returning some to two-way operation if sufficient street width is available.

OBJECTIVE: To provide sufficient parking in the central business district.

POLICY 76: To determine which areas are in most need for public parking facilities, and availability of suitable land.

POLICY 77: To use existing parking areas that are underutilized and mark public parking areas with signage.

IMPLEMENTATION GOALS

GOAL: To adopt and use a capital improvements program as a major tool for the accomplishment of the comprehensive plan.

OBJECTIVE: To base a capital improvements program on the community facilities plan (Chapter 4 of this Comprehensive Plan) in accordance with Section 17-1-1 of the Mississippi Code.

POLICY 78: The capital improvements program will be the means of financing those capital improvements proposed in the Comprehensive Plan. The capital improvements program will be a basis for the financial programming of improvements for housing, streets, schools, parks and recreation, public buildings and facilities, and utilities and drainage.

GOAL: To implement the land use plan through zoning policies, subdivision regulations, and urban renewal activities which are in agreement with the plan.

OBJECTIVE: To use the land use plan as a guide for development of the area.

POLICY 79: The land use plan shall be consulted before any development or policymaking occurs. Development will be approved after a comparison with the land use plan's policies and found to be compatible. Changes in local building policies must be in accordance with the plan.

GOAL: To enforce zoning, subdivision and other development and construction codes throughout the planning area.

OBJECTIVE: To insure compliance with the land use plan.

POLICY 80: Zoning, subdivision and other development and construction codes specified by the land use plan will be strictly enforced.

80.1 Inspection of construction and development will occur continually throughout the building process to insure compliance with local codes. Violations will be handled as specified by the Code of the City of Natchez.

80.2 The zoning ordinance, subdivision regulations, and other development ordinances will be updated and combined into a development code which will reflect modern development practices.

GOAL: To encourage sound land planning and attractive development by private

enterprise.

OBJECTIVE: To involve the private sector in the implementation of the comprehensive plan.

POLICY 81: Private enterprise will be encouraged to actively participate in community development programs and policies.

GOAL: To achieve continuing coordination and cooperation of public and private agencies in regard to development policies, programs, and projects.

OBJECTIVE: To have public and private agencies work together to design and implement development policies, programs, and projects.

POLICY 82: Cooperation between public and private agencies will be encouraged in the coordination of development policies, programs and projects.

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 which have already been activated and those which have been proposed.

POLICY 83: The public shall be informed of the planning goals of the community. Goals will be publicized through public hearings and the media.

GOAL: To permit fair and impartial review and evaluation of development proposals (rezonings, variances, conditional uses/special exceptions, site plan review, and subdivisions, etc.) and to prevent arbitrary and capricious decisions regarding these administrative review procedures.

OBJECTIVE: To employ written review standards in the development code.

PRINCIPLE: The standards are necessary to permit fair and impartial review and evaluation of development and to prevent arbitrary and capricious decisions when these discretionary methods are used. The term "highest and best use," as appraisers and Realtors use the term, is that which will yield the maximum economic return. This term is not helpful in development review because highest and best uses often cause problems if they are located in the wrong places. The use of standards also attempts to minimize side effects, and spillover costs to other properties and the public at large.

ZONING POLICIES

POLICY 84: The cumulative or pyramidal form of zoning district structure is considered by zoning authorities to be antiquated. However, a limited pyramidal form should be permitted under the following conditions:

- 84.1 Single-family homes are allowed in the less restrictive residential zones.
- 84.2 Office commercial uses shall be used as a transition between single-family residential uses and more intense commercial uses or between such residential uses and arterial streets or highways.
- 84.3 Apartments or townhouses, if carefully integrated and controlled, can be located in planned commercial districts. This must be done carefully, because any residential use tends to interrupt the commercial continuity such that commercial and residential decay results.
- 84.4 Detached single-family and two-family dwellings are not permitted in commercial or industrial districts because these land uses have a detrimental impact on the property values and quality of life of such residential uses.

POLICY 85: An agricultural district is established to preserve agricultural lands from the encroachment of incompatible uses and to provide for orderly and compact development.

POLICY 86: Buffer yards and screens will be required in order to improve the appearance and compatibility of land uses and other development within the county.

POLICY 87: Use variances are prohibited. Variances are only granted to relieve hardships involving dimensional requirements.

POLICY 88: Guidelines for reviewing rezoning applications must include standards for dealing with proposed “spot zonings”:

- 88.1 The proposal must not be a small parcel of land singled out

for special and privileged treatment.

- 88.2 The proposed change must be in the public interest and not merely for the benefit of a land owner.
- 88.3 The proposed change is in accordance with the comprehensive plan and sound planning principles.
- 88.4 The proposed change must not create an isolated district unrelated and incompatible to adjacent districts.

POLICY 89: In accordance with Mississippi law, all zoning shall be consistent with the Comprehensive Plan—in particular, the adopted Land Use Plan. ***Zoning that is not consistent with the Land Use Plan shall not be approved unless the Land Use Plan is amended first.*** Proposed rezonings may be approved if the rezoning conforms to certain land use conditions:

- 89.1 If the applicant's property falls on or adjacent to a district having the same zoning classification. The effect would be an extension of the land use classification.
- 89.2 If the density is appropriate.
- 89.3 If the parcel proposed for rezoning is at least one quarter acre (10,890 square feet) in area.
- 89.4 If the proposed rezoning is part of a minimum eight (8) acre tract that is zoned consistent with the proposed rezoning.

CHAPTER 2

LAND USE PLAN

CHAPTER 2

LAND USE PLAN

INTRODUCTION

Section 17-1-1 of the Mississippi Code 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 in terms of the following: residential densities; intensity of commercial uses; industrial and public/ quasi-public uses; and any other information needed to adequately define the meaning of land use codes (reflected on the Land Use Plan map). Projections of population and economic growth for the area encompassed by the plan may be the basis of quantitative recommendations for each land use category."

This chapter of the Comprehensive Plan report represents a vital element, since zoning decisions must, by State law, be based upon the adopted Land Use Plan. It should be remembered, however, that the Land Use Plan may be amended at any time following necessary public hearings and justification for such amendments. Therefore, the Land Use Plan should not be regarded as being "cast in concrete", but subject to change as the City grows.

STUDY AREA

As stated in the introduction to this Comprehensive Plan, Section 17-1-1 of the **Mississippi Code of 1972** requires that the plan address a 20 to 25-year period. Therefore, the "study area" for the plan extends well beyond the present corporate limits of Natchez as reflected on Map 2-1. This study area is intended to encompass the land within Natchez's "paths of growth" for the next twenty-one years: to the year-2020.

“BASE MAPPING”:

Before any land use planning could be done, a “base map” of the study area had to be prepared for the entire study area. The CMPDD used its Geographic Information System (GIS) to produce the first computerized or “digital” map of Natchez---a process which took four years to complete. The irregular sections, lack of identifiable section corners, and other factors made the task of producing a base map of the area a much larger task for the CMPDD than could have been imagined at the outset. The GIS map depicts all streets and highways, railroads, major utility lines (electrical and natural gas), lakes and streams and, most importantly, *property lines*

drawn from Adams County tax maps. This GIS base map will be a huge asset to the City of Natchez and Adams County, since a wide range of “attribute data” can be computer-linked to the map, including property ownership, building permit information, zoning records, population estimates, street characteristics, utility records, crime records, employment estimates, and numerous other factors.

LAND USE INVENTORY

During the four years that the GIS base maps were being prepared, the CMPDD staff conducted a

land use inventory of the study area. The inventory of existing land uses was performed by *driving or walking (in downtown Natchez) every street, highway and road* and noting on field maps the land use classifications:

- ▶ single-family detached residential;
- ▶ duplex, townhouses, and multiple family residential;
- ▶ office commercial;
- ▶ “indoor type” commercial uses (those with limited or no outdoor storage or displays of goods or materials—important for zoning purposes);
- ▶ “outdoor” commercial uses (uses involving outdoor activities or outdoor storage of materials or merchandise);
- ▶ public or quasi-public uses, ranging from all governmental buildings and structures to churches to major public/ private utilities such as electrical power plants and substations;
- ▶ “light” industrial, including manufacturing or warehousing activities with little or no outdoor storage of materials; and
- ▶ “heavy” industrial uses involving extensive outdoor manufacturing activities (such as cement plants) or outdoor industrial storage (such as oil field equipment yards, lumber or pulpwood storage yards, etc.).

INSERT MAP 2-1: PLANNING AREA/ STUDY BOUNDARY

DWELLING UNIT COUNTS AND POPULATIONS ESTIMATES

City of Natchez: 1990 Census Dwelling Unit Counts/ 1998 CMPDD Dwelling Unit Counts and Population Estimates

Using the dwelling unit counts performed as part of the land use inventory, an estimate of current population was performed for the City of Natchez. Table 2-1 reveals the results of the CMPDD dwelling unit counts inside the present corporate limits of Natchez. The dwelling unit counts are tabulated by 1990 Census Tract and Block Group. Map 2-2 depicts 1990 Census Tracts and

Block Groups for the City of Natchez. A “PT” notation under the Block Group column indicates that a portion of that Block Group is outside of the corporate limits of Natchez. A comparison was made between CMPDD field counts and 1990 Census counts, and the CMPDD single-family dwelling unit counts were often lower than the Census counts. This difference, it is believed, is due to the fact that some structures were either abandoned between 1990 and 1996 or were classified as “single-family” by the Census Bureau and by the CMPDD as another classification. However, in two Block Groups (Census Tract 9, Block Groups 3 and 4), the CMPDD count of single-family units was 64 units higher than the Census count, possibly due to construction of homes in that area east of Seargent S. Prentiss Drive and north of Melrose-Montebello Parkway.

The multiple family counts (including a range from two-family units to apartment complexes) conducted by the CMPDD were higher than the Census Bureau counts: the CMPDD count was 1,963 versus the Census Bureau count of 1,821— a difference of 142 units. This is attributed to the construction of new apartment complexes between 1990 and 1998.

The “other dwelling units” classification under the 1990 Census column refers to manufactured homes and other types of housing that the Census Bureau did not classify as single-family or multiple family residential. The total number (140) of manufactured homes counted by the CMPDD inside the present corporate limits is shown in the last row of Table 2-1 under the single-family dwellings classification.

Because of differences in Census Bureau and CMPDD dwelling unit classifications and time frames, a reconciliation was performed to arrive at the “best estimate” of the number of dwelling units by Census Tract and Block Group as of 1998. Where the Census Bureau count was higher, that count was used; where the CMPDD count was higher, the CMPDD count was used. A total of 515 dwelling units were added to the reconciliation column representing the difference between the Census single-family dwelling count (6,356) versus the CMPDD single-family count of 5,841. The “reconciled total dwelling unit counts” represents the best estimate, resulting in a total estimate of 8,802 units versus the 1990 Census total of 8,660—a difference of 142 units.

To arrive at a 1998 population estimate for the presently incorporated City of Natchez, the reconciled dwelling unit count of 8,802 units was multiplied by the 1990 Adams County average number of persons per housing unit of 2.41, yielding an estimate of 21,213 persons, an increase of 1,743 persons from the 1990 Census total of 19,460 persons.

**INSERT MAP 2-2: CENSUS TRACTS AND BLOCK GROUPS
CITY OF NATCHEZ**

TABLE 2-1: CITY OF NATCHEZ DWELLING UNIT COUNTS, 1990 CENSUS AND 1996 CMPDD FIELD COUNTS, 1998 ESTIMATED POPULATION											
CENSUS TRACT	BLOCK GROUP	1990 CENSUS DWELLING UNIT COUNTS				CMPDD 1996-1998 FIELD COUNTS			RECONCILED TOTAL DWELLING UNITS	1998 ESTIMATED POPULATION BASED UPON 1990 CENSUS DWELLING UNIT COUNTS AND 1996 CMPDD DWELLING UNIT FIELD COUNTS	
		SINGLE-FAMILY DWELLINGS	MULTIPLE FAMILY DWELLINGS	"OTHER" DWELLING UNITS	TOTAL 1990 CENSUS DWELLING UNITS	SINGLE-FAMILY DWELLINGS	MULTIPLE FAMILY DWELLINGS				
1	2 PT	79	105	5	189	61	105	166	400		
1	3 PT	26	0	0	26	19	0	19	46		
2	1 PT	36	0	15	51	38	0	38	92		
2	2 PT	87	0	17	104	73	0	73	176		
3	1	268	19	36	323	231	19	250	603		
3	2	346	32	54	432	315	32	347	836		
3	3	328	22	21	371	299	22	321	774		
3	4	298	28	5	331	227	28	255	615		
4	1	455	178	74	707	419	197	616	1,485		
4	2	427	24	46	497	387	24	411	991		
4	3	151	292	4	447	125	343	468	1,128		
5	1 PT	0	54	0	54	0	111	111	268		
5	4 PT	163	0	0	163	157	0	157	378		
6	1	350	64	7	421	280	64	344	829		
6	2	472	40	53	565	447	52	499	1,203		
6	3	259	118	15	392	204	120	324	781		
7	1	359	111	18	488	342	111	453	1,092		
7	2	121	38	12	171	104	38	142	342		
7	3	463	104	20	587	437	104	541	1,304		
					0						
8	1 PT	233	122	43	398	226	123	349	841		
8	3 PT	7	0	0	7	3	0	3	7		
9	1	348	270	0	618	324	270	594	1,432		
9	2	436	77	27	540	415	77	492	1,186		
9	3	292	123	4	419	331	123	454	1,094		
9	4	352	0	7	359	377	0	377	909		
MANUFACTURED HOMES, CMPDD 1996 COUNT, ALL CENSUS TRACTS						140		483			
TOTALS		6,356	1,821	483	8,660	5,981	1,963	8,802	21,213		

SOURCES: U. S. Bureau of the Census, 1990; CMPDD, 1996 Field Counts of Single-Family; 1998 CMPDD Inventory, Multi-Family.

Natchez Study Area: 1990 Census of Population and Dwelling Unit Counts/ 1998

CMPDD Dwelling Unit Counts and Population Estimates:

Table 2-2 reflects 1990 Census dwelling unit counts and population by Census Tract and Block Group for the portion of the Natchez Study Area outside of the present City of Natchez (see Map 2-3 for Adams County Census Tracts). The notation “PT” indicates that part of the Block Group is inside Natchez and part is outside in unincorporated Adams County. As previously stated, the CMPDD performed a land use inventory of the entire study area and noted new residential subdivisions and other residential structures that have obviously developed since 1990. Table 2-2 depicts the estimated percentage of the 1990 population outside the City of Natchez in the remainder of the study area. Estimates of the number of dwelling units that have been added in certain Census Tracts/ Block Groups were performed to produce a 1998 estimate of population for the balance of the study area. An estimated 13,193 persons reside in the study area outside the City of Natchez. This estimate was added to the 1998 estimated population (21,213) of the City of Natchez to produce an estimate of total population of the study area: 34,406 persons.

INSERT MAP 2-3: ADAMS COUNTY CENSUS TRACTS

TABLE 2-2
ESTIMATED 1998 POPULATION OF NATCHEZ PLANNING AREA

CENSUS TRACT	BLOCK GROUP	1990 CENSUS DWELLING UNIT COUNTS	1990 CENSUS POPULATION	ESTIMATED PERCENTAGE OF POPULATION OUTSIDE CITY OF NATCHEZ, INSIDE PLANNING AREA	ESTIMATED 1998 POPULATION OF PLANNING AREA OUTSIDE OF CITY OF NATCHEZ, INCLUDING POPULATION RESIDING IN NEW DWELLING UNITS BUILT SINCE 1990
1	1	614	1,515	5%	76
1	2 PT	616	1,669	90%	1,502
1	3 PT	437	1,345	100%	1,466
1	4	526	1,311	10%	131
TOTAL, THIS TRACT		4,183	7,830		3,174
2	1 PT	643	2,091	98%	2,049
2	2 PT	499	1,140	95%	1,083
2	3	200	523	2%	10
2	4	424	1,125	50%	563
TOTAL, THIS TRACT		1,766	4,879		3,705
5	1 PT	349	811	50%	406
5	2	344	847	100%	847
5	3	341	880	100%	880
5	4 PT	270	637	20%	127
5	5	354	932	100%	932
TOTAL, THIS TRACT		1,658	4,107		3,192
8	1 PT	438	1,118	100%	1,118
8	2	255	738	100%	738
8	3 PT	448	1,272	90%	1,265
8	4	289	649	0%	0
TOTAL, THIS TRACT		1,430	3,777		3,121
9	1PT	618	1,392	0%	0
TOTAL, THIS TRACT		618	1,392		0
TOTAL, OUTSIDE CITY OF NATCHEZ, INSIDE PLANNING AREA					13,193
TOTAL 1998 ESTIMATED POPULATION OF NATCHEZ PLANNING AREA (INCLUDES 1998 ESTIMATE OF CITY OF NATCHEZ POPULATION FROM TABLE 2-1)					34,406

SOURCES: 1990 CENSUS AND 1998, CMPDD

POPULATION AND ECONOMIC PROJECTIONS: ADAMS COUNTY AND THE NATCHEZ PLANNING AREA

Employment Projections

There are numerous ways to project population, all based upon past trends. Since the population growth (or decline) of any area is determined so much by employment trends, the CMPDD chose to analyze employment trends for Adams County as the first step toward developing population projections. Since Mississippi law requires that the Comprehensive Plan be long range (twenty to twenty-five years into the future), projections of employment trends were developed to the year 2020. Employment by place of work figures (as opposed to employment by residence location) obtained from the Bureau of the Census from 1990 through 1995 were used as the basis for a linear regression projection of employment through 2020. The specific source of the Census Bureau data is the annual **County Business Patterns** publication. Most of the County's economic activity is covered in this series of publications. However, data are excluded for self-employed persons, domestic service workers, railroad employees, agricultural production employees, and *most government workers*. Table 2-3 reflects these projections for eight employment sectors:

1. Mining: This includes oil and gas extraction , which includes crude oil and natural gas extraction and oil and associated services. Since 1990, oil and gas-related employment sector has been on the decline in Adams County as everywhere else in the United States.
2. Construction: This includes general constructors and operative builders and special trade contractors. This employment sector has seen a consistent increase from 1990 to the present.
3. Manufacturing: This includes lumber and wood products, paper and allied products (particularly International Paper Company), rubber and miscellaneous plastic products and other manufacturing activities. Despite problems experienced by the bankrupt Fidelity Tire Company, which was bought out by Titan Tire Corporation in 1998, this employment sector has shown a steady increase since 1990.
4. Transportation and Public Utilities: This includes trucking and warehousing, communication and other related activities. Due to the lack of data for this employment sector for every year from 1990 through 1995, reliable linear regression projections could not be produced for the entire planning period. Therefore, only selected years from 1990 through 2000 are shown.
5. Wholesale Trade: This includes wholesale trade in durable and non-durable goods. Unfortunately, this has not been one of the bright spots in the employment picture for Natchez and Adams County. There has been a steady decline in this sector since 1990, and this trend is projected to continue through 2000. No projections were produced for this sector since use of a linear regression method would produce

negative values at some point in the future based upon current trends.

6. Retail Trade: This includes all retail trade activities. This is one of the most promising aspects of the Natchez-Adams County employment picture, increasing from a total of 2,885 employees in 1990 to an estimated 3,014 in 1998 (actual figures are not available yet for 1998).
7. Finance, Insurance and Real Estate: This includes all commercial banks, insurance and real estate activities. This employment sector has also seen a decline since 1990 that some attribute to the merger of some banks in the City of Natchez. This decline is expected to continue, but will be offset by growth in other sectors.
8. Personal Services: This includes hotel and other lodging places, business services, amusement and recreation services, health services, educational services, social services, religious organizations, and other personal services. This includes the tourism industry in Natchez, which is one of the brightest employment sectors, and is expected to show dramatic increases for the future if trends continue. The 1990 personal services employment was 2,628 persons, with a projected 2000 figure of 5,546.

The total employment projections shown in Table 2-3 are the result of a linear regression of total employment by place of work trends since 1990. *If current trends continue, employment in Natchez and Adams County will increase from 10,762 persons in 1990 to a projected 18,570 employees in 2020—a 72.5% increase in thirty years.*

TABLE 2-3 EMPLOYMENT BY PLACE OF WORK ADAMS COUNTY, MISSISSIPPI	
	EMPLOYMENT SECTOR
YEAR	

	Mining	Construction	Manufacturing	Transportation/ Public Utilities	Wholesale Trade	Retail Trade	Finance, Insurance Real Estate	Services	Total (3)
1990	476	395	2,019	N/A	813	2,885	585	2,628	10,762
1991	544	388	1,919	N/A	737	2,812	466	2,725	10,531
1992	531	395	1,932	402	772	2,915	471	2,769	10,762
1993	490	393	2,000	N/A	795	2,856	564	2,639	10,685
1994	466	502	2,172	375	631	3,025	469	4,126	11,846
1995	381	559	2,352	453	623	2,913	483	4,044	11,895
1996	406	555	2,315	(2)	604	2,973	466	4,270	12,033
1997	385	588	2,386	(2)	568	2,994	454	4,589	12,306
1998	363	621	2,457	(2)	533	3,014	442	4,908	12,578
1999	342	654	2,528	(2)	497	3,035	431	5,227	12,851
2000	321	687	2,600	(2)	462	3,055	419	5,546	13,123
2005	(1)	853	2,956	(2)	(1)	3,158	361	7,140	14,485
2010	(1)	1,019	3,312	(2)	(1)	3,261	302	8,735	15,847
2015	(1)	1,184	3,668	(2)	(1)	3,364	244	10,330	17,209
2020	(1)	1,350	4,024	(2)	(1)	3,467	186	11,924	18,570

N/A Data not available from Bureau of the Census for these years.

- (1) The use of linear regression to project employment levels in mining and wholesale trade would result in negative values in future years. Since this is not realistic, no projections for these employment sectors were made beyond the year 2000.
- (2) The lack of data year on employment in transportation and public utilities results in a lack of reliable forecasts beyond the year 2000.
- (3) The amounts in this column are not equal to the total employment in each sector by year, because linear regressions were performed *independently for each employment sector and for the total employment*.

SOURCES: Bureau of the Census and CMPDD

Population Projections

The economy and demography of a study area are closely linked. The joint economic-

population projection method used by the CMPDD in projecting population growth for Adams County and Natchez recognizes this linkage. Economic activity is presumed to be the fundamental engine driving growth, and this method bases population projections on economic projections. Using this method, employment is expressed as a percentage or ratio of population.

Table 2-4 reveals the results of the application of the joint economic-population projection method to the population of Adams County and the Natchez planning area. The 1990 population of Adams County was 3.2853 times employment by place of work. Therefore, it is assumed that the population of Adams County in each year from 1990 through 2020 will grow at approximately the same ratio as in 1990.

In order to arrive at population projections for the Natchez planning area, the 1998 estimated population of the study area was compared to the 1998 estimated population of Adams County to arrive at a ratio. Approximately 83% (.832611) of the estimated 1998 population of Adams County resides in the Natchez planning area: 34,406 (see Table 3) to 41,323. Since the Natchez planning area is expected to continue to be the most heavily populated portion of Adams County for the next twenty-one years, this ratio was applied to the projected Adams County population to arrive at a projection for the planning area. Therefore, the projected 2020 population of the Natchez planning area is 50,796 of the projected Adams County population of 61,008.

If one assumes that the population of the City of Natchez (versus the planning area) will comprise approximately the same percentage of the total Adams County population in 2020 as it did in 1990 (approximately 55% of the population of Adams County resided in Natchez in 1990), then the population of the “City” will be 33,579 in 2020—see Table 2-4. However, this projection would have to be based upon another assumption—that the City will not expand its borders during the next twenty-one years. Since this is an unrealistic assumption, the population projections used in this Plan for projecting land use and public facility needs are based upon the projected population of the **planning area** rather than the projected “city population”.

TABLE 2-4: ESTIMATED/ PROJECTED POPULATION: ADAMS COUNTY , NATCHEZ PLANNING AREA, AND “CITY OF NATCHEZ”

YEAR	ADAMS COUNTY TOTAL EMPLOYMENT BY PLACE OF WORK (SEE TABLE 2-3)	ADAMS COUNTY POPULATION	ESTIMATED/PROJECTED POPULATION: NATCHEZ PLANNING AREA	ACTUAL/ESTIMATED AND PROJECTED POPULATION: "CITY OF NATCHEZ"*
1990	10,762	35,356	29,438	19,460
1991	10,531	34,597	28,806	19,042
1992	10,762	35,356	29,438	19,460
1993	10,685	35,103	29,228	19,321
1994	11,846	38,918	32,403	21,420
1995	11,895	39,079	32,537	21,509
1996	12,033	39,532	32,915	21,758
1997	12,306	40,429	33,662	22,252
1998	12,578	41,323	34,406	22,744
1999	12,851	42,219	35,152	23,238
2000	13,123	43,113	35,896	23,729
2005	14,485	47,588	39,622	26,192
2010	15,847	52,062	43,348	28,655
2015	17,209	56,537	47,073	31,118
2020	18,570	61,008	50,796	33,579

SOURCES: Employment by Place of Work Data: 1990-1995: Bureau of the Census
Employment by Place of Work Estimates and Projections: CMPDD
1990 Population, Adams County and Natchez:, Bureau of the Census
Population Estimates and Projections: CMPDD

**These projections were not used in the Comprehensive Plan because they would assume that Natchez will not annex any land between 1999 and 2020—an unrealistic assumption.*

PROJECTED LAND USE NEEDS

Residential Needs:

In order to determine how many additional dwelling units will be needed by the horizon date of this Comprehensive Plan, the projected population of the study area (or planning area) was divided by the present number of persons per household (2.25) in the City of Natchez from the 1990 Census. Although this number of persons per household is lower than the Adams County average of 2.41, the lower number was used due to a nationwide downward trend in the size of families or households. The projected total number of dwelling units needed by 2020 is reflected in Table 2-5: a total of 22,576 units will be needed by 2020, representing an increase of 8,300 total units.

After determining how many additional dwelling units will be needed by 2020, the current percentage of dwelling units *by type* inside the City of Natchez was applied to the projected number of total units to produce a projected number of each type of housing units that will be needed for the entire planning area (see Table 2-6). In doing this, it is assumed that the current ratio of dwelling unit types in Natchez will extend to the entire planning area in twenty-two years. It should be pointed out that the term “multiple family” includes not only apartments but any building with two or more housing units. The term “other” includes manufactured homes for purposes here. However, within the next twenty-two years, manufactured housing is expected to undergo dramatic changes in appearance, materials, etc. from manufactured housing in use today.

Single-Family Detached Homes: A total of 16,302 single-family detached units will be needed by 2020, indicating that almost 6,000 additional houses will be needed for the population of the Natchez planning area. Current trends in the construction of new single-family detached homes indicate that Natchez is moving in much the same direction as many areas of the United States: toward larger lots (say, 16,500 square feet or greater) in outlying suburban areas. This trend is particularly evident along U. S. Highway 61-North and U. S. Highway 61-South, and the Land Use Plan proposes additional “Residential Estate” type development:

- U. S. 61-North: Existing large lot development is present along Morgantown Road; along the Natchez Trace Parkway right-of-way; and off Mississippi Highway 554 (Airport Road). The Land Use Plan proposes additional areas of “Residential Estate” development south of the proposed “Industrial Park Road” which will follow the abandoned right-of-way of the Illinois Central Railroad south of the airport. Additional R-E development is also proposed along Kaiser Lake Road.

- U. S. 61-South: This area has experienced the greatest growth of “Residential Estate” type development, notably: on Woodhaven Drive and Live Oak Drive inside the present city; along Dunbar Road; Southern Oaks subdivision (Country Squire Road and Fairway Drive); Beau Pre Road; an

un-named subdivision formed by Blue Ridge Drive on the east side of U. S. 61; on the west side of U. S. 61 along Lower Woodville Road (Deerlake Road, Timberlake Road, and Robbins Lake Road) and Grove Acres Road.

- Additional R-E development is proposed in the following areas: on the Land Use Plan along Melrose-Montebello Parkway Extension; along Southwind Road and Greenfield Road southeast of Natchez; on the west side of Dr. Martin Luther King, Jr. Road north of the present city limits; and along Government Fleet Road and Providence Road.

“Low Density Residential” (generally, 11,000 square foot lots) development appears to be faring well in Natchez, but has not experienced the growth that larger lot subdivisions have since 1990. There is some new low density residential development along the north end of Live Oak Road off U. S. 61-South and in the Beau Pre/ Southern Oaks subdivision area. The latter is a golf course community and appears to have great potential for expansion.

Multiple Family Residential: An additional 1,851 multiple-family units will be needed, for a total of 5,035 new apartments, duplexes, townhouses, etc. There are several new apartment complexes in the City of Natchez, but the demand for new multiple family residential appears to be strong. No attempt is made on the Land Use Plan to propose the location of new multiple family residential units; this is dictated by the market and availability of land in good locations.

Manufactured Homes: Almost 500 additional manufactured homes and other alternative housing will be needed by 2020 for a total of 1,355 units. There are no formal manufactured home “parks”(where lots or “pads” are rented, not sold) inside the present City of Natchez, but manufactured homes are scattered on lots in several areas of the city. The largest single manufactured home park is on U. S. 61-South outside of the city off Kingston Road. Other “parks” are located off Old Washington Road on the south side of U. S. 61-North (in the Tucco Lane area). One manufactured home subdivision (where lots are sold for the placement of manufactured homes) is located off U. S. Highway 84-East in the Bryandale Plantation area; this subdivision is located adjacent to a “mixed use” manufactured home/ site-built single-family detached home subdivision. Another such “mixed use” subdivision is located on Steam Plant Road (Phillip West Road) north of the city. No new manufactured home parks or subdivisions are proposed on the Land Use Plan.

This analysis does not address public housing needs or the need to rehabilitate or replace deteriorating or dilapidated single-family housing (see Table 2-1). These needs are discussed in Chapter 4 of this Comprehensive Plan, the Community Facilities Plan.

TABLE 2-5
PROJECTED TOTAL RESIDENTIAL NEEDS
NATCHEZ PLANNING AREA

AREA	1998 Estimated Population	1998 Estimated Number of Dwelling Units	2020 Projected Population	2020 Projection of Residential Need (Number of Units)
Natchez (Present Corporate Limits)	21,213	8,802 (see Table 2-1: reconciled total number of units)	---	---
Planning Area Outside City of Natchez	13,193	5,474 (1)	---	---
ENTIRE PLANNING AREA	34,406	14,276	50,796	22,576 (2)
Additional Units Needed by 2020				8,300

SOURCES: 1998 Estimated Population and Number of Dwelling Units: CMPDD based upon 1990 Census and CMPDD field counts in 1996 and multi-family residential inventory in 1998; 2020 projections: CMPDD.

- (2) Based upon estimated 1998 population of Natchez planning area outside the present City of Natchez: 13,193 (see Table 2-2) divided by the average number of persons per household in Adams County from the 1990 Census (2.41).
- (3) Based upon the projected population of the Natchez Planning Area (50,796) divided by the average number of persons per household (2.25) in Natchez from the 1990 Census.

TABLE 2-6
 PROJECTED RESIDENTIAL NEEDS BY DWELLING UNIT TYPE
 NATCHEZ PLANNING AREA

HOUSING TYPE	1998 Estimated Number of Dwelling Units (Inside Present Natchez Corporate Limits) (from Table 2-1)	1998 Percentage of Total Inside Natchez Corporate Limits	2020 Total Projected Need by Type: Entire Planning Area	ADDITIONAL UNITS NEEDED BETWEEN 1998 AND 2020
Single-Family Detached	6,356	72%	16,302	5,994
Multiple Family	1,963	22%	5,035	1,851
Other (Includes Manufactured Homes)	483	6%	1,355	498
TOTALS	8,802	100%	22,576	8,300

SOURCES: See Table 2-5.

Commercial Space Needs:

It is assumed that there is a direct proportionate relationship between current commercial

acreage in the Natchez Planning Area and the present population of the area. Based upon this assumption, as the population of the area grows, the need for commercial space will increase proportionately. For the purposes of the Land Use Plan, commercial classifications are grouped according to impacts of the use: vehicular traffic generated by the use; aesthetic qualities of the use such as whether or not outdoor storage of merchandise or materials (particularly unsightly materials) is required; noise or other objectionable characteristics generated by the use; and the amount of heavy truck traffic necessary for the use. As previously stated in this chapter, a land use inventory was performed by the CMPDD in developing this Comprehensive Plan. The commercial land use classifications used in that inventory were as follows:

- ▶ office commercial;
- ▶ “indoor type” commercial uses (those with limited or no outdoor storage or displays of goods or materials); and
- ▶ “outdoor” commercial uses (uses involving outdoor activities or storage of materials or merchandise).

In calculating the current amount of commercial land use acreage in the area, office commercial and indoor commercial uses were combined. Table 2-7 reveals the 1998 estimated land use acreage from the CMPDD’s field inventory and projections of land use space needs based upon the 1998 ratio of persons residing in the planning area to current total commercial acreage (51.66 persons per commercial acre). The estimated 1998 office commercial and indoor commercial acreage shown in Table 2-7 includes the amount of this type of commercial use in downtown Natchez as well as other areas.

Land Use Plan:

Existing/ Proposed Office Commercial Areas: The area that has developed as the premier office commercial section (primarily medical offices) of Natchez is the Medical Arts Plaza on Sargent Prentiss Drive and along Highland Boulevard east of Sargent Prentiss Drive. These areas are preserved for office commercial usage on the Land Use Plan and should be zoned accordingly.

Proposed “Indoor” Commercial Areas: Certain “entrance-ways” to Natchez need to be protected from commercial development that would adversely impact the image of the city. For this reason, John R. Junkin (U. S. Highway 84) and U. S. 61- North and South should be protected from primary development for “outdoor”-type commercial uses.

- ▶ One of the primary areas proposed for indoor commercial development for the future is on the north side of Sargent Prentiss Drive next to Walmart on land owned by the National Park Service

and originally proposed as the terminus for the Natchez Trace Parkway. As stated in Chapter 1 under transportation goals and objectives, it is proposed that this land be transferred to the State of Mississippi and subsequently to the City of Natchez and Natchez-Adams County School District for commercial development. This land comprises approximately 25 acres and is the former location of the Natchez Visitors Center.

- ▶ Expansion of Natchez Mall: As the Natchez area grows, this attractive mall, which now occupies about 30 acres, should be expanded to 40 -50 acres. *This is preferable to permitting the construction of a new mall, which often results in the demise of the old mall.* The expanded mall would then be a truly regional mall serving a trade area of 150,000 people. However, expansion of the mall should not include the purchase of the Longwood property.
- ▶ Junction of U. S. Highway 61-South and Melrose-Montebello Parkway: An area comprising 40 -50 acres of commercial usage is proposed at this location.
- ▶ Junction of U. S. Highway 61-North and U. S. Highway 84-East: This area comprises approximately 80 additional acres that should ultimately be developed for commercial usage. A possible use of this land would be a manufacturers outlet mall such as the one in Vicksburg.
- ▶ Junction of Proposed Industrial Park Road and U. S. Highway 61-North: At least 20 acres of land suitable for commercial development is located here, where the proposed new arterial street (Industrial Park Road) joins Highway 61.

If these areas are developed commercially over the next twenty years, they will satisfy the projected need of the area for more retail/ service commercial activities: over 200 additional acres of office/ “indoor” commercial uses will be needed by 2020 (see Table 2-7).

Existing/ Proposed “Outdoor” Commercial Areas: Certain sections of Natchez have historically been developed for more intense “outdoor” commercial uses, and this type of development should be encouraged to

continue in those locations. However, landscaping and screening requirements should be imposed to enhance these important commercial activities. Some areas where existing and proposed indoor or “intense” commercial development is proposed to be continued or expanded include:

- ▶ Lower Woodville Road south of the Illinois Central Gulf Railroad tracks;
- ▶ Col. John Pitchford Parkway, both east and west of Copleah-Lincoln Community College; this area has historically developed for more intense commercial usage;
- ▶ Highland Boulevard: on the south side east and west of Lower Woodville Road;
- ▶ U. S. 61-North at Old Washington Road on the south side of U. S. 61;
- ▶ Cloverdale Road and New Cloverdale Road; and
- ▶ Liberty Road east of St. Catherine Creek.

These and other smaller areas will provide sufficient space for the additional 104 acres of “outdoor” commercial development projected to be needed by 2020 (see Table 2-7).

TABLE 2-7

PROJECTED COMMERCIAL SPACE NEEDS

TYPE OF COMMERCIAL USE	1998 Estimated Total Acreage in Planning Area	1998 Estimated Population of Planning Area/ Ratio of Persons Per Commercial Acre	2020 Projected Population	2020 Projected Space Needs
Office Commercial and "Indoor" Commercial Uses	446 (67% of total commercial acreage)	34,406 (77 persons per acre)	50,796	659
"Outdoor" Commercial Uses	220 (33% of total commercial acreage)	34,406 (156 persons per acre)		324
TOTALS	666	51.66 persons per acre		983

SOURCE: CMPDD, 1998

Industrial Space Needs:

Projections of employment by place of work are used as the basis for projecting industrial space needs. It is assumed that as the manufacturing sector (i. e., employment in the manufacturing sector) of the economy grows, it will produce a demand for industrial acreage that is proportionate to the current level of employment in manufacturing and the amount of land currently used for industrial purposes. The 1998 estimated employment in manufacturing is 2,457 employees (see Table 2-3), *representing about twenty percent of the total employment by place of work in the Natchez Planning Area.* There are an estimated 168 acres devoted to light industrial and 580 acres devoted to heavy industrial usage.

Therefore, there is a current ratio of 14.6 employees per light industrial acre, and 4.23 employees per heavy industrial acre. The projected manufacturing employment for

2020 is 4,024 or about twenty-two percent of the total employment by place of work. By applying the current employee to acre ratio, a projection of industrial acreage needs is produced (see Table 2-8).

Land Use Plan:

Existing/ Proposed Light Industrial Areas: There are existing light industrial uses in the Natchez Industrial Park. The largest proposed area for light industrial development is on the proposed Industrial Park Drive at the airport and adjacent Foster Mound Road. Based upon projected manufacturing employment, there will be a need for an additional 108 acres of land devoted to light industrial usage, or a total of 276 acres. Most of this demand can be met in the existing Natchez Industrial Park and the Adams County Industrial Park.

Existing/ Proposed Heavy Industrial Areas: The largest single existing area used for heavy industry is, of course, occupied by International Paper Company in the Natchez Industrial Park. Other locations of heavy industry include the Titan Tire Company on Concord Street and Johns Manville Company on Liberty Road.

TABLE 2-8
PROJECTED INDUSTRIAL SPACE NEEDS

TYPE OF INDUSTRIAL USE	1998 Estimated Total Acreage in Planning Area	1998 Estimated Manufacturing Employees in Planning Area/ Ratio of Employees Per Industrial Acre (See Table 2-4)	2020 Projected Manufacturing Employment in Planning Area (See Table 2-4)	2020 Projected Space Needs (In Acres)
Light or "Indoor" Industrial Uses	168	2,457 (14.6 employees per acre)	4,024	276
Heavy or "Outdoor" Industrial Uses	580	2,457 (4.23 employees per acre)	4,024	951
TOTALS	748		4,024	1,227

SOURCES: CMPDD, 1998

EXPLANATION OF LAND USE CATEGORIES DEPICTED ON LAND USE PLAN

MAP

The following is an explanation of the specific meaning of land use color codes depicted on the Land Use Plan/ Thoroughfares Plan map contained in the *pocket in the back of this Comprehensive Plan*. The plan map contained in the pocket of this document does not include all land within the planning area or “study boundary”(see Map 2-1) of this Comprehensive Plan. Rather, only the land inside the *present corporate limits and the immediately surrounding area* is shown on the map herein. By focusing on the presently incorporated area, the scale of the map is larger and details are more legible than they would be otherwise. The Land Use Plan/ Thoroughfares Plan for the balance of the study area is available for inspection at the Natchez Department of Planning and Zoning in the Natchez City Hall.

AGRICULTURAL/ RURAL (White): Maximum development of one residential unit for every three acres.

- ▶ This land use classification depicts areas that are expected to remain rural or agricultural with no significant concentrations of residential, commercial, industrial or other development. These areas of the Land Use Plan may or may not be served by municipal sewer service within the next 21 years (by the year 2020).

(NOTE: Although soil conditions in the Natchez area would permit the use of on-site wastewater disposal systems on lots of less than 3 acres, a minimum lot size of 3 acres is recommended for agricultural zones in the new Development Code because of the presence of livestock in many of these areas.)

RESIDENTIAL CLASSIFICATIONS: Residential land use classifications proposed to be based upon dwelling unit density.

- ▶ Villa Residential (Violet): The lowest residential density with lots consisting of 3 acres or more; includes historic properties and other lots that comprise 3 acres or more with one or more dwelling units on the same lot. Any subdivision of areas classified as Villa Residential would require a minimum lot size of 3 acres unless the Land Use Plan is amended. This classification is intended to recognize the value of these historic properties and to protect their integrity. The subdivision of these properties should only be done following a careful review of the subdivision proposal by the Natchez Planning Department and the Natchez Preservation Commission. These properties are *generally but not always* on the National Register of Historic Places or eligible for listing.
- ▶ Residential Estate (Chartreuse) : These areas contain lots that are not classed as

“Villa Residential” but are 16,500 square feet in area *or greater* or approximately 2 dwelling units per acre (assuming 25% for streets). However, if the *entire area* within an existing subdivision does not contain residential estate size lots, it is classified as a low density residential subdivision.

- ▶ Low Density Residential (Yellow): These are recognizable subdivisions with lot sizes generally 11,000 square feet or greater, but less than 16,500 square feet; this lot size represents a density of approximately 3 dwelling units per acre.
- ▶ Moderate Density Residential (Tan): These lots range from 7,200 square feet to 10,999 square feet. MINIMUM LOT WIDTH: 60 FEET. **This classification, which includes a wide range of lot sizes, is intended to prevent the subdivision of any land classified as moderate density residential on the Land Use Plan from being subdivided into lots smaller than 7,200 square feet.** *The designation of an area as “Moderate Density Residential” recognizes that existing overcrowded conditions may exist in that area, and it is intent of the Land Use Plan to prevent the spread of this urban blight.*
- ▶ Patio Home/ Townhouse Subdivisions (Orange): Includes so-called "patio homes" and two-unit "townhouses" (with each townhouse lot comprising at least 6,000 square feet) in subdivisions specifically designed for this density, with common open space provided for residents of the development. Traffic generation rate: Over 45 trips per acre. A 40 acre patio home subdivision with 6,000 square foot lots would generate over 1,800 trips (Average Daily Traffic) on a bordering street. Proposed requirement of minimum 15% reservation of gross site area for open space and recreation (including all required yards, but excluding parking lots); lakes/ ponds and land with steep slopes or bayous should not be counted in calculating required open space. There should be a minimum distance of 12 feet between patio homes on adjoining lots.
- ▶ High Density Residential (Olive Drab): Maximum density for apartment construction should be 15.0 units per gross acre, with a minimum of 20% reserved for open space (including all required yards, but excluding parking lots); lakes/ ponds and land with steep slopes or bayous should not be counted in calculating required open space.
- ▶ Manufactured/Mobile Home Parks (Brown): Since there are no formal manufactured home parks (i. e., land where “pads” are rented for placement of manufactured homes rather than sale of lots) inside the present corporate limits of Natchez, the Land Use Plan does not propose areas for the development of

manufactured home parks. However, there are several existing manufactured home parks outside the present corporate limits, so the Land Use Plan recognizes these

existing parks.

- ▶ **Manufactured / Mobile Home Subdivisions (Gold):** A subdivision devoted *exclusively* to the placement of manufactured homes on individual lots that are sold to the occupant rather than rented as in a manufactured home “park”. There are no manufactured home subdivisions inside the City of Natchez, but there is one inside the study area: off U. S. Highway 84-East/ 98-South in the Bryandale Plantation area. The Land Use Plan recognizes the existence of this subdivision, but no other such subdivisions are proposed.
- ▶ **Mixed Use Residential Subdivision (Yellow-Green):** The Land Use Plan recognizes the existence of two subdivisions containing a mixture of site built single-family detached homes and manufactured homes. One such mixed residential use subdivision is located adjacent to the manufactured home subdivision off U. S. Highway 84-West. The other mixed use subdivision is located on Steam Plant Road (Phillip West Road) north of the city. No additional developments of this type are proposed on the Land Use Plan.

COMMERCIAL CLASSIFICATIONS:

- ▶ **Office Commercial (Restricted or Limited Commercial) (Pink):** Includes offices of all types. Traffic generation rates: 145 vehicle trips per acre for general office up to 426 trips per acre for medical offices. A 5-acre medical (one-story) office building will produce an Average Daily Traffic (ADT) 2,130 vehicles.
- ▶ **General or Indoor Commercial (Red):** Indoor commercial uses: Including independent indoor commercial retail or service uses and shopping centers/ malls. **SPECIAL EXCEPTIONS ONLY:** Single-family detached residences, motels/ hotels; vehicle dealers *specializing in new cars/ trucks*; service stations/ convenience stores; bars (not including adult entertainment); plant nurseries; skating rinks, bowling lanes, and other indoor recreational uses; child day care nurseries; fast food restaurants; branch banks and other convenience commercial uses. Where new commercial uses or the expansion of existing commercial uses are proposed next to single-family residential districts or uses, the City will require in the Development Code a 50 foot setback OR a six-foot high solid fence (solid board-to-board or masonry) AND a 25 foot setback.

Traffic generation rate for full-service sit-down restaurant: 198.5 vehicle trips per 1,000 square feet of Gross Floor Area. Traffic generation rate for fast food

restaurant: 533 vehicle trips per 1,000 square feet of GFA. Branch bank: 388 vehicle trips per 1,000 square feet of GFA.

- ▶ **Outdoor or Major Thoroughfare Commercial (Purple):** These commercial uses typically involve either significant outdoor activity or the display or storage of goods/ materials outside of enclosed structures. When translated into land use regulations in the Development Code, the following uses should be permitted outright: new/ used vehicle dealers; mortuaries; heating and cooling contractors; plant nurseries; auto/ truck repair; etc. **SPECIAL EXCEPTIONS ONLY:** Mini-warehouses. *No Outdoor or Major Thoroughfare Commercial areas are proposed on the Land Use Plan next to single-family residential areas unless a minimum 50 foot buffer is proposed between the outdoor commercial use and a existing or proposed single-family residential use.*
- ▶ **Intensive Outdoor Commercial: (Rust):** Includes manufactured home sales and outdoor recreational uses which would be permitted outright. **NO INTENSIVE COMMERCIAL AREAS ARE PROPOSED IN THE LAND USE PLAN.** The Plan would have to be amended to permit development of these Intensive Commercial uses. The new Development Code should create a "floating zone", but no such zones would be reflected on the Zoning Map unless the Land Use Plan is amended. **SPECIAL EXCEPTIONS ONLY:** Adult entertainment uses and truck stops.

INSERT PHOTO PAGE: “SEPARATION OF COMMERCIAL USES”

Delete previous photo of medical offices and substitute:

United Mississippi Bank Photo: An example of a Restricted or Limited Commercial Use: An Office Building

Magnolia Mall: A General or Indoor Commercial Use

Keep photo of Ford Dealership: An Outdoor or Major Thoroughfares Commercial Use

INDUSTRIAL CLASSIFICATIONS:

- ▶ Indoor or Light Industrial (Light gray): All indoor industrial uses, including indoor manufacturing and warehouses where all storage is inside. SPECIAL EXCEPTION ONLY: Mini-warehouses.
- ▶ Heavy Industrial (Dark gray): Outdoor manufacturing and storage of materials out-of-doors; or manufacturing uses that use large amounts of water to process products or discharge large volumes of wastewater into the sewerage system. Would include sawmills, lumber yards, cement manufacturing plants, storage yards for equipment used in extractive industry such as petroleum production. SPECIAL EXCEPTION ONLY: Salvage (junk) yards.

PUBLIC/ QUASI-PUBLIC USES:

- ▶ Public/ Quasi-Public Uses Other Than Parks and Open Space (Dark Green): All governmental facilities, civic organizations, hospital, churches, schools, cemeteries, nursing homes, and major public or private utility facilities such as electrical power generation plants and substations, water tanks, etc. These uses should be permitted in the new Development Code in ANY ZONE BY SPECIAL EXCEPTION ONLY.
- ▶ Parks and Open Space, Including Proposed Parks and Required Setbacks for Commercial and Industrial Uses Bordering Single-Family Residential Uses or Zones (Medium Green): The designation of an area as “open space” is not intended as a recommendation for acquisition of the property by the City or County for use as a park or other public use. In areas traversed by significant streams or severe topography, the recommended “best use” bordering the streams (because of flood potential) or within such steep slope areas is open space.
- ▶ Natchez National Historical Park and Natchez Trace Parkway (Light Green): The Natchez National Historical Park and the Natchez Trace Parkway are both components of the National Park System. The Historical Park was established by Congress in 1988 and consists of three National Park Service-owned properties:
 - (1) the pre-Civil War Melrose estate (78.6 acres): built by a wealthy cotton planter, this Greek Revival mansion is complete with the original furnishings and intact outbuildings;
 - (2) the William Johnson complex (about 1/3 acre): a Greek Revival town house owned by a slave who was freed, started out as a barber and eventually owned several barber shops, rental property, a farm, and timberland; because this complex is located in downtown

Natchez, it is not shown as a separate parcel on the Land Use Plan but rather as part of the Preservation Districts;

- (3) Fort Rosalie (32.48 acres): established by the French in 1716, Fort Rosalie was built on the bluff overlooking the Mississippi River.

FLOODPLAINS AND FLOODWAYS:

- ▶ Base Flood (100-Year Flood) or Floodplains (Light Blue): Those areas for which base flood (100-year) elevations have been determined by the Federal Emergency Management Agency (FEMA). Any construction in these areas must be elevated by fill or other means to or above the elevation of the 100-year flood.
- ▶ Floodways (Turquoise): These areas are the actual creek channels needed to convey water under normal conditions as identified by the Federal Emergency Management Agency (FEMA). All construction in floodways is prohibited.

PRESERVATION DISTRICTS AND LAND USE CONTROLS

The Land Use Plan depicts eight (8) districts that are on the National Register of Historic Places, two of which are NOT under jurisdiction of the Natchez Preservation Ordinance. There are two (2) *potential* preservation districts shown on the Land Use Plan that are not on the National Register, one of which is partially under the jurisdiction of the Natchez Preservation Ordinance.

Each of the National Register districts or Natchez Preservation districts are designed to protect the architectural and historic integrity of various sections of Natchez. Land uses in all but two of the districts are limited to **single-family detached residential structures**, with certain multifamily residential uses allowed only as special exceptions. Some of the properties in the historic districts have outbuildings that are used for housing. One of the districts, the Natchez Bluffs-and-Under-the-Hill district, is a **commercial only district**. The Natchez-On-Top-of-the-Hill district is a **mixed use district**, where single-family residences and indoor commercial uses are allowed; multiple-family residential uses are allowed in that district only by special exception.

National Register of Historic Places Districts:

1. Natchez-On-Top-of-the-Hill Historic District: Mixed Use: Single-family detached residential with "indoor only" commercial uses. SPECIAL EXCEPTION USES in the new Development Code: farmer's market stalls, single-family residential uses

upstairs above commercial uses on the first floor, single-family residential units on the first floor with street frontage, and multiple family uses. One off-street parking space will be required for each multifamily residential unit.

2. Natchez Bluffs-and-Under-the-Hill Historic District: "Indoor commercial only" uses (single-family detached residential uses are not permitted outright or as special exceptions). SPECIAL EXCEPTION USES in the new Development Code: multiple family residential.
3. Clifton Heights Historic District: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the existing structure is architecturally compatible and would not adversely impact neighboring historical uses.
4. Holy Family Catholic Church Historic District: This district is on the National Register of Historic Places, but is not under the jurisdiction of the Natchez Preservation Ordinance. Permitted outright: single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses.
5. Cemetery Bluff Historic District: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses. This district is controlled by the Natchez Preservation Ordinance.
6. Upriver Residential Historic District: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses. This district is controlled by the Natchez Preservation Ordinance.
7. Downriver Residential Historic District: Permitted outright: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses. This district is controlled by the Natchez Preservation Ordinance.
8. Woodlawn Historic District: Single-family detached residential SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact

neighboring historical uses. This district is on the National Register but is not under the jurisdiction of the Natchez Preservation Ordinance.

Potential Historic Districts Not On the National Register of Historic Places:

1. Eastern Suburbs District: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses. This district is PARTIALLY CONTROLLED by the Natchez Preservation Ordinance.
2. Brumfield Historic District: Single-family detached residential. SPECIAL EXCEPTION USES in the new Development Code: multiple family residential only if the structure is architecturally compatible and would not adversely impact neighboring historical uses. This district is also **NOT** controlled by the Natchez Preservation Ordinance.

CHAPTER 3

TRANSPORTATION PLAN

CHAPTER 3

TRANSPORTATION PLAN

INTRODUCTION

According to Section 17-1-1 of the **Mississippi Code**, the Transportation Plan must include a Thoroughfares Plan "---depicting in map form the proposed functional classification of all existing and proposed streets, roads, and highways for the area encompassed by the Land Use Plan and for the same time period as covered by the Land Use Plan. Functional classifications shall consist of arterial, collector and local streets---and these functional classifications shall be defined as to right-of-way and surface width requirements; these requirements shall be based upon traffic projections."

THOROUGHFARES PLAN: FUNCTIONAL CLASSIFICATIONS

Concurrently with preparation of the Land Use Plan for the Natchez study area (Chapter 2), the CMPDD developed a "Thoroughfares Plan", classifying streets and highways according to the function that they can be expected to perform by the target year of the plan: 2020. 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).

There are no full access controlled highways (freeways or expressways) in the Natchez study area. All major State-maintained highways are classified as "principal arterials" (shown in red), including U. S. Highways 61, 65, 84, and 98. All city and county-maintained thoroughfares are classified using the traditional groupings: principal arterial, minor arterial (shown in green) and collector (shown in brown); by definition a "local" street is not a "thoroughfare".

The following are FHWA definitions of each classification:

1. **Principal Arterials:** This system of streets serves the major centers of activity, has some of the highest traffic volumes and the longest trip desires.
2. **Minor Arterials:** The minor arterial street system interconnects with and augments the principal arterial system. It provides service to trips of moderate length and contains facilities that place more emphasis on land access than the principal arterial system.
3. **Collectors:** The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It

distributes trips from the arterials to their ultimate destinations.

MINIMUM RIGHTS-OF-WAY AND SURFACE WIDTH REQUIREMENTS

Minimum right-of-way and surface width requirements for the Thoroughfares Plan are specified below:

Principal Arterial (Red): Proposed minimum of four basic lanes (48 foot surface width or more); minimum 100 foot right-of-way

Minor Arterial (Green): *Generally*, 3-12 foot lanes; minimum of 70 foot right-of-way

Collector (Brown): 28-36 foot surface width; minimum of 60 foot right-of-way

Local (No Color): 2 lanes; minimum of 50 foot right-of-way

PROPOSED THOROUGHFARE IMPROVEMENTS

The heart of the Natchez Thoroughfares Plan consists of a strategy to extend the Natchez Trace Parkway to the Mississippi River bluffs— **perhaps the single most important public works project (next to the bluff stabilization project) for the City of Natchez.** However, the completion of the Natchez Trace Parkway to its final destination at the Visitors Center and the Natchez Historic Park is not only important to Natchez but to the State of Mississippi and the nation. The objectives directed toward the goal of completing the Trace were listed in Chapter 1 of this plan; they are enumerated again for purposes of the Thoroughfares Plan.

Completion of the Natchez Trace Parkway:

The following are the recommended steps for completing the construction of the Natchez Trace Parkway, southern terminus:

1. Complete the Parkway to Liberty Road, with an interchange at this point. This is the preferred alternative (Alternative 2) in draft *Environmental Impact Statement* published by the National Park Service in May, 1998. The City of Natchez and Adams County should push the U. S. Congress **to provide all funding needed, including engineering, right-of-way acquisition and construction, to complete the Parkway to this point.**
2. Transfer land now owned by the National Park Service at Seargent Prentiss Parkway next to Natchez High School to State of Mississippi.

3. Pass legislation in the 2000 session of the Mississippi Legislature transferring title to above land to City of Natchez and the Natchez-Adams County School District, with the understanding that the land on the *south side* of Seargent Prentiss Parkway would be used to develop a Sports Complex consisting of baseball and soccer diamonds for use by the School District and the citizens of Natchez and Adams County.
4. The land on the *north side* of Seargent Prentiss Parkway, where the old Visitor Center is located, should be developed for commercial uses following an intensive marketing campaign to attract the best developer with highest revenue yield for City and School District.
5. The City of Natchez should use the revenue generated by sale or lease of land on the north side of Seargent Prentiss Parkway to acquire right-of-way from the Illinois Central Gulf Railroad for completion of Natchez Trace Parkway. This will require intensive negotiations with ICGRR to achieve the fairest price for their sale of the right-of-way, since the City will be relocating the railroad to serve their customers.
6. Obtain a loan from Mississippi Department of Economic and Community Development *Freight Rail Service Projects Revolving Loan Program* to relocate rail service to International Paper Company and Natchez Industrial Park and Port Facilities; pay off loan through the sale of State bonds and City of Natchez long-term bonds. The preferred alignment for the relocation of the railroad is shown on the Land Use/ Thoroughfares Plan map:

Preferred Alignment: This alignment would cross Sandy Branch and intersect U. S. 61-South just south of Trinity School, *where a bridge on U. S. 61 should be constructed over the proposed railroad relocation to prevent traffic congestion from occurring when trains operate in this area and to avoid safety hazards produced by an at-grade crossing.* From that point it would continue north-westward to cross Col. John Pitchford Parkway and intersect the old railroad right-of-way, joining the existing track at International Paper Company. **This alignment was endorsed by the Natchez Metropolitan Planning Commission of Adams County.**

7. Push U. S. Congress for Federal funding for construction of Natchez Trace Parkway along former ICGRR right-of-way.

Construction of a New Mississippi River Bridge and the Proposed South Natchez Parkway (Re-Designated U. S. Highway 84):

The Plan for the Future Development of the Natchez Metropolitan Area prepared by Arch R. Winter and others in 1973 proposed a “Natchez Loop Parkway” that would include a new bridge across the Mississippi River to Vidalia, Louisiana. The Parkway would run south of the International Paper Company to U. S. Highway 61-South, extending north-eastward to intersect Liberty Road and then connect with U. S. 61-North/ U. S. 84/98. From the intersection of U. S. 61-North, the proposed loop road would have connected with Pine Ridge Road (now Martin Luther King, Jr. Drive) and a proposed “Mississippi River Parkway” north of Natchez.

Traffic volumes on John R. Junkin Drive (U. S. Highway 65/84) have increased from 16,570 vehicles per day in 1989 to 21,000 vehicles per day in 1998 according to counts by the Mississippi Department of Transportation. This increase represents an average annual growth of 493 vehicles. If this increase continued at the same rate for the next 21 years, the volumes on John R. Junkin would exceed 30,000 vehicles per day, which is above the 24-hour capacity of a four-lane divided highway (27,000- see Table 3-2). *Thus, at some point in the future, John R. Junkin Drive will need to be widened, or a new parallel thoroughfare will be needed.*

Since truck traffic from Louisiana is now forced to use John R. Junkin Drive, it make sense to build another route especially designed for through-traffic and truck traffic. The “South Natchez Parkway” would serve this need. It is recommended that the City of Natchez and Adams County work with the Mississippi Department of Transportation and the Louisiana Department of Transportation to ultimately construct a new bridge across the Mississippi River connecting to a re-designated/ realigned U. S. Highway 84 (the proposed “South Natchez Parkway”). John R. Junkin Drive would be converted to a City-maintained facility. The proposed Parkway would connect with U. S. 61-North/ U. S. 84-East. opposite Red Loop Road in Natchez (see **Land Use/ Thoroughfares Plan map**).

Other Proposed Thoroughfares Improvements:

Recommendations for improvements to the street and highways in the Natchez area are based upon traffic projections. Table 3-1 contains 1997 traffic counts performed by the Mississippi Department of Transportation on various arterial or collector streets, roads and highways in the area, along with projected 2020 traffic volumes for the same thoroughfares. The recommended improvements shown in Table 3-1 were derived, in part, by determining where traffic capacity deficiencies are likely to occur by the year 2020 or before. The "Traffic Capacity Indices" reflected in Table 3-2 were used to determine the relative capability of streets and highways in the area to carry traffic for the forecast year of 2020. These values do not necessarily represent the actual traffic carrying ability of streets and highways. *The proposed improvements are not listed in order of priority; the staging and estimated cost of each improvement must be included in a Capital Improvements Program.*

**TABLE 3-1
THOROUGHFARES PLAN**

PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic (ADT)	2020 Traffic Projection with Proposed Improvements in Place (ADT)	Proposed Improvements
DUNCAN AVENUE EXTENSION: Homochitto Street to John R. Junkin Drive	3,000 (east of intersection with Homochitto Street)	Over 11,000	Extend Duncan Avenue as a two-lane minor arterial street to intersect John R. Junkin Drive at Windsor Lodge Road next to K-Mart
DUNCAN AVENUE RELOCATION: East end of Duncan Avenue to Melrose-Montebello Parkway	3,000 (east of intersection with Homochitto Street)	Under 11,000	Relocate east end of Duncan Avenue eliminating 90-degree bend and connect directly to Melrose-Montebello Parkway
MC NEELY STREET EXTENSION: U. S. 61-North Near Oak Ridge Apartments to Liberty Road	N/A	Over 11,000	Extend McNeely Street as a four-lane minor arterial street
“BULLDOG BOULEVARD”: Seargent Prentiss Drive to McNeely Street Extension	N/A	Over 11,000	Construct new four-lane minor arterial street with raised landscaped median to serve proposed Sports Complex to be developed on land relinquished by National Park Service.

TABLE 3-1 CONTINUED ON NEXT PAGE

**TABLE 3-1 CONTINUED
THOROUGHFARES PLAN
PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS**

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic (ADT)	2020 Traffic Projection with Proposed Improvements in Place (ADT)	Proposed Improvements
“SOMERSET DRIVE”: Seargent Prentiss Drive to D’Evereux Drive	N/A	Over 11,000	Construct new four-lane minor arterial street to connect with “Bulldog Boulevard”; this street would be constructed on the southwest property line of the former Natchez Visitor Reception Center (next to Walmart).
WINDSOR LODGE ROAD EXTENSION: John R. Junkin Drive at K-Mart to Lewis Road	N/A	Approximately 8,000	Extend Windsor Lodge Road as a two-lane collector through a blighted area at north end of Lewis Road to open up this area for redevelopment and improved north-south circulation
SEARGENT PRENTISS DRIVE AND LYNDA LEE DRIVE	Seargent Prentiss Drive: 27,000; Lynda Lee Drive: 13,000	No change as a result of proposed improvements	Relocate State truck weigh station and redesign this intersection to function smoother
D’EVEREUX DRIVE REALIGNMENT: Direct connection to John Quitman Boulevard	N/A	No change as a result of proposed improvements	Realign this intersection to provide direct boulevard connection from D’Evereux Drive to one-way pair of Main Street and State Street; close east end of Franklin Street; also close present D’Evereux connection at Franklin Street; also close east end of St. Catherine Street at Concord Avenue

TABLE 3-1 CONTINUED ON NEXT PAGE

**TABLE 3-1- CONTINUED
THOROUGHFARES PLAN
PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS**

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic (ADT)	2020 Traffic Projection with Proposed Improvements in Place (ADT)	Proposed Improvements
OLD WASHINGTON ROAD EXTENSION: Lynda Lee Drive (MS Highway 555) to Morgantown Road via way of Buddy Bennett Road	N/A	Less than 11,000	Connect east and west ends of this collector street across St. Catherine's Creek to provide alternative east-west thoroughfare to U. S. 61 and improved access to Holiday Apartments, Covington Apartments, and Jefferson Apartments
MORGANTOWN ROAD AND U.S. HIGHWAY 61-NORTH	U. S. 61: 36,000 Morgantown Road: N/A	No change as a result of proposed improvements	Realign Morgantown Road to provide better connection to Palestine Road and eliminate hazardous intersection; provide 90-degree intersection with Old Washington Road and signalize this intersection.

OLD MORGANTOWN ROAD EXTENSION: Newman Road to new U. S. 61 connection opposite Cindy Lane	N/A	3,300	Extend Old Washington Road westward as a collector to provide better access to commercial properties fronting on U. S. 61; close existing direct access to U. S. 61
COUNTRY CLUB ROAD EXTENSION: North Dr. Martin Luther King, Jr. Street to Cemetery Road via way of Clearmont Plantation Road	N/A	Less than 11,000	Extend County Club Road as a two-lane collector west from present termini to link residential areas just north of city limits and improve fire and police access to these areas

TABLE 3-1 CONTINUED ON NEXT PAGE

**TABLE 3-1- CONTINUED
THOROUGHFARES PLAN
PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS**

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic (ADT)	2020 Traffic Projection with Proposed Improvements in Place (ADT)	Proposed Improvements
MELROSE-MONTEBELLO PARKWAY: Arrowhead Drive to Seargent Prentiss Dr.	2,900-4,900	Over 11,000	Extend Melrose-Montebello Parkway as a Minor Arterial with a raised, landscaped median past Grand Village of the Natchez Indians to connect with the proposed “South Natchez Parkway” (re-designated U. S. Highway 84)
STIERS STREET EXTENSION: Present southern terminus of Stiers Street at Buckners Street to North Dr. Martin Luther King, Jr. Street	N/A	Less than 11,000	Extend Stiers Street as a two-lane collector to provide improved access to MLK; connect to realigned north end of Concord Street at MLK
CONCORD STREET EXTENSION: Lasalle Street to Fisk Avenue	N/A	Less than 11,000	Extend Concord Street as a two-lane collector; realign north end of Concord Street to form direct connection to Stiers Street
WOODS STREET EXTENSION: Minor Street to Concord Street	N/A	Less than 11,000	Extend Woods Street as a two-lane collector to connect with Fisk Avenue at Magnolia Industries
NORTH STREET EXTENSION: West Stiers Lane to George F. West Boulevard	N/A	Less than 11,000	Extend North Street with bridge across creek to provide two-lane collector street at Northside School

TABLE 3-1 CONTINUED ON NEXT PAGE

**TABLE 3-1- CONTINUED
THOROUGHFARES PLAN
PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS**

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic	2020 Traffic Projection with Proposed Improvements in Place	Proposed Improvements
MINOR STREET AND REMBERT STREET: Brenham Street to St. Catherine Street	N/A	Less than 11,000	Extend Minor Street as a two-lane collector with bridge across creek to connect with Rembert Street and extend Rembert Street as a two-lane collector to St. Catherine Street
DUNBAR ROAD EXTENSION: Present western terminus of Dunbar Road to Lower Woodville Road	N/A	Less than 11,000	Extend Dunbar Road as a two-lane collector to provide east-west access between U. S. 61-South and Lower Woodville Road

“MT. OLIVE ROAD”: Steam Plant Road at Wilderness Church to Foster Mound Road	N/A	Less than 11,000	Construct new two-lane collector road to provide improved access and fire/ police protection between Foster Mound Road and Steam Plant Road
WILDERNESS ROAD EXTENSION: Present southern terminus of Wilderness Creek Road to Morgantown Road	N/A	Less than 11,000	Extend Wilderness Road as a two-lane collector across St. Catherine’s Creek to provide improved access and fire/ police protection between Steam Plant Road and Morgantown Road (via Cedar Creek Lane)

TABLE 3-1 CONTINUED ON NEXT PAGE

**TABLE 3-1- CONTINUED
THOROUGHFARES PLAN
PROPOSED STREET, ROAD AND HIGHWAY IMPROVEMENTS**

STREET, ROAD OR HIGHWAY AND TERMINI	1997 Average Daily Traffic (ADT)	2020 Traffic Projection with Proposed Improvements in Place (ADT)	Proposed Improvements
GOVERNMENT FLEET ROAD: West end of Government Fleet Road to L. E. Barry Road	1,900	Under 11,000	Construct new two-lane collector roadway to provide better access to the Natchez Port Facilities from U. S. 84/65 via way of Government Fleet Road
“INDUSTRIAL PARK ROAD”: Foster Mound Road along former right-of-way of ICGRR to U. S. 61-North	N/A	Over 11,000	Construct new four lane minor arterial road to provide access to Adams County Industrial Park and possible new access to relocated terminal at airport

END OF TABLE 3-1

TABLE 3-2 : GENERALIZED ROADWAY CAPACITIES

Functional Classification	24 Hour Capacity
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Arterial Streets

2 lane (without left turn lanes)	11,000
2 lane (with left turn lanes)	15,000
4 lane undivided	23,000
4 lane divided	27,000
6 lane divided	39,000
8 lane divided	51,000

Collector Streets

2 lane (without left turn lanes)	10,000
2 lane (with left turn lanes)	12,000
4 lane undivided	20,000
4 lane divided	24,000

One Way Streets

2 lane arterial	12,500
3 lane arterial	20,000
2 lane arterial	10,000
3 lane arterial	18,000

Source: 2020 Jackson Urbanized Area Transportation Plan, CMPDD, 1997.

ADAMS COUNTY AIRPORT (HARDY-ANDERS FIELD)

The Adams County Airport (Hardy-Anders Field) is a general aviation airport located on 840 acres northeast of the City of Natchez adjacent to U. S. Highway 61-North. In July, 1998, Adams County took sole ownership of the airport. There is no commercial air service at the airport, but a total of private 26 aircraft are based there. The airport has two

runways, one (Runway 13-31) is 6,500 feet long and a secondary runway (18-36) which is 5,000 feet long. In 1998 an additional four inches of asphalt was added to the main runway through a Federal Aviation Administration grant of \$1,350,000 to permit the airport to support larger aircraft on a regular basis.

A *Mississippi Statewide Airports Study* being performed by Wilbur Smith Associates for the Mississippi Department of Transportation includes an projections of general aviation activity through the year 2017. Table 3-3 on the next page presents the aviation historical data and projections derived from that study.

TABLE 3-3
ADAMS COUNTY AIRPORT
AIRCRAFT TRENDS AND ACTIVITY PROJECTIONS

	1990	1991	1992	1993	1994	1995	1996	1997	2002	2007	2017

Based Aircraft	16	22	22	21	NA	22	NA	26	28	29	29
Aircraft Operations	9,920	12,600	12,600	14,040	NA	15,100	NA	15,300	15,300	15,300	15,300

SOURCE: Draft: *Mississippi Statewide Airports Study*, Wilbur Smith Associates, 1998

Recommendations Regarding Adams County Airport:

- ▶ Now that the main runway has been strengthened to accommodate larger aircraft, an aggressive marketing campaign should be initiated to restore commercial air service to the Adams County airport. Economic projections performed for the Natchez Planning Area in Chapter 2 indicate that the economy of Natchez will support commercial passenger service in the future.

- ▶ The proposed Industrial Park Road on the south side of the airport should be constructed to provide improved highway access to the Adams County Industrial Park. This should be accompanied by an attempt to restore railroad service along the abandoned railroad right-of-way. Construction of the Industrial Park Road will promote the location of tenants in the Industrial Park who would base corporate jets at the airport. The based aircraft projections in the draft *Mississippi Statewide Airport Study* appear low in view of the expanding economic climate of Natchez. The Adams County Airport is a Type III Business Airport with runways 5,000 feet long or over and runway widths of 75 to 100 feet. It has full parallel taxiways and is capable of accommodating corporate jet aircraft, so it is anticipated that the number of based aircraft will actually increase.

CHAPTER 4

COMMUNITY (PUBLIC) FACILITIES PLAN

CHAPTER 4

COMMUNITY (PUBLIC) FACILITIES PLAN

INTRODUCTION

Section 17-1-1 (c) (iv) of the **Mississippi Code** defines “Public Facilities Plan” as the fourth element of a comprehensive plan, which serves “as the basis for a capital

improvements program including, but not limited to, the following: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage.” Therefore, the analysis of public facilities needs in this chapter begins with housing.

SECTION 1 - HOUSING

At the same time the CMPDD was performing a land use inventory of Natchez (see Chapter 2), a structural conditions inventory of all single-family detached residential structures in the present City of Natchez and the closely surrounding urban area was conducted. Each residence was classified as to outward structural appearance: sound (no obvious structural problems); deteriorating (some obvious structural problems); or dilapidated/ abandoned (either uninhabited or considered unfit for habitation due to extensive structural problems). A structural conditions inventory was not performed for the more rural portions of the study area; the land use was noted but no evaluation of structural condition was performed due to time limitations. Table 4-1 depicts the results of the structural conditions inventory of single-family dwellings (excluding manufactured homes) inside the present City of Natchez.

The Natchez Housing Authority under the leadership of Executive Director Alan Ingram has done a remarkable job of attacking the problem of substandard housing cited in Table 4-1. In 1998 the NHA received a 99.25 percent score in the Public Housing Management Assessment Program. The PHMAP examines every facet of housing authorities from tenant applications to the accounting system and maintenance. The authority receives operating subsidies from the U. S. Department of Housing and Urban Development to offset utilities and insurance. With an annual budget of approximately \$650,000 and the HUD grants, the authority operates, maintains and improves nine properties. The authority houses about 850 to 900 people in 296 apartments and homes. The nine properties managed by the NHA are shown in Table 4-2.

In 1997 Mayor Larry L. ‘Butch’ Brown won an Outstanding Achievement Award from the United States Conference of Mayors in that organization’s 1997 City Livability Awards Program. The award was for his leadership in the city’s revitalization of the Woodlawn Historic District. The City renovated 25-owner occupied homes and three streets in the Woodlawn Historic District using a Community Development Block Grant and Mississippi HOME Corporation funds. Subsequently, grants were approved for

renovations to additional homes in the Minorville neighborhood through the Mississippi HOME Corporation. The renovation effort was done as part of the City’s CLEANUP (City Law Enforcement and Neighborhood Unity Program).

In addition to the properties managed by the NHA, there are at least nine private low income housing properties in the Natchez area.

Senior Citizen Housing: The Southwest Mississippi Planning and Development District,

as the Area Agency on Aging, has agreed to administer the conversion of the old Carpenter Number 1 School to a residence for senior citizens. A \$500,000 Community Development Block Grant was obtained in 1998 by Adams County to help fund the residence, and the City also received a grant for the project, which will be privately owned. The \$2.5-\$3 million residence will house 25 one and two-bedroom units. The building will offer independent living for people over 60. The conversion of the Carpenter 1 School is part of the City's LUMPS project—adaptive use of “large, unused municipal properties”.

The Natchez Housing Authority also manages five elderly housing sites: the Shaw Apartments, Rawes Terrace, DeMarco Square, Charles Courts, and Cedars Apartments. However, because of a lower demand for senior citizen housing, the NHA has lowered its eligibility age for this housing to 50 years of age.

In addition to the above housing for senior citizens, the Jeffersonian Apartments, a U. S. Housing and Urban Development “Section 8” apartment complex, provides 47 units for the elderly. Susie B. West Apartments, another Section 8 property, on Lewis Drive in Natchez also has 60 units for the elderly.

Table 4-3 provides projections of senior citizen population (60 years of age or older) for the City of Natchez and the Natchez Planning Area. The senior citizen population of Natchez has increased from 3,273 persons or 18.6% of the total population in 1970 to 4,453 persons or 22.89 % in 1990. This represents an increase of .314% per year. **If this trend continues through 2020, the senior citizen population will represent 32.29% of the population of Natchez in 2020 or 10,843 persons.** This is based upon the projected population of Natchez (33,579 persons) from Table 2-4 of this plan. The 60 years of age or older group will constitute 16,402 persons in the Natchez Planning Area. Therefore, this segment of the Natchez population is expected to experience a dramatic increase if current trends continue, and there will be a corresponding increased need for housing for these persons.

Findings and Recommendations:

1. The survey conducted by the CMPDD indicated that approximately 8% of the single-family dwellings inside the City are substandard—either badly deteriorated or dilapidated. Overcrowding on small lots is a significant problem in certain areas of the City. The Land Use Plan (see Chapter 2) sets a standard for future subdivision of land in areas where overcrowding on small lots is prevalent now. The “Moderate Density Residential (Gold)” land use classification establishes a

minimum threshold of 7,200 square feet and a minimum lot width of 60 feet; this is a maximum density of approximately 5 units per acre. As stated in the text of the Land Use Plan, “—this classification is intended to prevent the subdivision of any land classified as moderate density residential on the Land Use Plan from being subdivided into lots smaller than 7,200 square feet. ***The designation of an area as “Moderate Density Residential” recognizes that existing overcrowded conditions may exist in that area, and it is intent of the Land Use Plan to prevent the spread of this urban blight.***

2. There is still a need for additional two-bedroom rental housing. The opening of Brumfield School has helped to lessen that shortage, but the need still remains. The Historic Natchez Foundation is helping in providing housing by rehabilitating homes, but additional housing will be needed in the future for low income persons. In certain areas classified as “Moderate Density Residential” on the Land Use Plan, the City should evaluate the use of modular housing to replace those existing units where the cost of rehabilitation would exceed the cost of a new modular home (*outside the historic districts only*).

3. It appears that senior citizen housing needs are generally being met by the Natchez Housing Authority through the rehabilitation of the old Carpenter Number 1 School and through private Section 8 housing. However, as the population continues to age (see Table 4-3), more housing will be needed for the elderly. ***It is recommended that additional buildings be identified under the City’s LUMPS program for conversion to senior housing and other housing needs.***

TABLE 4-1 STRUCTURAL CONDITIONS: SINGLE-FAMILY DETACHED DWELLINGS CITY OF NATCHEZ		
CONDITION	NUMBER	PERCENT OF TOTAL
SOUND	5,323	92%
DETERIORATING	339	5%
DILAPIDATED	179	3%

TOTAL	5,841	100%
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SOURCE: CMPDD, 1996

TABLE 4-2 HOUSING MANAGED BY NATCHEZ HOUSING AUTHORITY	
Properties	Number of Units
Maryland Heights	96
Ram Circle	32
Williams Apartments	38
Shaw Apartments (Elderly)	4
Rawes Terrace (Elderly)	8
DeMarco Square	23
Charles Court	17
Cedars Apartments	28
Kenneth Grave Subdivision	50
TOTAL	296

Source: CMPDD Interview with Mr. Alan Ingram, NHA

TABLE 4-3: SENIOR CITIZEN POPULATION: CITY OF NATCHEZ AND NATCHEZ PLANNING AREA

YEAR	CITY OF NATCHEZ/ NATCHEZ PLANNING AREA: TOTAL POPULATION	CITY OF NATCHEZ/ NATCHEZ PLANNING AREA: POPULATION 60 YEARS OF AGE OR OLDER	PERCENT OF POPULATION 60 YEARS OF AGE OR OLDER
1970: City of Natchez Only	19,704	3,273	16.61%
1980: City of Natchez Only	22,015	4,108	18.66%
1990: City of Natchez Only	19,460	4,453	22.88%
2020 Projected Population: City of Natchez	33,579	10,843	32.29%
2020 Projected Population: Natchez Planning Area	50,796	16,402	32.29%

Sources: 1970, 1980, and 1990 Population from U. S. Bureau of the Census; Population Projections from CMPDD.

SECTION 2- PUBLIC SCHOOLS

There is only one public school system in Adams County: the Natchez-Adams County

School District. Within the scope of this Comprehensive Plan for Natchez, this section focuses on enrollment projections from 1997 through the horizon date of the plan: 2020. In order to project school enrollment, assumptions must be made regarding the age of persons who will be of school age by 2020. Table 4-4 reveals the 1990 number of persons between the ages of 5 (preschool) and 18 (high school). From these numbers percentages of the total 1990 population are calculated. Although the percentage of persons of each age group will change over the next twenty-one years, for the purposes of this Comprehensive Plan some conclusions can be reached regarding future classroom needs by applying current percentages for each age group to the 2020 projected population. Therefore, in Table 4-4 the 1990 percentages of persons of each age are applied to the projected total 2020 Adams County population from Chapter 2 of this Comprehensive Plan to yield a projection of the 2020 number of persons of each age.

TABLE 4-4 1990 AND 2020 PROJECTED SCHOOL AGE POPULATION : ADAMS COUNTY			
Age	Number of Persons	Percentage of Total 1990 Population of Adams County	Projected 2020 Population-This Age
5	633	1.79%	1,092
6	506	1.43%	873
7-9	1,956	5.53%	3,375
10-11	1,105	3.13%	1,907
12-13	1,113	3.15%	1,921
14	609	1.72%	1,051
15	501	1.42%	864
16	504	1.43%	870
17	639	1.81%	1,103
18	577	1.63%	996
TOTAL	8,143	23.03%	14,051

SOURCE: 1990 Census

Because some of the projected 2020 school age population will attend private schools, it is necessary to subtract the projected private school enrollment from the total projected enrollment. In order to accomplish this, again it is necessary to make an assumption that

approximately the same percentage of students attending private versus public schools in 1990 will be the same in 2020. Obviously, there is no way of predicting this with any certainty since many factors influence trends in private and public school enrollment. Table 4-5 reflects 1990 public and private school enrollment for preprimary and other grades. Approximately 19 % of the school enrollment in 1990 was in private schools.

TABLE 4-5 1990 SCHOOL ENROLLMENT: PERSONS 3 YEARS AND OLDER: ADAMS COUNTY			
Grades	Public Schools	Private Schools	Percentage of Total Enrollment in Private Schools
Preprimary	389	328	4.16%
All Other Grades	5,988	1,173	14.89%
TOTALS	6,377	1,501	19.05%

SOURCE: 1990 Census

Based upon this percentage of private enrollment in 1990, it is assumed that 19% of the 2020 projected school age population will attend private schools, and the remainder will attend public schools. Table 4-6 reveals the results of this projection by age and the

projected public school enrollment by grade.

TABLE 4-6 PROJECTED 2020 PUBLIC SCHOOL ENROLLMENT BY GRADE			
Age	Grades	2020 Public School Enrollment	
5	Kindergarten	512	5,495
6	First	707	
7-9	Second, Third, Fourth	2,732	
10-11	Fifth and Sixth	1,544	
12-13	Seventh and Eighth	1,555	Middle School: 1,555
14	Ninth	851	3,954
15	Tenth	699	
16	Eleventh	704	
17-18	Twelfth	1,699	
TOTALS		13,024	

SOURCE: CMPDD, 1999

Table 4-7 reflects the 1997 enrollment by school for all Natchez-Adams County public schools and the number of classrooms by school.

TABLE 4-7
1997 ENROLLMENT AND NUMBER OF CLASSROOMS BY SCHOOL

School	1997 Enrollment	Number of Classrooms (Including Portable)	
West Primary	443	26	174
Frazier Primary	580	28	
McLaurin Elementary	940	58	
Morgantown Elementary	1,125	62	
Natchez Middle (7-8) and Central Alternative (7-9)	979	Total: 66	
Natchez High and Vo-Tech (9-12)	1,328	Total Including Vo-Tech: 78	
TOTALS	7,392	318	

SOURCE: Jackson Bailey Henderson McNeel, October, 1997

Based upon a student to classroom ratio of 24 students per classroom, it is possible to make projections of classroom needs for 2020. Table 4-8 presents a summary of

projected classroom needs by school classification.

TABLE 4-8 PROJECTED 2020 CLASSROOM NEEDS/ DEFICITS				
School Classification	Projected 2020 Enrollment	1997 Number of Classrooms	2020 Classroom Need @ 24 Students Per Classroom	Projected Classroom Deficit If No Rooms Added
Primary/ Elementary	5,495	174	229	55
Middle	1,555	66	65	-1 (No additional rooms needed)
High and Vo-Tech	3,954	78	165	87
TOTALS	13,024	318	459	141

SOURCES: 1997 Number of Classrooms: Johnson Bailey Henderson McNeel;
2020 Projected Enrollment and Classroom Needs: CMPDD, 1999

Findings and Recommendations:

1. Based upon population projections performed in Chapter 2 of this Comprehensive Plan and assuming the school age percentage of population and percentage of public versus private school attendance remains relatively stable, enrollment in the Natchez-Adams County School District will increase by 76% between 1997 and 2020: from 7,392 students to 13,024 students.
2. Using the school enrollment projections revealed in Table 4-8, there will be a need for 141 additional classrooms by 2020.
3. Most of the additional classrooms will be needed in the high school (grades 9

through 12) and vo-tech classification: 87 additional rooms for a total need of 165 rooms. Since the present high school/ vocational-technical school had a 1997 enrollment of 1,328 students, it is recommended that planning be initiated for another building another high school since the current campus is not larger enough to accommodate this growth.

4. An additional 55 classrooms will be needed in the primary/ elementary classification, with a growth in enrollment from 3,088 in 1997 to a projected 5,495 in 2020. Since two of the elementary schools are exceeding the average enrollment size of 800 (*Urban Land Use Planning*, Kaiser, Godschalk, and Chapin, University of Illinois Press: 1995), it is recommended that planning be initiated for another elementary school.
5. Enrollment in the middle school classification is expected to increase from a 1997 total of 979 students (Natchez Middle and Central Alternative) to 1,555 in 2020. Natchez Middle and Central Alternative should be able to accommodate this projected growth even if some additional classrooms are needed. Therefore, it does not appear that an additional middle school will be needed in the next 21 years.

SECTION 3 : POLICE DEPARTMENT

The new Police Department Building, located on D'Evereaux Drive, has been open since 1993. The new building's design and location is considered to be excellent. The building includes a jail, municipal court, emergency dispatch center and the Police Department. The amount of floor space in the building is about 21,000 square feet.

The new building was constructed to expand jail facilities to accommodate 59 beds. The current average number of beds occupied per day is 35 and never over 48. In addition, there are two or three empty offices. The Police Department has 85 employees, of which 58 are police officers, and they operate on the beat system rather than the precinct system. The department operates 34 vehicles. The Police Department has divided the city into 33 call reporting areas, which are combined into six beats. The number of calls is fairly evenly divided between the beats. There are 8-12 officers assigned to each shift. If additional territory is annexed, the Department can adjust the beats to police the annexed area.

Of the building's approximately 21,000 square feet, about 6,000 square feet is jail space, and an additional 360 square feet is set aside for visitation and laundry. The courtroom, judge's office, attorneys' office, and clerk's office takes up about 1,760 square feet. The remainder of the indoor space is for administrative offices, briefing room, and interrogation room. Outside, there are 44 parking spaces, of which about 20 are public spaces. Shift changes and court days do create parking problems.

Findings and Recommendations:

1. Table 4-9 reflects the 1999 Police Department number of personnel and space of the building on D'Evereaux Drive. Using a Southeastern United States average of 2.8 police officers per 1,000 persons and the estimated 1999 population of the City of Natchez (see Table 2-5) of 23,238, Natchez currently needs about 65 police officers.
2. At the current ratio of 2.14 police officers for each civilian, the Police Department needs an additional ten civilian employees based upon the estimated need for police officers. This would result in a total of 95 Police Department employees.
3. Table 4-9 indicates that the Natchez Police Department will need another 84 police officers by 2020—if all of the territory encompassed in the Natchez "Planning Area" is annexed by 2020 (see Map 2-1). An additional 39 civilian support employees will be needed by 2020 for a total of 193 employees.
4. If the City population remains relatively constant as a percentage of the total Adams County population (with few annexations), the City will only need

approximately 94 police officers by 2020—an increase of 36 officers. This will result in a need of 44 civilian personnel or a total of 138 Police Department employees. However, it is unlikely that the City’s proportionate share of the County population will remain the same for 21 years.

5. Using a factor 330 square feet for every Police Department employee as recommended by the International Association of Chiefs of Police (IACP), an additional 10,350 square feet is now needed —based upon the estimated 1999 population of Natchez and a factor of 2.8 police officers for every 1,000 persons. Therefore, it is recommended that the City acquire the land owned by ENTERGY (formerly Mississippi Power and Light) next door to the Police Department for possible expansion. This would give the Police Department approximately 10 acres at the current site.
6. By 2020, if the City expands to most of the Planning Area identified in Map 2-1, and the population is near 51,000 persons, the total space need for the Police Department will be 68,640 square feet. Assuming the current ratio of one jail bed for every 356 square feet of total space, the City will need 193 jail beds by that time. However, it is recommended that if the City’s population grows as expected, that two precinct offices be built: one somewhere near U. S. 61-South where some significant residential growth is already occurring; and in the Washington area. The present central location of the Police Department will serve the City well into the future as Police headquarters.

**TABLE 4-9
ESTIMATED/ PROJECTED POLICE PERSONNEL AND SPACE NEEDS**

	Estimated 1999 City Population/ 1999 Personnel, Building Space and Jail Beds	1999 Estimated Need	2020 City of Natchez Only *	2020 Natchez Planning Area
Population	23,238		33,579	50,796
Police Officers	58	65	94	142
Civilian Personnel	27	30	44	66
Total Personnel	85	95	138	208
Actual Space and Projected Space Needs	21,000 square feet	31,350	45,540	68,640
Actual and Projected Need for Jail Beds	59	88	128	193

SOURCES: Current space and personnel data: CMPDD Interview with Chief Willie Huff, 1996
Population Estimates/ Projections and Projections of Personnel and Space Needs: CMPDD, 1999

* This figure represents the projected population of the City of Natchez assuming that the city's population will comprise approximately the same percentage of the total County population in 2020 as it did in 1990: 55%. This would be based upon no annexations by the City between 1999 and 2020.

SECTION 4: FIRE PROTECTION

The Natchez Fire Department operates and maintains four fire stations:

1. Station number 1 is the Central Station and is located on Main Street. It has a ladder company, an engine (pumper) company, a rescue unit, and department administration.
2. Station number 2 is located on John.R. Junkin Drive and has two engine companies.
3. Station number 3 is located on Martin Luther King Drive at Vaughn Drive and contains one engine company.
4. Station number 4 is located on Liberty Road at Seargent Prentiss Parkway and has one engine company.

The City of Natchez has a fire rating of "4" and is one of only seven cities in Mississippi to have a 4 rating. Natchez obtained the 4 rating in late 1997, lowered from a 5 rating. Response time inside the city is three to four minutes. The department responds to fires outside the city within a five-mile radius. A ladder unit is required for any area of the City which has five or more buildings that are three stories or more. For structural fires, at least two units are sent each time. The Department has 59 employees on three shifts, 24 hours on duty and 48 hours off duty.

Although there are three volunteer fire departments outside the City, the City of Natchez is responsible for providing fire protection to the entire county under the terms of an interlocal agreement with the County; the County pays the City \$425,000 per year for the service.

Findings and Recommendations:

The standard for determining how many fire stations are needed is based upon each station being able to cover an area with a radius of five road miles. There are three volunteer fire stations: at Kingston, Liberty Road and Lake Montrose.

1. With the current residential growth southward along U. S. 61-South, a new station will be needed—possibly in the Kingston Road/ U. S. 61 vicinity--- in the event of the City's annexation of this area.
2. Another fire station will be needed east of the present city limits on U. S. 61-North/ U. S. 84/98 East if the City annexes this developing area.

SECTION 5: PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE

As with other sections of this Public Facilities Plan, the approach taken in evaluating Natchez's needs in terms of parks/recreational facilities and open space was to apply accepted standards to the current supply and project year-2020 needs based upon the population projections performed by the Central Mississippi Planning and Development District. In this case, the standards used are contained in the *Mississippi State Comprehensive Outdoor Recreation Plan (SCORP)*, which was updated by the Mississippi Research and Development Center in the Mid-1980's. The *SCORP* contains "prototype standards" for various classifications of parks and facilities, and these prototype standards are based upon acres or units needed for every 1,000 persons.

Facilities located on public school campuses were not counted in the inventory since these are not owned and operated by the City of Natchez. Often, public school playgrounds are fenced off to prevent vandalism and therefore are not accessible to the general public. Finally, as with other elements of this plan, privately-owned and operated facilities, such as country clubs, were not considered in evaluating future needs.

Inventory of Existing Facilities:

DUNCAN PARK (212.6 Acres)

- 18 Hole Golf Course/Driving Range
- 3 Youth Baseball Fields
- 3 Playgrounds
- 3 Picnic Areas
- 2 Volleyball Courts
- 1 Nature Trail/ Mountain Bike Trail
- 2 Pavilions
- 1 Swimming Pool (Summer seasonal use only)
- 1 Walking Trail
- 1 Historic Display Train
- 1 Recreation Rental Center

GIRLS SOFTBALL COMPLEX (6 Acres):

- 3 Lighted Softball Fields
- 1 Concession Stand, Restrooms/ Pressbox Building

INSERT PHOTO PAGE: RECREATIONAL FACILITIES

Keep photo of Duncan Park and
insert photo of Concord Avenue Park

LIBERTY PARK (22.59 Acres): Ownership transferred from Adams County to City of Natchez in 1997 and sold by City to Natchez-Adams County School District, effective March 22, 1999.

Convention Center

Softball Field

Rodeo arena

Horse barns

Fairgrounds

LIBERTY PARK (Sections for which Adams County retained ownership)

Large Baseball Field

Pleasant Acres Daycare Center

National Guard Armory

LIBERTY PARK (Sections for which the City of Natchez retained ownership)

Baseball Field

NORTH NATCHEZ PARK (6.9 Acres)

1 Recreation Center

2 Lighted Tennis Courts

1 Playground/Picnic Area

1 Volleyball Court

8 Outdoor Basketball Courts

1 Pavilion

CONCORD AVENUE PARK (2.3 Acres)

1 Playground

1 Pavilion

1 Volleyball Court

6 Outdoor Basketball Courts

1 Picnic Area

MARTIN GYMNASIUM

2 Indoor Basketball Courts

Former Stadium Behind Gym (to be developed into open park space)

2 Interior Gym Rooms (to be developed into a Teen Center)

JACK WAITE PARK (1 Acre)

1 Picnic Area
1 Playground Area
Planned Amphitheatre

OSCEOLA PARK (1 Acre)

1 Picnic Area
1 Playground Area
Planned Pavilion

Prototype Standards:

The SCORP contains prototype standards for eight classifications of parks/ recreational facilities and open space facilities. However, the first two classifications, “playlots” and “neighborhood playgrounds”, are not included in this evaluation of future needs. “Playlots” are parks that are intended for use by young children and are generally located at an elementary school. “Neighborhood playgrounds”, which are usually intended for both preschool and school-age children are also commonly located on a public school site. Therefore, for the purposes of this plan, it is assumed that most of the City’s needs for playlots and neighborhood playgrounds will be met through use of public school facilities.

Prototype standards for the other *SCORP* classifications are presented on the following pages:

Neighborhood Parks

Description: Neighborhood parks provide a variety of recreational opportunities, both passive and active, potentially organized or unorganized for all age groups.

Facilities: Neighborhood parks usually include children’s play apparatus, paved multipurpose courts, sports fields, small picnic areas, and shelters, drinking fountains, walking/jogging or nature trails, off-street parking and lighting.

Minimum Population Served: 5,000.

Acres Per 1,000 Persons: 3.5 acres for every 5,000 persons in the service area.

Service Area: ½ mile in urbanized areas; 3 miles in rural areas.

Optimum Size: 5-7 acres.

Population Served: All ages.

Location: Neighborhood parks are usually located central to the population being served, without the need to cross arterial streets or highways. These parks are commonly located in an area characterized by some natural features.

Community Playfields

Description: Community playfields are large outdoor recreational areas---primarily athletic complexes---designed to serve the active competitive and recreational needs of children, preteens, teenagers, and adults. Playfields may provide a variety of organized activities and may have the potential to provide for competitive events and tournaments.

Facilities: The predominant facilities in this classification are athletic fields for sports such as soccer, football, baseball, etc. Playfields may also include courts games such as tennis. Other potential facilities include lighting, sanitary facilities, concession, storage areas, adequate parking, and spectator seating. Playfields may include some picnic facilities, shelters, children’s play areas, and special purpose facilities such as a swimming pool.

Minimum Population Served: 10,000.

Acres Per 1,000 Persons: 10 acres for every 10,000 persons in the service area.

Service Area: 5 miles in urbanized areas; 10 miles in rural areas.

Optimum Size: 10-15 acres.

Population Served: Entire population of a community, focusing on ages 9-39.

Location: Playfields may be located on the outskirts of a community, or may be a portion of a “major community park”. In areas around public schools, the physical education and athletic facilities may qualify to serve as community playfields. In rural areas, community playfields may be located in conjunction with other major outdoor recreational areas or facilities such as lakes and reservoirs.

Major Community Parks

Description: A major community park is a large natural and/or landscaped area, designed

to accommodate large numbers of people for a wide variety of both intensive uses and passive pursuits. Major community parks provide facilities for both intensive uses and passive pursuits.

Facilities: There is almost no limit to the variety of facilities that may be found in the major community park, but these parks typically include such items as play equipment, picnic facilities, paths, trails, pavilions, zoos or museums, and golf or swimming facilities.

Minimum Population Served: 20,000.

Acres Per 1,000 persons: 20 acres for every 20,000 persons in the service area.

Service Area: 5 miles in urbanized areas;
10 miles in rural areas.

Optimum Size: 24-40 acres.

Population Served: All ages.

Location: In or near urbanized areas, major community parks are commonly located along an unusual land feature such as floodplains, rivers, or lakes. In rural areas, a major community park may be a county park.

Single or Special Purpose Facilities:

Description: The chief characteristic of a single/special purpose recreational facility is usually uniqueness or singleness of purpose. These include an unlimited variety of facilities providing individual as well as group activities.

Facilities and Standard Per 1,000 Persons:

Baseball diamonds: (regulation 90 feet): 1 for every 6,000 persons

Softball diamonds: 1 for every 3,000 persons

Tennis courts (best in battery of four): one court for every 2,000 persons

Soccer fields: 1 for every 4,000 persons

Basketball courts: 1 for every 1,000 persons

Swimming pools (25 yard): 1 for every 10,000 persons

Swimming pools (50 yard): 1 for every 30,000 persons

Neighborhood centers: 1 for every 10,000 persons
Community centers: 1 for every 25,000 persons

Golf courses (18 hole): 1 for every 25,000 persons

Walking/bicycle trails: 1 for every 5,000 persons

Service Area: Generally limited to serving a population within one-half hour travel time of the facility.

Population Served: All ages.

Urban Greenspace or Open Space

Description: Urban greenspace or open space includes areas provided mainly for their aesthetic and/or environmental enhancement qualities. They may be used for passive or active recreational activities, festivals, special observances/occasions, or other community activities.

Facilities: Urban greenspace or open space can include various possibilities and combinations such as natural wooded or open lands(fields), floodplains, river corridors, streambanks, parkways, street medians and shoulders, areas around public buildings, town squares, etc. Improvements may include bicycle trails and bicycle racks, hiking or nature trails, or bridle trails.

Acres Per 1,000 Persons: .75 to 1.0 acres per 1,000 persons.

Service Area: Variable, may service primarily people living in a particular area such as a neighborhood or subdivision, or may service anyone passing through an area such as along the Natchez Trace Parkway.

Optimum Size: Variable, may range from a few feet as in the case of floral areas to several hundred acres as in the case of a floodplain.

Population Served: All ages.

Location: the location of urban Greenspace or open space often depends on the availability of land and water resources. Open space may be a part of a park system or

serve as linkage ways between recreation areas and facilities. It may be viewed as part of an urban beautification program or downtown revitalization effort, or it may be a part of easements such as electrical powerline or gasline easements (a "linear park").

Regional Parks

Description: Regional parks serve multiple governmental units and are usually administered by counties, regional bodies or through other types of cooperative agency agreements. Regional parks serve both active and passive recreational needs for both day and overnight activities.

Facilities: Regional parks may contain picnic areas, nature centers, trail system, scenic drives, campgrounds, water areas for swimming, fishing and boating, golf courses, concession and sanitary facilities, athletic complexes, sports fields, single/special purpose facilities, and parking.

Minimum Population: 50,000.

Acres Per 1,000 Persons: 1,000 acres for every 50,000 persons.

Service Area: Multiple county, regional, and/or multiple city. Regional parks serve mainly persons located within one hour travel time of the park.

Optimum Size: 1,000 to 2,500 acres.

Population Served: All ages.

Location: The location of regional parks is largely dependent upon the availability of natural or manmade resources such as lakes and reservoirs.

Findings and Recommendations

Map 4-1 reflects the locations of all existing and proposed parks in the Natchez study area. These parks are discussed on the following pages.

Neighborhood Parks:

Table 4-10 depicts a comparison of Natchez's two existing neighborhood parks with the 1999 estimated population of the City and **SCORP** standards. This reveals an current need for an additional of 16.2 acres of neighborhood park space. Projected neighborhood park needs for the planning area indicate that Natchez will need an

additional 26.4 acres of neighborhood park space by 2020. Several recommendations are presented below to fill this existing and projected need:

1. Concord Avenue Park: With the help of corporate sponsors, the Natchez Recreation Department rebuilt Concord Avenue Park's basketball courts and playground equipment in 1995. However, this small park should be

expanded by acquiring land on the east and west sides of Concord Avenue next to Titan Tire Company. The deteriorating or unsound housing in this neighborhood should be eliminated and the residents relocated to suitable housing. This would make way for expansion of the park, *including the provision of parking spaces*. The Land Use Plan proposes addition of another ten acres or more to the existing 2.3 acre park.

2. North Natchez Park: Improvements to North Natchez Park have been performed in recent years, including repairs to the pavilion using corporate funds and the resurfacing of two tennis courts there. However, this is a small park (6.9 acres), and additional neighborhood park space is needed in this area. Two additional neighborhood parks are proposed for this area, both shown on the Land Use Plan:
 - (1) Dr. Martin Luther King, Jr. Park: Proposed immediately east of Titan Tire Company, north of the abandoned railroad right-of-way and east of Lynda Lee Drive; this would provide an additional 20 or more acres of park space in this area; and
 - (2) St. Catherine Park: proposed adjacent to Cambridge Heights Apartments next to St. Catherine Creek; this park would be located on both sides of the abandoned railroad and comprise another 15 or more acres.
3. Sadie Thompson Park: Another neighborhood park is proposed adjacent to the Woodlawn Historic Preservation District at the northwest corner of Old College Lane and West Stiers Lane. This park, which would occupy about 10-11 acres, would provide needed recreational space in this densely developed area.
4. Horseshoe Park: This proposed park would be located along a proposed linear park on Zerhellen Bayou on the south side of George F. West Boulevard; it would occupy about five acres.

INSERT MAP 4-1 HERE: EXISTING AND PROPOSED PARKS

5. Morgantown Park: For the future, a neighborhood park is proposed on Red Loop Road off of Morgantown Road just outside the present city limits. This park would be located along Dry Bayou, and much of the land would be undeveloped open space. About 20 acres could be developed for active use as a neighborhood park.

6. Westover Park: New park off Liberty Road next to St. Catherine Creek.
7. Jack Waite Park (actually a “pocket park”): This was one of two existing parks that were rebuilt during FY 1998. This neighborhood park is located between East Franklin Street and St. Catherine Street. An amphitheatre should be constructed in this park.
8. Osceola Park: Located on Homochitto Street, this is one of two existing parks rebuilt during FY 1998. The playground and volleyball court were rebuilt, and picnic tables, sliding boards, swing sets, and benches were placed in the park. This one-acre park is located at Cherokee Street and Chickasaw Street. A pavilion should be constructed in this park.

TABLE 4-10
NEIGHBORHOOD PARK NEEDS

Present Parks	Park Size	Total Acreage of All Neighborhood Parks	1999 Estimated Population of City of Natchez	1999 Need in Acres: Present City Limits ONLY	2020 Projected Population of Planning Area (Future Service Area)	2020 Projected Need in Acres	Projected 2020 Deficit (If No Acres Are Added)
North Natchez Park	6.9 Acres	9.2	23,238	16.2	50,796	35.6	26.4
Concord Avenue Park	2.3 Acres						

SOURCES: CMPDD interview with Ralph Tedder, Parks and Recreation Director and CMPDD population estimates and projections, 1999.

Major Community Parks:

Duncan Park: Duncan Park, comprising 212.6 acres is the centerpiece park for Natchez. Many improvements have been accomplished in recent years with the help of corporate contributions, including the rebuilding of the swimming pool

bathhouse, reconstruction of four tennis courts and the resurfacing of four more. A half-mile walking trail was opened in September, 1998, and a nature and mountain bike trail were opened in June, 1999. Cracks in the swimming pool were repaired in May, 1998, and bond issue money is being used to build new golf cart paths. However, a *year-round indoor swimming complex* (a natatorium) or a water-park type pool is needed to be relocated at another park location. This could be funded by a combination of city, county, school system and local hospital funding. Additional playground structures are also needed in Duncan Park, and additional/ enlarged outdoor restroom buildings are needed on the front nine golf course, at each ball field and at the park entrance playground. A new pavilion at the park entrance playground should also be constructed. Four new lighted tennis courts need to be constructed, and a larger, new tennis shop building needs to be constructed to replace the existing, deteriorating small tennis shop building. Also, the back nine golf course needs to be completely rebuilt. The front nine golf course irrigation system should be updated.

Table 4-11 reveals the results of an analysis of the City's present and future major community park/ playfield needs. As can be seen, in terms of acreage Duncan Park should meet the major community park needs of the planning area for the next 21 years. However, if the Natchez Trace Parkway is constructed as proposed in the Land Use Plan along the present Illinois Central Railroad right-of-way, right-of-way needed for the Parkway will consume much of the existing Duncan Park acreage.

Liberty Park: This 22.49 acre park, acquired by the City of Natchez from Adams County in 1997, was sold to the Natchez-Adams County School District on March 22, 1999, for \$750,000. The revenue from that sale will be used by the City toward construction of a new convention center (see "Convention Center" section of this plan). The rodeo arena will be kept open by the School Board indefinitely, but the horse stables will be closed down.

It is recommended that a new *equine/ livestock/ multipurpose center* be built in cooperation with the County and a private residential developer, who could develop a residential equestrian subdivision in conjunction with the horse stables and rent the stables to the public as well as residents of the subdivision. Since several residential estate-size lot subdivisions are

being built on U. S. Highway 61-South, this may be the best location for this type of development. Another alternative location for an equestrian center is in the Foster Mound Road area.

TABLE 4- 11
MAJOR COMMUNITY PARK AND COMMUNITY PLAYFIELD NEEDS

Present Parks	Park Acreage	1999 Estimated Population of City of Natchez	1999 Need in Acres: Present City Limits ONLY	2020 Projected Population of Planning Area (Future Service Area)	2020 Projected Need in Acres	Projected 2020 Deficit (If No Acres Are Added)
Duncan Park	212.6	23,238	23.4	50,796	50.8	0

SOURCES: CMPDD interview with Ralph Tedder, Parks and Recreation Director and CMPDD population estimates and projections, 1999.

Single Purpose Facilities:

Table 4-12 reveals the results of an evaluation of the City’s present and future needs for single or special purpose facilities. As can be seen, the greatest present needs and 2020 needs are in for softball fields, baseball fields and soccer fields.

It is recommended that the land next to the Natchez High School now owned by the National Park Service be ultimately transferred to the City of Natchez and the Natchez-Adams County School District (see Chapter 3- Proposed Thoroughfare Improvements-Completion of the Natchez Trace Parkway), and that this land (approximately 100 acres) be used for the construction of a Sports Complex consisting of baseball and softball diamonds and soccer fields. This Sports Complex can be shared by the City and the School District. ***The economic “multiplier effect” of development of a Sports Complex will be a tremendous benefit to the City and School District.***

It is recommended that an aquatic center be constructed in a new single-purpose facility location through a joint county-city partnership. This water park should include such facilities as a shallow-depth water playground, a fountain spray pool, water slides and a lazy river tube floating facility. A natatorium (enclosed year round pool) should be constructed and operated at the Natchez High School, with construction financing

provided through a joint partnership between the Natchez-Adams County School District, the City of Natchez and Adams County. The natorium would a publicly operated year-round facility.

The Martin Gymnasium should be air conditioned and operated as a seven day per week as a Family Recreation Center. The main Martin School Building should be totally converted into a *Community Cultural Arts Complex*. Performing, cultural, and instructional arts of all areas for all interests should be housed and operated out of this facility. The former shop room should be converted to a Teen Recreation Center, and the former stadium field should be converted into open space with facilities that support the Martin Gymnasium/ Community Center.

TABLE 4-12 SINGLE PURPOSE FACILITY NEEDS

Facilities	Present Number of Facilities	1999 Estimated Population of City of Natchez	1999 Need in Acres: Present City Limits ONLY	2020 Projected Population of Planning Area (Future Service Area)	2020 Projected Number of Facilities Needed	Projected 2020 Deficit (If No Facilities Are Added)
Baseball Diamonds	3	23,238	4	50,796	8	5
Softball Diamonds	0		8		17	17
Tennis Courts	10		11		25	15
Soccer Fields	0		8		14	14
Basketball Courts	16 *		23		51	35
Swimming Pools	1		1		2	1
Neighborhood Centers	1		2		5	4
Community Centers	0		1		2	2
Golf Courses (18-hole)	1		1		2	1
Walking/ Nature Trail	1		5		10	9

* Includes two indoor basketball courts at Martin Gymnasium

Urban Greenspace:

Using the standard from the *SCORP* of one acre of urban greenspace for every 1,000 persons, the City needs approximately 23 acres of urban greenspace. This is derived by dividing the 1999 estimated population of 23,238 by 1,000. If one looks at the entire estimated 1999 planning area population of 35,152, there is a need for 35 acres of urban greenspace.

With the stabilization of the Natchez bluffs, the dream of creating a greenspace corridor extending from *Water Street at Natchez-Under-the-Hill to Learned's Mill Road* can become a reality. The reconstruction of Water Street and connection to Learned's Mill Road with the proposed multipurpose trails (bikeways and pedestrian trails) and associated open space will provide *at least* an estimated 20 plus acres of urban greenspace.

Natchez Trace Parkway Multi-Purpose Trail: In addition to the urban greenspace in the Water Street corridor, it is proposed that when the Natchez Trace Parkway is extended to a temporary terminus at Liberty Road that a multi-purpose trail (bicycle/ pedestrian) be constructed along the Trace to that point. Subsequently, when the Trace is continued to its final terminus at the Fort Rosalie part of the Natchez National Historic Park, a multi-purpose trail should be constructed along this right-of-way as well.

Abandoned Illinois Central Gulf Railroad Right-of-Way: The abandoned railroad right-of-way from Titan Tire Company eastward to Foster Mound Road and then further eastward to U. S. Highway 61-North at the Adams County Airport provides an excellent opportunity for construction of a multi-purpose trail—if railroad service is not restored to this corridor. If the proposed Industrial Park Road (see Chapter 3-Transportation Plan) is built, a multi-purpose trail could be designed as a part of that proposed facility.

Zerhellen Bayou Linear Park: A linear park should be constructed consisting multi-purpose trail from to link several proposed parks and an existing school to some high residential density neighborhoods and apartment complexes. This linear park would connect the proposed Dr. Martin Luther King, St. Catherine, and Horseshoe neighborhood parks with Natchez Middle School and to the Cambridge Heights Apartment and the high density residential neighborhoods in this area.

The addition of these urban greenspaces will provide adequate open space opportunities for the Natchez Planning Area through 2020.

Regional Parks:

The Natchez State Park can, with improvements, meet the regional park needs of Adams County and the Natchez area far into the future. The cabins there need to be upgraded, and additional cabins should be built.

The proposed Porter Creek Lake project in neighboring Franklin County will provide additional recreational opportunities when it is completed.

Additional Parks and Recreation Recommendations:

1. The “Residency in Arts” should be used as a springboard to establish a “Cultural Arts Council” to bring schools, little theatre, fine arts, and opera promoters together. Martin School should be used for the Natchez Cultural Arts Center.
2. Martin School gymnasium should be converted to a full-time recreation center with a full-time staff.
3. Maintenance of all recreational facilities is essential; otherwise, the cost of rehabilitation is prohibitive.
4. A coalition of the National Park Service, Jefferson Historic College, the Natchez Trace Parkway, and the State Park Service should be established to promote recreation.
5. Neighborhood community centers should be built at each neighborhood park, and these centers should be staffed.
6. The City’s Recreation Director should be a Parks Administrator with a college degree in Parks and Recreation, preferably a masters degree.
7. Legal Inter-Local Agreements for facility sharing between the City, the County, the Natchez-Adams County School District, and local universities should be established. School and university facilities could be used for cultural arts programs, sports programs, after-school and summer day-camps, and instructional skills classes.
8. Additional college degree-recreation majors should be employed to enhance recreational programming in the areas of youth and adult sports, teen programs, day-camp and after-school programs, cultural arts programs, and special events programming.
9. Consolidation of City and County recreational department operations should be established in the very near future to more effectively deliver quality parks and

recreational facilities. The City and the County should provide equal amounts of funding from tax-based revenues for parks and recreational operations.

10. All recreational capital facility financing should be funded through joint City/ County bonds and funds. **The Natchez/ Adams County School District should be a partner in the capital funding for jointly operated facilities on school grounds.**

SECTION 6 : CITY HALL

The first floor of the Natchez City Hall is occupied by the City Clerk’s Office and the Mayor’s Office. The second floor is occupied by the Engineering and Planning Departments, and the basement contains the Building Inspector’s Office and storage. The estimated total square footage of the City Hall building is 13,500 square feet.

Table 4-13 presents a projection of City Hall space needs for the future *assuming the present departments will continue to be housed in City Hall*. The projection is based upon the current ratio of City Hall employees to the 1999 estimated population of the City. By applying that current ratio to 2020 City and Planning Area projections, a projection of the number of City Hall employees that will be needed is produced. Using an architectural standard of 330 feet per employee, 2020 projections of space needs for City Hall are derived. *It should be noted that these projections are simply a “yardstick” for measuring future needs. Since so many factors influence the space needs of a city hall building, these projections, like others in this Plan, should not be regarded as “etched in stone.”*

TABLE 4-13 ESTIMATED/ PROJECTED CITY HALL SPACE NEEDS						
1999- Number of Employees	1999- Square Footage	1999- Estimated Population of Natchez	1999-Ratio of City Hall Employees to Population	2020 Projected Population	2020 City Hall Employees	Projected City Hall Space Needs @ 330 Square Feet Per Employee
27	13,500	23,238	One employee for every 861 persons	City: 33,579	39	12,870
				Planning Area: 50,796	59	19,470

SOURCES: CMPDD Interview with Natchez City Clerk Ms. Frances Trosclair;
Population estimates and projections and projections of space needs:
CMPDD, 1999.

City Council Building

This building is a recently converted bank building (First Federal Savings of Natchez). The Council Chamber occupies most of the first floor and Metro Narcotics is on the second floor. In addition, Veteran's Services and the Municipal Election Commission is also located on the first floor. In terms of space needs, this building should suffice for its current functions well into the future.

Findings and Recommendations:

1. *Addition of Geographic Information System Function:* Although the projections present in Table 4-13 indicate that the present City Hall space should suffice well into the future, this assumption is also based upon the assumption that *no new functions will be added to the existing departments housed in City Hall*. It is recommended that a Geographic Information System be implemented for the City to utilize the digital maps produced by the CMPDD as part of preparation of this Comprehensive Plan. If a GIS is established in City Hall, additional space is needed ***now***.
2. *Consolidation of Some City and County Functions:* It is recommended that some City and County offices be combined—such as the Planning, Engineering and Building Inspection. This will streamline the functions of planning and zoning, infrastructure maintenance and improvements (water and sewer, street and road, storm drainage), building plan, site plan and subdivision plat review. If these and other functions are consolidated, the space needs presented herein will have to be reevaluated.
3. One suggestion received at public hearings on the proposed Comprehensive Plan was that a Department of Human and Cultural Services be established “--- to help develop and coordinate the various components of quality of life issues affecting the community.” The Planning Commission agreed that there is probably a need for such a department *if funding is available*. If a decision is made to add this as a department, it might be housed in City Hall. However, this would depend upon the exact functions of this new department.

SECTION 7: PUBLIC LIBRARY

An evaluation of existing facilities is the first step in determining the need for library system improvements. However, according to the American Library Association, the system's needs for the next 20 years should be considered. Since Mississippi Law also requires that a comprehensive plan, including a public facilities plan, encompass at least a 20-year period, this time-frame is consistent.

Natchez belongs to the Homochitto Valley Library System, which covers Adams and Wilkinson Counties. There are branch libraries in Centreville and Woodville with the system headquarters located in Natchez. The Natchez-Adams County library branch is named the Judge George W. Armstrong Library, which is commonly called the Armstrong Library. Adams County owns the Natchez library building, but the City of Natchez provides operating funds. There is a bookmobile, but there has been no bookmobile service for the past ten years. Hours of operation are Monday through Thursday from 9 a.m. to 6 p.m. (Friday, 9 a.m. to 5 p.m.) and Saturday from 9 a.m. to 1 p.m. The library's circulation is over 100,000 books per year.

The CMPDD evaluated both the current (1999) adequacy of the library system and the future year - 2020 needs of the system in terms of accepted standards used by the American Library Association. Table 4-14 reflects the American Library Association standards for minimum size of book collection and minimum building space requirements according to the population of the service area. Since this report is primarily concerned with the Natchez-Adams County branch, the other branches in the Homochitto Valley Library System are not be discussed.

INSERT PHOTO PAGE: "NATCHEZ PUBLIC BUILDINGS"

TABLE 4-14

**GUIDELINES FOR DETERMINING BOOK STOCK NEEDS
AND
MINIMUM SPACE REQUIREMENTS**

SERVICE AREA POPULATION	SIZE OF BOOK COLLECTION	MINIMUM TOTAL FLOOR SPACE
Under 2,499	10,000 volumes	2,000 square feet
2,500 - 4,999	10,000 volumes plus 3 books per capita for population over 3,500	2,500 square feet or 0.7 square feet per capita, which-ever is greater
5,000 - 9,999	15,000 volumes plus 2 books per capita for population over 5,000	3,500 square feet or 0.7 square feet per capita, which-ever is greater
10,000 - 24,999	20,000 volumes plus 2 books per capita for population over 10,000	7,000 square feet or 0.7 square feet per capita, which- ever is greater
25,000 - 49,000	50,000 volumes plus 2 books per capita for population over 25,000	15,000 square feet or 0.6 square feet per capita, which-ever is greater

SOURCE: American Library Association

Findings and Recommendations

Since the service area for the Armstrong Library is Adams County, the 1999 estimated and projected 2020 population of Adams County are be used here to determine current and future library book stock needs and facility space needs.

Current Library System Needs:

Table 4-15 indicates the present library needs in terms of book stock and building size according to the estimated population of the service area. As can be seen from this table, the Armstrong Library has a 3,438 book stock deficit according to American Library Association standards. In terms of building size, the Armstrong Library has a size deficit of 11,663 square feet when compared with ALA standards.

TABLE 4-15

DETERMINATION OF CURRENT LIBRARY NEEDS USING MINIMUM AMERICAN LIBRARY ASSOCIATION STANDARDS

	Armstrong Library
1999 Estimated Service Area Population (Adams County)	42,219
1999 Book Stock	81,000
1999 Book Stock Need by ALA Standards (in square feet)	84,438
1999 Book Stock Deficit	-3,438
Current Building Space (in square feet)	16,050
1999 Building Space Need by ALA Standards (in square feet)	27,713
Space Deficit by ALA Standards (In square feet)	-11,663

SOURCES: CMPDD Interview with Ms. Donna Janky, Director of Homochitto Valley Library Service; Population Estimates and Projections: CMPDD.

Projected 2020 Library Needs:

The needs of the Armstrong Library were projected to the year 2020 (see Table 4-16). Applying the 2020 projected population to the ALA standards, the Armstrong Library will need 122,016 volumes, which means that 41,016 books will have to be purchased between 1999 and 2020 or about 1,900 books per year.

There is also a deficiency in building size for the 2020 target year. Using ALA standards the Adams County component of the system will need an additional 20,555 square feet by 2020, or a total of 36,605 square feet.

It is not feasible to expand the present Armstrong Library up or out. No other land is available, since the current facility had to buy six feet of an adjoining property on which to place its air conditioning unit. The existing building is 30 years old and is in need of refurbishing. A branch of the Armstrong Library at another site is probably most feasible option for expansion.

Since using ALA standards for the current estimated service population reveals a *current space deficiency of over 11,000 square feet*, it is recommended that a branch library be located at the old Walmart store at Magnolia Mall. (A branch library at this location could be used as an Education Center for after-school programs and adult education programs.)

TABLE 4-16

DETERMINATION OF YEAR-2020 LIBRARY NEEDS

	Armstrong Library
2020 Service Area Population	61,008
1999 Book Stock (Volumes)	81,000
2020 Book Stock Need by ALA Standards (Volumes)	122,016
2020 Book Stock Deficit (Volumes)	-41,016
1999 Library Space (in square feet)	16,050
2020 Projected Library Space Needs by ALA Standards (in square feet)	36,605
2020 Space Deficit by ALA Minimum Standards (in square feet)	-20,555

SOURCE: Population Projections and Projected Book/ Space Need: CMPDD

SECTION 8: PUBLIC WORKS, WATER SUPPLY, WASTEWATER SYSTEM AND TREATMENT PLANT, AND STORM DRAINAGE

Introduction and Methodology:

Since community facilities are limited to publicly owned and operated facilities, the evaluation of “utilities” in this chapter is confined to water supply and wastewater treatment facilities. With regard to “drainage”, the evaluation of the sufficiency of drainage facilities is limited to drainage structures (bridges and culverts) only, without regard to capacity of the drainage channels. An evaluation of drainage channel capacity, present or future, is beyond the scope of this plan.

Public Works Facilities:

The Natchez Public Works complex is located on less than one acre behind the Police Department facility on D'vereux Drive. It is considered to be cramped for space. The present location is centrally located, from which public works vehicles can be easily dispatched along nearby highways and arterials.

There are two other possible sites that could accommodate an expansion of the public works facility: a 2 ½ acre adjacent site, and a ten-acre site located on Somerset Street nearby. The adjacent property is owned by Mississippi Power and Light Company, and it may become available in the next five years on a lease basis. The Somerset Street property is owned by a Deposit Guaranty Bank Trust.

Water Supply:

In 1995 the City of Natchez began construction of a new water treatment plant off Morgantown Road on Cedar Lane. At the same time three new water wells were drilled and a 20-inch transmission was laid along Morgantown Road from the new treatment plant to the old treatment plant on Brenham Avenue, which became a distribution center after completion of the new treatment plant. The entire old plant was going to be shut down, but the plumbing was too valuable and too extensive to remove. Therefore, it was decided to use the existing plumbing to distribute treated water from the new plant. The more than 50-year old plant was torn down in 1997 after crews reconfigured a telecommunications system there and attached it to a pump controlling the underground pipe system on the site. Another pump at the old plant was removed and set up as a reserve pump for the distribution system should the other pump fail. The new water treatment plant has the capacity to treat eight million gallons per day.

The Water Works has two clear water well tanks at the old water treatment plant on Brenham. One is below ground and has a capacity of 780,000 gallons, and the other is at ground level and has a capacity of 1,000,000 gallons. There are two clear well storage tanks at the new water treatment plant on Morgantown Road. Each of these wells has a storage capacity of 1,000,000 gallons. The city has two high-rise water storage tanks, which have storage capacities of 500,000 gallons each. One of these is located on North Union Street and the other is located on Homochitto Street.

The city has five water wells in use at present, which are all located along Morgantown Road. Both wells N-2 and N-3 have a flow rate of 800 gallons per minute. Well M-1 has a flow rate of 1,200 gpm, well M-5 has a flow rate of 1,400 gpm, and well M-6 has a flow rate of 1,700 gpm. There are a number of abandoned wells in the city that are not likely to be reopened.

Recommendations:

Consideration should be given to using the land at the old water works plant for a small neighborhood or “pocket” park.

Wastewater System and Treatment Plant:

The wastewater treatment plant is located on River Terminal Road near the Natchez Port. It has the capacity to treat five million gallons but currently treats 2.8 million gallons per day. The city is experiencing a problem with disposing of the sludge from the plant. There are also problems with stormwater infiltration into the sewer system, which the city is addressing as needed.

In May, 1998, the City reached an agreement with Beau Pre’ Development to allow the subdivision off U. S. Highway 61-South to connect to the City’s sewage lines. Under the agreement, Beau Pre’ developers will build a force main at their cost (estimated at \$300,000), maintain it for one year and then dedicate the main to the City. The estimated 300 to 350 homeowners in the Beau Pre’ will gain City sewer service instead of having to install individual on-site wastewater disposal systems. Adams County Water Association will provide water for the development and handle the sewage billing for the Natchez Water Works, which will collect fees for the sewage service; the Water Association will collect water service fees from the area.

Recommendations:

1. One solution for the sludge disposal problem is to carry the sludge to the airport and inject it there into the soil. Permission from the Department of Environmental Quality is required to do this.
2. The City should continue replacing the old clay pipes in the sewer system, which date back to the turn of the century. The broken pipes which permit infiltration to occur are located through a smoke-testing system and replaced by pipes made of modern materials.
3. The City should annex the Beau Pre' area in the future since sewage treatment for those residents will be provided at City expense.

Solid Waste:

The city has a contract with Waste Management to provide solid waste services. The current landfill is located 12 miles south of the city on Shilburg Road. One of the problems with the current arrangement is that the landfill disposal fees are considered high at \$25,000 a year.

Recommendations:

1. A site should be identified for inert waste disposal.
2. The Waste Management operations site in downtown Natchez should be relocated to an area that will not have an adverse impact on neighboring properties.

Storm Drainage:

The Land Use Plan identifies areas of the City that are floodways and 100-year floodplains. Although there are few flooding problem in Natchez, the storm drainage system needs improvement. Many storm sewers drains over 100 years old and are in need of replacement. Many storm drains are not adequate during times of flash floods in the streets.

The city has major erosion problems. Chief among the city's erosion problems are with the loess bluffs overlooking the Mississippi River, which have been collapsing in certain spots in recent years. Most notable was a section of Clifton Street about 500 feet long which collapsed down the bluff to Learned's Mill Road. In January, 1997, a major bluff stabilization project was begun, funded by the U.S. Army Corps of Engineers and the Natural Resource Conservation Service (NRCS). The first phase of the project was a

mechanically stabilized embankment (MSE) above Learned's Mill Road, and the next phase of the project is continuing to the north and south of that point. The Learned's Mill project was completed in 1997. In August, 1998, Hayward Baker, the contractor that worked on the first phase, began work on the second phase: an MSE constructed 300 feet to the south and 800 feet to the north of the Learned's Mill Project.

The City has obtained \$3.2 million in State funds to match a \$12.5 million Federal grant for the for the next phase of the bluff project, which would stabilize 2,700 feet of bluffs from State Street to Madison Street and rebuild Roth's Hill Road (underway).

The NRCS also awarded a \$1.3 million grant in September, 1997, to the City to finance erosion control projects in six sites: Duncan Avenue; Holly Drive; Lumber Street; South Hampton Road; the Water Works lagoon Number 2 at the sewage treatment plant on Cargill Road; and bayou between Auburn Avenue and Melrose Avenue.

Replacement of the Canal Street bridge should be evaluated to determine if the bridge will be able to handle additional vehicular traffic. All other bridges are maintained by Adams County.

Recommendations:

1. The City should continue enforcement of its storm drainage ordinance to prevent construction in 100-year floodplains unless proposed structures are located at or above the level of the 100-year flood. Consideration should be given to requiring that all structures be constructed *at least one foot above* the level of the 100-year flood as identified on Federal Emergency Management Agency (FEMA) maps. Also, the City should continue to prohibit all construction in floodways.
2. Additional engineering studies are needed in the Natchez area to identify floodways and 100-year floodplains.

SECTION 9: TOURISM: THE NATCHEZ VISITOR RECEPTION CENTER, THE PROPOSED CONVENTION CENTER, THE NATCHEZ NATIONAL HISTORIC PARK/ NATCHEZ TRACE PARKWAY, AND THE MUSEUM OF AFRO-AMERICAN HISTORY AND CULTURE

Tourism is a major economic development tool, and in Natchez, tourism is one of the major industries. *Five “anchor facilities” for the future of tourism in Natchez are the Natchez Visitor Reception Center, the proposed Convention Center, the Natchez National Historic Park/ Natchez Trace Parkway, the Museum of Afro-American History and Culture, and the “Forks of the Road” slave market site.* The Visitor Reception Center, which formally opened on June 20, 1998, is located on a prominent site overlooking the Mississippi River at John R. Junkin Drive. It is designed to give tourists an overview of “the Natchez story” through a 22-minute multi-media presentation and to assist them in planning their itinerary through computerized kiosks to directly access restaurants, lodging and attractions. The Visitor Reception Center provides a “starting point” for visitors to Natchez

Another anchor for tourism is the Natchez National Historic Park, one component of which is adjacent to the Natchez Visitor Reception Center: Fort Rosalie. It is essential that this vital element of Natchez’s history be developed. **The access to Fort Rosalie should ultimately be the Natchez Trace Parkway; this is the “Manifest Destiny” for the Trace: to finally reach its original destination at the Mississippi River bluffs.** A strategy for accomplishing this was presented in Chapter 3 of this Comprehensive Plan. When completed to River bluffs, the Trace will connect Fort Rosalie to another component of the National Historic Park, the Melrose Estate.

The third tourism anchor is the proposed Convention Center. An excellent site has been chosen for the Convention Center: bordered by Main Street on the south, Franklin Street on the north, Broadway Street on the west and Wall Street on the east. *The Convention Center will have a tremendous “multiplier impact” upon the economy of Natchez, spinning off revenue for hotels, restaurants, the historic homes during the two annual Pilgrimages, and all retail outlets.*

The fourth anchor is in downtown Natchez: the NAPAC Museum of Afro-American History and Culture. This museum provides a vital link between an important part of Natchez’s history and its present —the Afro-Americans.

The fifth anchor is the “Forks of the Road” slave market site, which was the site of one of the largest slave markets in the South. Land should be acquired around this area and appropriate facilities constructed on the land in order to properly commemorate the significance of this site to African-Americans. A study should be initiated as to the best way to identify this historic site and explain its significance to visitors.

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INSERT PHOTO PAGE: “TWO NATCHEZ TOURISM ANCHORS”

Insert photo of Visitor Center Building instead of entranceway with flag.

Keep photo of Natchez National Historic Park-Fort Rosalie sign.

Recommendations:

1. Natchez has one of the richest histories of any city in the United States: *its preservation areas should not be compromised for the sake of tourism*. It is vitally important to enforce the land use and zoning controls proposed in this Comprehensive Plan and the upcoming Unified Development Code for the preservation districts.
2. An aggressive campaign should be launched to complete the Natchez Trace Parkway to the Natchez Visitor Reception Center and Fort Rosalie. This is the “centerpiece” for the Thoroughfares Plan in Chapter 3.
3. Removal of the vacant homes at the former Fort Rosalie site should proceed as soon as possible—with the assistance of Mrs. Mimi Miller, Preservation Director of the Historic Natchez Foundation—to preserve homes that are in good condition.
4. *The Convention Center should be designed with ample space for the future*. Many cities have made the mistake of underestimating the future demand for convention facilities. *In the long run, a 50,000 square foot center may not be adequate to serve the City’s future convention needs*.
5. *Natchez should negotiate with major national “up-scale” hotel chains for the location of hotels in conjunction with the Convention Center*.
6. A landscaped “boardwalk” should be included as an integral part of the Convention Center design to permit visitors to walk from their hotels and the convention headquarters to the “RiverWalk” on Water Street below the bluffs so that they may enjoy the scenic view of the Mississippi River.
7. One of the main weaknesses of downtown Natchez identified by the Natchez Downtown Development Association is the lack of sufficient parking. There is much parking that is underutilized or not used at all. The City/ County should attempt to make maximum use of all existing parking. However, a parking structure should be an integral component of planning for the Convention Center: the parking garage can be used for business/ shopping parking during the day and for Convention Center events at night.
8. Continue to develop and promote African-American Heritage Tourism in Natchez to balance the emphasis that has been placed on the anglo history of Natchez in the past. Prominent African-American sites should be marked and existing marked sites should be maintained. The Africa-American Heritage brochure is a good tool to teach about African-American sites in Natchez and should continue

to be printed in the future. The following is a list of some of the African-American sites that should be marked, maintained or developed (in no particular order of importance and not inclusive of every African-American site in Natchez):

- ▶ NAPAC Museum on Main Street;
- ▶ “Forks of the Road” Slave Market site
- ▶ Watkins Street Cemetery
- ▶ John Banks House
- ▶ Sadie V. Thompson House
- ▶ Richard Wright boyhood home
- ▶ Brumfield School
- ▶ Angeley House
- ▶ Zion Chapel AME Church
- ▶ Holy Family Catholic Church and School
- ▶ Rose Hill Baptist Church
- ▶ St. John’s United Methodist Church
- ▶ Evans-Bontura-Smith House

9. Other aspects to the tourism industry in Natchez should be promoted and maintained, including (in no particular order of importance):

- ▶ the Natchez National Historical Park
- ▶ the annual Pilgramages
- ▶ the Great Mississippi River Balloon Race
- ▶ the Natchez Trolley System
- ▶ the NAPAC Afro-American Museum
- ▶ the Gandy Photographic Museum
- ▶ the Literary Festival
- ▶ the Main Street Marketplace
- ▶ the Grand Village of the Natchez Indians
- ▶ the renovation of the William Johnson Complex
- ▶ house museums such as: Stanton Hall, Rosalie, Longwood, the House on Ellicott’s Hill, etc.

APPENDIX:
NATCHEZ CHARRETTE NOTES

STRENGTHS:

- Natural Beauty
- Historic Properties
- Location - On Mississippi River
- Relative Freedom From Crime
- History and Heritage
- National Park - Natchez Trace
- Caring/Concerned Citizens
- Municipal Park System
- Local Educational System
- Timber Industry/Forests
- Strategic Location
- Medical Center
- Churches
- Sound Financial Institutions
- River Port
- Airport
- Relatively Low Taxes
- Progressive Leaders/Governmental Administrations

APPENDIX CONTINUED: NATCHEZ CHARRETTE NOTES

STRENGTHS-CONTINUED:

- Industrial Base
- Variety of Activities
- Good Racial Mix/Harmony
- Climate
- Accessibility to Higher Education

WEAKNESSES

- Lack Of Money
- Need More Jobs
- Lack Of Housing
 - need more rental units
 - lack of new moderately-priced housing
- Ancient Zoning Ordinance
- Infrastructure - Metro and Rural
 - no 4-lane highway out of area to I-55 or I-20
 - substandard roads/streets
- Lack of Zoning in the County and Enforcement
- Need an Expanded Industrial Park
- Lack of a Full-scale Convention Center
- Lack of Adequate Hotel Space For Large Conventions
- Lack of Recent Annexation
 - need to expand boundaries
- Lack of Enforcement of Subdivision Regulations in unincorporated Adams Co.

APPENDIX CONTINUED: NATCHEZ CHARRETTE NOTES

WEAKNESSES-CONTINUED:

- Transportation System Needs Expansion
- Lack of Scheduled Air Service
- Education - too many schools
- Lack of Community Unity Regarding Schools
- Need a Centralized Visitors' Center
- Lack of Teen and Adult Recreational Opportunities
- Lack of Diverse Cultural Activities

OPPORTUNITIES

- River/Port: viewshed and waterfront development
- Natchez Trace - Need More Planning
- Governmental Leadership
- Housing
- A Larger Industrial Park
- Consolidate City and County Recreation
- Consolidate of City and County Government
- Convention Center
- Retirees - Income
- An Improved Highway System

APPENDIX CONTINUED: NATCHEZ CHARRETTE NOTES

THREATS

- "Nimby's" (Not In My Back Yard land uses)
- Complacency
- Lack of Adequate Infrastructure
- Lack of a Recycling Program
- Lack of the Proper Mix of Tourism and Industry
- Severe Soil Erosion Problems
- Crime/Drugs/Alcohol Abuse
- Education/Economy/Industrial Base
- Lack of Adequate Law Enforcement Staff, Need More
- Exodus to Adams County - Taxes Lower
- Strategic Planning - Short Term
- Unfunded Mandates
- Industry Close-outs
- Lack of No-fault Insurance
- Threat to the Elderly