

**COMPREHENSIVE PLAN**

**FOR THE**

**CITY OF CLINTON, MISSISSIPPI**

Prepared By:

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**ADOPTED JUNE 5, 2007**

The preparation of this Comprehensive Plan was financed in part through Federal Highway Administration Section 104 (f) U. S. C. and matching Mississippi Department of Transportation Funds

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# INTRODUCTION

## BACKGROUND FOR DEVELOPMENT OF THIS COMPREHENSIVE PLAN:

On September 5, 1989, the Mayor and Board of Aldermen adopted three elements of an updated Comprehensive Plan for the City of Clinton: Goals and Objectives; Land Use Plan; and Transportation Plan, including a Thoroughfares Plan (consisting of text and proposed thoroughfare improvements shown on the Land Use Plan map). Subsequently, the Mayor and Board of Aldermen adopted the fourth and final element of the Comprehensive Plan: a Public Facilities Plan. The adoption of this Comprehensive Plan was an update of Clinton's first plan, which was adopted in 1968.

From 1990 to 2005 the City of Clinton (incorporated area prior to 2004 annexation) grew by 2,696 persons, from 21,889 in 1990 to 24,585 in 2005, according to a 2005 Bureau of the Census estimate. The estimated 2005 population of the City, *including the annexed area* is 26,400 persons, representing an increase of 3,239 persons in fifteen years. In part because of this rapid growth, the decision was made in September, 2005 to update the Comprehensive Plan. The City executed an agreement with the Central Mississippi Planning and Development District (CMPDD) on October 20, 2005, to update the plan.

Amendments to Section 17-1-1 of the **Mississippi Code** that became effective July 1, 1988, define "comprehensive plan" as "---a statement of public policy for the physical development of the entire municipality or county adopted by resolution of the governing body, consisting of the following elements at a minimum: (i) Goals and objectives for the long range (twenty to twenty-five years) development of the county---; (ii) a land use plan---; (iii) a transportation plan---; and (iv) a community facilities plan---." Accordingly, the City of Clinton agreement with the CMPDD included the following tasks:

### **Task 1: Review of Past Planning Efforts of the City of Clinton:**

The CMPDD reviewed the past planning efforts for the City of Clinton including:

- ▶ **Subdivision Regulations of the City of Clinton** prepared by CMPDD and Anderson, Deas and Eldridge: adopted in June, 1985;
- ▶ Three elements of a **Comprehensive Plan** adopted on September 5, 1989: Goals and Objectives; Land Use Plan; and Transportation Plan;
- ▶ The updated **Public Facilities Plan** subsequently adopted in 1989;
- ▶ **Vernon Road Neighborhood Study** completed in December, 1991;
- ▶ **Olde Towne Clinton Preservation and Revitalization Study**, also completed in December, 1991; and
- ▶ **Zoning Ordinance of the City of Clinton** adopted on March 4, 1997.

## **Task 2: Update of “Base Map” of Clinton Study Area:**

Mississippi law requires that comprehensive plans encompass the area within a City’s paths of growth over the next twenty to twenty-five years, known as the “study area”. However, because the City of Clinton is inside the “Jackson, Mississippi Urbanized Area”; and an update of the *2030 Jackson Urbanized Area Transportation Plan* (adopted in March, 2006) must be completed by December, 2010, and have a horizon date of **2040**, the decision was made to use 2040 as the horizon date for this Comprehensive Plan.

Since development around (outside) a municipality impacts property values inside the City, the study area selected for the Comprehensive Plan update is the Clinton Public School District (see map of study area in Chapter II, the Land Use Plan).

## **Task 3: Inventory of Existing Land Use in the Clinton Study Area:**

The CMPDD conducted a complete inventory of all existing land uses within the Clinton study area by standard land use classification. The inventory included: single-family detached residential; multiple-family residential; office-type commercial; general commercial uses; commercial uses involving outdoor display of merchandise, etc.; industrial (light and heavy); and public / quasi-public uses. Dwelling unit counts produced under this task were used to estimate the current population of the study area.

## **Task 4: Develop Population and Employment Estimates and Projections for the Clinton Study Area:**

The CMPDD developed **year-2005 population estimates** for the Clinton study area based upon the inventory of existing land use performed under Task 3. Dwelling unit counts by residential classification (single-family detached, multiple family, etc.) performed under that task were multiplied by 2000 Census average number of persons per household to produce *an update of the 2000 Census*. Based in part upon the updated population estimates, CMPDD developed population projections **to the horizon year-2040**. These population projections provided the foundation for the preparation of the proposed Land Use Plan (Chapter II), Transportation Plan (Chapter III) and Community Facilities Plan (Chapter IV).

## **Task 5: Goals and Objectives Element:**

The CMPDD updated the Goals and Objectives (Chapter I) element for the planning period (i. e., to the year 2040) in accordance with Mississippi Law. These goals and objectives addressed residential, commercial and industrial development; parks, open space and recreation; street or road improvements; and public schools and community facilities. The Goals and Objectives element was developed in part through informal interviews with municipal officials.

### **Task 6: Land Use Plan Element:**

The CMPDD prepared an updated Land Use Plan (Chapter II) of the Clinton study area *in map form*. The Land Use Plan depicts 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. This Land Use Plan is based in part upon projections of population to the year-2040 and upon the proposed Goals and Objectives element.

Development of the Land Use Plan included a **Housing Element** that involved an analysis of Clinton's housing needs based in part upon the land use inventory performed under Task 3 . The CMPDD projected the City's housing needs in terms of forecasted population growth through the year 2040 and recommended areas that are most suitable for location of various forms of housing, including single-family detached (site-built) housing, moderate density housing (such as patio homes) and multiple family housing (such as apartments for senior citizens, etc).

### **Task 7: Transportation Plan Element:**

The CMPDD is the "Metropolitan Planning Organization" or "MPO" for the Jackson Metropolitan Area (Hinds, Clinton and Rankin Counties) and is responsible for coordinating a Federally-mandated Transportation Planning Process for the Metropolitan Area. One of the primary Federal requirements for MPO's is the development of an *Areawide Transportation Plan*. Therefore, the CMPDD prepared a Clinton Transportation Plan (Chapter III) that will be incorporated into the next update of the ***Jackson Urbanized Area Transportation Plan***, which must be adopted by December, 2010. In accordance with Mississippi law, the City's Transportation Plan depicts in map form the proposed functional classifications (principal and minor arterial, collector and local) for existing and proposed streets, roads and highways for the same time period as that covered by the Land Use Plan (i. e., to the year 2040). These functional classifications are defined on the Clinton Transportation Plan as to minimum right-of-way and surface width requirements for the year-2040. These requirements are based upon traffic projections performed by the CMPDD.

Other forms of transportation, including airport and mass transit needs, are addressed in Chapter III. A Thoroughfares Plan is incorporated into the Land Use Plan map.

## **Task 8: Community (Public) Facilities Plan:**

The CMPDD updated the Community Facilities Plan that was adopted in 1989, using 2040 population projections. Elements of the Community Facilities Plan (Chapter IV) include an inventory of existing facilities and projections (based in part upon the study area population projections performed under Task 4) of future needs (**through 2040**) for the following:

- ▶ Public Buildings: The CMPDD determined space needs for: the City Hall; the police department offices and the need for jail facilities; public works; fire stations; the Clinton branch of the Jackson-Hinds Library System; and other public building needs as appropriate.
- ▶ Public Education: The CMPDD determined the current and projected needs of the Clinton School District (grades K-12). This involved projections of classroom needs based upon school enrollment projections in five-year increments through the year 2040.
- ▶ Parks and Recreation: The CMPDD determined Clinton's parks and recreation needs through the year 2040, including all types of facilities from neighborhood playgrounds to regional parks, using standards contained in the **Mississippi Statewide Comprehensive Outdoor Recreation Plan**.
- ▶ Utilities and Drainage: Residents of the City of Clinton, including the 2004 annexed area, are served by the city's water system and four water associations: North Hinds; South-Central Water Association; Mount Olive Water Association; and St. Thomas Water Association. Sewer service is provided by the City of Clinton throughout most of the pre-annexation corporate limits and to Shady Springs Manufactured Home Park and the Mississippi Tax Commission building in the annexed area.

With regard to storm drainage, the CMPDD digitized all floodplains (100-year) and floodways in the Clinton study area based upon the latest Flood Insurance Rate Maps (FIRMS) produced by the Federal Emergency Management Agency. Floodplains and floodways are superimposed over proposed land uses on the Land Use Plan.

### PURPOSES OF THE COMPREHENSIVE PLAN:

The Clinton Mayor and Board of Aldermen recognize 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 the City.

The Clinton Comprehensive Plan, as required by state law, is in compliance with Sections 17-1-1 through 17-1-39 of the **Mississippi Code**. The plan was developed to "bring about coordinated physical development in accordance with present and future needs..." (Section 17-1-11

**Mississippi Code).** The City of Clinton’s Comprehensive Plan is both geographically and functionally comprehensive in nature. Geographically, the plan encompasses both the present corporate limits and areas within the City’s paths of growth for the next thirty-four year (to 2040). Functionally, the plan includes the City’s proposals for future economic and physical development. Additionally, the plan serves as a means of citizen participation in local government.

The Mayor and Board of Aldermen recognize 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 city's image, because it is the city'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.

## 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.

**Comprehensive 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 Comprehensive Plan should foster growth that enhances the City. 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 Mississippi 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 a more intensive zoning (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 when based upon an adopted Comprehensive Plan.

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 Mayor and Board of Aldermen intend to use 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, and development plans), and (2) other measures that routinely require legislative approval (re-zoning cases, special exceptions/conditional use permits, variance applications, subdivision plats, and public works projects). For both types, the plan should at least be consulted to see if the plan speaks specifically to the matter or provides

any guidance as to how the matter should be handled. It should be remembered that the plan may not indicate what action to take, nor will it answer all the questions that come before the Mayor and Board of Aldermen. It is not supposed to; its purpose is to serve as a generalized guide, which has the force of law in many communities.

#### USE OF THE PLAN:

The proponent or applicant for a zoning change must show that the proposed change is in conformance with this 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.*** For all practicable purposes, if an applicant submits a plan amendment application to change the designation of a parcel of land, he should also submit a rezoning application. The application should explain exactly why a plan amendment and a zoning map amendment (rezoning) 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.

## CHAPTER I

### GOALS, OBJECTIVES, AND POLICIES

The Goals and Objectives of the City of Clinton’s Comprehensive Plan are intended to provide guidance for rational response to change. They reflect, ideally, consideration of a combination of community issues and facts blended with community values. Goals constitute the conscious statements of a community concerning what it wants to become, and how it will direct its energy toward that achievement. This chapter of the Comprehensive Plan includes a set of general goals, and these are followed by more specific “objectives” in the following areas: residential, commercial, industrial, transportation, and implementation. Policy statements also have been developed for each of these categories.

Definitions of the terms “goal”, “objective” and “policy” 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 statement of how the City hopes to attain the goal.

**POLICY:** A specific statement guiding actions and implying clear commitment. Policy statements may, in some cases, be followed by statements explaining the *planning principle* behind the policy statement.

This plan will be implemented by a zoning ordinance, subdivision regulations, and a capital improvements program. According to Mississippi law, *the plan must be consistent with the implementing regulations*. Therefore, the policies in the plan must be reflected in these three implementation devices (zoning ordinance, subdivision regulations and capital improvements program).

## **RESIDENTIAL GOALS, OBJECTIVES AND POLICIES**

GOAL: To establish a residential density pattern *that will not result in overcrowding* and *will not overburden the City's public facilities or cause traffic congestion*.

OBJECTIVE: To provide for development of large lot (one-half acre or larger) subdivisions for persons desiring a more a more rural "country-like" setting as a home site.

POLICY 1: Developers wanting to establish large lot residential subdivisions may construct a central sewage treatment plant to serve such subdivisions, provided that where plans for future public sanitary sewerage systems exist, the developer shall install sewer lines, laterals, and mains in accordance with the Clinton **Subdivision Regulations**.

OBJECTIVE: To locate moderate density (3.4 units per acre or higher density) residential developments only in areas where the infrastructure will support such development and where such development is compatible with neighboring land uses.

POLICY 2: The City shall limit single-family residential subdivisions having a minimum lot size of 9,500 square feet ("R-2" under the 1997 Zoning Ordinance) and patio homes / townhouses ("R-3" and "R-4") to areas of the City that are compatible with surrounding development and that have direct access to a collector street or arterial street or highway (as functionally classified on the adopted Thoroughfares Plan of the Transportation Plan).

POLICY 3: Appropriate and approved landscaping, berms, fences or walls shall be used to minimize the impact of arterial street traffic upon moderate density residential neighborhoods.

OBJECTIVE: To *prevent overcrowding of land* by discouraging high density development (*greater than 6.0 units per acre*) inside the City of Clinton.

POLICY 4: The City shall prevent residential overcrowding by adopting a Land Use Plan and amendments to the Zoning Ordinance that do not promote/ permit residential densities of greater than six units per acre.

GOAL: To protect residential property values through proper land use planning.

OBJECTIVE: To protect residential neighborhoods from the encroachment of commercial and industrial development.

POLICY 5: The City shall prevent through adoption of a Land Use Plan commercial uses immediately adjacent to single-family residences UNLESS proper buffering is provided in the form of wide (at least 50 feet) setbacks with required screening and landscaping of the setbacks. These setbacks shall not be encroached upon by parking, driveways, patios or other paved areas. ***Future (new) Major Thoroughfares Commercial uses (those with outdoor display of merchandise or outdoor storage) shall not be permitted anywhere in Clinton immediately adjacent to single-family residential development.***

POLICY 6: The City shall continue through the adoption of a Land Use Plan to use commercial offices ("C-1" in the 1997 Zoning Ordinance) as transitional uses between single-family residential uses and higher intensity commercial uses or arterial thoroughfares.

POLICY 7: The City's Land Use Plan shall be used to identify vacant land into which commercial and industrial uses can expand ***without encroachment into residential areas.*** "Commercial creep" shall be prevented.

PLANNING PRINCIPLE: The rezoning of a residential area usually for commercial 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 that the neighborhood is changing. This process not only disrupts residential neighborhoods but also introduces blighting influences and may overload existing public facilities. Industrial uses are incompatible with residential uses due to noise, traffic and other blighting influences.

POLICY 8: The City shall continue to prohibit industrial uses that possess objectionable characteristics, such as noise or air pollution, from locating near residential neighborhoods.

GOAL: To protect all residential areas from flooding and to ensure that future development does not aggravate flood levels through increased stormwater runoff.

OBJECTIVE: To prevent flooding of residential areas by insuring that no residential development occurs in areas designated by the Federal Emergency Management Agency as 100-year floodplains or floodways, unless a “No-Rise Certificate” is issued to the developer.

POLICY 9: The City shall strictly enforce its Flood Damage Prevention Ordinance and Stormwater Management Ordinance.

IMPLEMENTATION PROGRAM: These policies will be guided by the Land Use Plan and the Transportation Plan. New development will be encouraged in areas located close to *existing* public facilities in order to reduce the City’s servicing costs and *in order to preserve the property values of existing residential areas*.

GOAL: To permit all future placement of manufactured homes ***only in manufactured home parks***.

OBJECTIVE: To allow manufactured home parks only in selected areas of Clinton, including the annexed area, and ***to prohibit future placement of individual manufactured homes on lots where such homes did not exist before adoption of this Comprehensive Plan***.

POLICY 10: No manufactured home park shall be located in an area not identified on the adopted Land Use Plan for such use, or an amendment to the adopted Land Use Plan.

POLICY 11: Individual manufactured homes (those not located in a manufactured home park) may remain on the site where they existed prior to adoption of amendments to the Zoning Ordinance, and new manufactured homes may be located on the same site where a previous manufactured home existed. ***However, no new manufactured homes may be placed on lots where they did not exist prior to passage of amendments to the Zoning Ordinance***.

GOAL: To prevent the location of defined accessory uses in the front yards and side yards of residential neighborhoods, and to consider lowering the side yard and rear yard setbacks for accessory uses.

OBJECTIVE: To clearly define accessory uses in amendments to the **Zoning Ordinance**.

POLICY 12: No accessory use, as defined by amendments to the **Zoning Ordinance**, shall be allowed in the front yards and side yards of any residential district.

POLICY 13: The City shall review the side yard and rear yard setbacks and maximum percentage of occupancy of accessory buildings established in the 1997 **Zoning Ordinance**.

### **COMMERCIAL GOALS, OBJECTIVES AND POLICIES**

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

OBJECTIVE: To segregate commercial uses on the Land Use Plan and Official Zoning Map by intensity of uses. This is called “performance zoning”: locating commercial uses based upon *potential impacts* (noise, high traffic volumes, litter generating activities such as fast food restaurants and general appearance characteristics) of such uses, not just a random list of permitted and prohibited land uses. Indoor-type 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.

POLICY 14: *Commercial uses that involve outdoor activities, heavier vehicular traffic and noise shall be located well away from all residential uses.* Examples of outdoor commercial uses include, but are not limited to: service stations, car wash establishments and convenience stores; fast food restaurants; auto, truck and heavy equipment sales and service; outdoor commercial recreational activities such as water amusement parks; and truck stops.

POLICY 15: Clinton shall plan / zone commercial areas *only along arterial streets, roads and the highways that are capable of handling the increased traffic loads generated by commercial land uses.*

POLICY 16: Office-type commercial uses (C-1) shall be used as a transition between higher intensity commercial uses (C-2-General Commercial or C-3 Major Thoroughfares Commercial) and all residential areas.

POLICY 17: New “strip commercial” development shall be discouraged to reduce traffic congestion and safety hazards. Instead, Clinton encourages commercial development in planned developments, in shopping centers, on sites utilizing shared accessways, on loop streets, or on service roads.

POLICY 18: Strip commercial development will not be allowed to spread beyond parcels where it already exists unless the proposed expansion includes the use of existing accessways (i. e., that it does not include additional accessways).

PLANNING 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 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.

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 (expand).*** Therefore, some sort of transitional zoning at the common boundaries between strip commercial and residential zones is necessary.

POLICY 19: In order to prevent further strip development as much as possible, zoning regulations setting *minimum lot widths at 200 feet for independent commercial uses shall be established. Service roads, with new businesses backing onto arterial streets and access to arterial streets limited to selected intersections shall be required.*

POLICY 20: “Outdoor commercial” areas shall be limited in the City as shown on the Land Use Plan, and Major Thoroughfares Commercial (C-3) districts shall continue to be “floating zones” under the Clinton **Zoning Ordinance**: that is, no new outdoor commercial zones should be added to the Official Zoning Map unless an application for rezoning is approved for the proposed use, and only if an amendment is made to the adopted Land Use Plan.

POLICY 21: “Fast food restaurants” shall be added to the list of land uses in C-2 General Commercial districts that are permitted only as conditional uses; the term “drive-in restaurants” shall be deleted and the term “fast food restaurants” substituted therefor. *This shall be done to prevent “fast food restaurants” from being permitted outright in C-2 zones.*

POLICY 22: “Climate-controlled warehouses” shall be added to the list of land uses in the Major Thoroughfares Commercial (C-3) zone that are permitted only as conditional uses, and the term “climate-controlled warehouse” shall be added to the definitions article of the Zoning Ordinance.

OBJECTIVE: To incorporate landscaping specifications into an amended **Zoning Ordinance**, and to consider architectural regulations controlling materials, color, architectural styles and other factors relating to the appearance of commercial development.

## **INDUSTRIAL GOALS, OBJECTIVES AND POLICIES**

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GOAL: To promote development of *low intensity industrial uses* (i. e., uses in which the industrial activity is primarily conducted *indoors* and which do not have objectionable characteristics, such as noise detectable off the premises, high volumes of traffic, objectionable odors, etc.)

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OBJECTIVE: To encourage low intensity industrial uses to locate and expand in areas where *existing infrastructure can support such uses and where vehicular traffic or train noise levels render these areas unsuitable for any residential development.*

POLICY 23: Industrial development will be promoted to expand or locate in selected areas where the noise levels from vehicular traffic on streets and highways or trains from railroads now exceeds or is expected to exceed an *outdoor day-night average sound level* (DNL) of 65 decibels. This primarily includes the Clinton Industrial Park, which is located adjacent to Interstate 20 and the Kansas City Southern Railroad.

POLICY 24: In order to present a favorable image on the Interstate 20 western approach and the Natchez Trace Parkway-Northbound and Southbound entrances into Clinton, low intensity industrial uses, especially technical industrial uses, in the Clinton Industrial Park will be focused on the north side of Interstate 20 and the west side of the Natchez Trace Parkway. Heavy industrial uses that involve outdoor storage of materials or outdoor manufacturing activities will be located primarily along the Kansas City Southern Railroad tracks (except immediately adjacent to the Natchez Trace Parkway right-of-way).

OBJECTIVE: To prevent the spread of self-storage warehouses (“mini-warehouses”) to locations other than Limited Industrial (I-1) zones, and then only through conditional use permits, as prescribed by the 1997 **Zoning Ordinance**.

POLICY 25: The term “self-storage warehouse” (“mini-warehouse”) shall be defined in an amendment to the Zoning Ordinance.

**OLDE TOWNE CLINTON DISTRICT AND SARAH DICKEY SUBDIVISION**  
**DISTRICT GOALS, OBJECTIVES AND POLICIES**

- GOALS:
- (1) To create a unique and appealing downtown environment which will encourage and enhance development by private developers consistent with the culture, heritage and vision of the City.
  - (2) To preserve the character of the Olde Towne Clinton *by preventing location of inappropriate land uses and by prohibiting incompatible architectural design and materials.*
  - (3) To promote development of the Olde Towne Clinton as a major focal point of community life.
  - (4) *To expand the Olde Towne Clinton district* to include areas to the north of the Kansas City Southern Railroad tracks in order to protect the integrity of this historic area and to promote consistency of land use and architectural styles in the future development of this area.

- (5) To establish a new zoning district to protect the integrity of the historic Sarah Dickey Subdivision.

- OBJECTIVES:
- (1) To continue the designation the Olde Towne Clinton as a “mixed use” area on the Land Use Plan. The Old Clinton Station District should allow only the following uses:
- residences, including single-family homes, duplexes and “apartment houses” and *existing apartment complexes*;
  - certain indoor-type commercial uses such as offices, specialty shops, and full service restaurants (i. e., no fast food restaurants and no convenience stores);
  - public / quasi-public uses as special exceptions under the Zoning Ordinance.
- (2) ***To consider relocating Clinton City Hall to a prominent location somewhere near the Clinton Parkway***, further enhancing this area as the focal point of community life; or to re-locate City Hall to the former site of the Central Fire Station and Public Works Garage.
- (Note: The former site of the Central Fire Station and Public Works Garage constitutes only approximately 1.7 acres, and would not provide an ideal site for City Hall unless some of the offices now located in City Hall were located elsewhere.)
- (3) To enhance the aesthetic qualities of the Olde Towne Clinton District through such public improvements as continued removal of overhead utility lines, installation of street trees, erection of attractive street light standards, and other features such as benches, sidewalks and fountains to promote use of the area by pedestrians.
- (4) To establish the Sarah Dickey Subdivision zoning district wherein encroachment by incompatible uses would be prohibited.

POLICY 26: The City shall work with CMPDD and Barranco Architects to prepare a development plan for Olde Towne Clinton ***incorporating both the principles of “Smart Growth” and new urbanism as well as traditional land use planning and zoning practices.*** The results of the charettes conducted in October, 2006, shall be considered in the preparation of an Olde Towne Clinton development plan as well as the final Comprehensive Plan prepared by CMPDD.

POLICY 27: The City shall expand the boundaries of Olde Towne Clinton to include areas generally bounded by:

-West Cynthia Street on the ***north***;

-the back lot lines of lots fronting on the east side of Monroe Street, then to the back lot lines of lots fronting on the north side of Sproles Street, then to the Clinton Parkway and eastward along the railroad to the back lot lines of lots fronting on the west side of Sharp Street and along College Street to its intersection with Fairmont Avenue on the ***east***;

-extending westerly along Fairmont Avenue on the ***south*** to the intersection of Fairmont Avenue and Clinton Parkway, then extending northward along Clinton Parkway to the intersection of Clinton Parkway and College Street, then extending westward along College Street to the intersection of College Street and West Madison Street;

-extending northerly from the intersection of College Street and West Madison Street along residential property lines on the ***west*** to Warrenton Road, then extending eastward along Warrenton Road to Vernon Road, then extending northward along the existing Vernon Road to the railroad and running eastward along the railroad to a point due south of Neal Avenue, then running northward along Neal Avenue and back to the beginning at West Cynthia Street.

POLICY 28: Because of the space limitations in the present Police Department in the Justice Building, the City shall consider re-location of the Clinton Police Department to a location somewhere near the Clinton Parkway.

POLICY 29: The City shall review the recommendations of the **Olde Towne Clinton Preservation and Revitalization Study** prepared in 1991 by CMPDD, especially with regard to the preservation of the area around the historic Old Public Spring (“Olde Towne Square”) near Belmont Street. West Street should be improved to form the western edge of the downtown area (see Policy 32 under Transportation Goals, Objectives and Policies). The Old Public Spring should become the focal point for downtown with fountains, benches and space for community events. The spring includes land previously occupied by the Fire Department Training Center, which should be razed to accommodate the proposed Olde Towne Square.

POLICY 30: The City shall consider the sale of the present City Hall building and Justice Building for use as offices/ commercial space with the specific intent to preserve the historic City Hall building. Funds from the sale of this building shall be used to acquire property for a new City Hall and/ or Police Station.

POLICY 31: A new “Sarah Dickey District” shall be established in a revised Zoning Ordinance to permit single-family residences, limiting encroachment by commercial uses. Commercial uses shall only be permitted in the new district as conditional uses, subject to public hearings and strict site plan review requirements.

### **TRANSPORTATION GOALS, OBJECTIVES AND POLICIES**

GOAL: To develop transportation infrastructure throughout the City and its study area, including highways, arterial and collector streets and Interstate interchanges, for the safe and efficient movement of traffic.

OBJECTIVE: To provide better areawide traffic circulation by constructing *new* north-south and east-west transportation routes.

POLICY 32: Williamson Road will be extended eastward as a minor arterial roadway from its present eastern terminus at Pinehaven Road to a connection with Arrow Drive on the north side of the Natchez Trace Parkway. This will improve traffic circulation in the northeast part of Clinton and open this area to further residential and limited commercial development.

POLICY 33: West Street in Olde Towne Clinton will be widened and extended northward to connect with Vernon Road, and *the hazardous Vernon Road railroad crossing will be closed*. This will improve

traffic circulation in this part of Olde Towne and provide access to the historic Old Public Spring community area (see Policy 29).

POLICY 34: The City shall consider the construction of a loop road connecting to the south frontage road of Interstate 20 west of Clinton-Raymond Road to open this land for office commercial development and general commercial (“indoor-type commercial”) adjacent to the Interstate Highway; this will be the best use of this land because of noise generated by traffic on the highway.

POLICY 35: The Clinton Mayor and Board of Aldermen support the construction of the Clinton-Byram Parkway to connect with Interstate 20 at the Norrell Road interchange. This will provide improved access to western Clinton and open this area for economic development around that interchange.

OBJECTIVE: To improve and widen existing roadways to provide improved traffic capacity and safety.

POLICY 36: Sections of several existing roadways will be widened as described in Chapter III, including:

- (1) Northside Drive;
- (2) Pinehaven Road;
- (3) Springridge Road; and
- (4) Clinton-Raymond Road.

GOAL: To develop a system of pedestrian and bicycle facilities to provide recreational opportunities for the citizens of Clinton as well as providing an alternate means of transportation.

OBJECTIVE: To design and construct additional multi-use trails.

POLICY 37: The City has applied for a Transportation Enhancement grant from the Mississippi Department of Transportation to build a multi-use trail connecting Arrow Drive and the Natchez Trace Parkway and Visitor Center with Olde Towne Clinton, thereby providing improved access to historic downtown Clinton. Additional funding options will also be explored to finance additional multi-use trails.

## **PUBLIC FACILITIES GOALS, OBJECTIVES AND POLICIES**

GOAL: To provide superior fire protection for the City of Clinton (see Chapter IV).

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

POLICY 38: A new fire station will be constructed and manned near the intersection of Pinehaven Road and Williamson Road. This will be a strategic location, especially if Williamson Road is extended southeastward to connect with Arrow Drive (see Policy 32).

POLICY 39: A new Fire Training Facility will be located somewhere in Clinton, and the existing facility on Lawson Street will be razed.

GOAL: To provide law enforcement system that supports the continuation of the City of Clinton's low crime rate (see Chapter IV).

OBJECTIVE: To provide the Police Department with adequate facilities to meet the needs of that Department through the year-2040.

POLICY 40: Clinton will hire the necessary police force to serve the projected 2020 population of 29,639 persons.

POLICY 41: A new Police Department building will be constructed with easy access to the Clinton Parkway.

GOAL: To provide improved park and recreational opportunities for the citizens of the City of Clinton (see Chapter IV).

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

POLICY 42: The City will continue the philosophy of promoting parks for use by entire families—to attract persons of all ages to Clinton parks for participation in family-oriented activities.

POLICY 43: Additional softball diamonds will be constructed—especially to meet the growing interest in adult softball.

POLICY 44: A new neighborhood park will be constructed somewhere along Pinehaven Road in this growing section of the City.

POLICY 45: The City will consider construction of a multi-use indoor program facility at some location in the City.

GOAL: To provide quality education to all students residing in the Clinton Public School District (see Chapter IV).

OBJECTIVE: To work with the Clinton Public School District to meet the long-range education needs of the City and surrounding area.

POLICY 46: Northside Elementary School has no room for expansion when and if it becomes necessary to add classrooms to serve students in the second and third grades. The City will work with the School District to identify possible sites for construction of another elementary school.

POLICY 47: When the present Clinton Park Elementary School is torn down, the City will consider acquiring some of the property on which this school is now located for expansion of the Kid's Towne Neighborhood Park.

GOAL: To construct a new City Hall that has adequate space to house the at least the Mayor's Office, City Engineering Department, and Finance Department/ City Clerk's Office, with a Board Room (see Chapter IV).

OBJECTIVE: To build a new City Hall in a strategic location.

POLICY 48: The City will consider locating a new City Hall in the vicinity of the Clinton Parkway.

POLICY 49: The City will consider moving the Planning and Zoning Department to a new City Hall when constructed.

GOAL: To raze the old fire station and public works garage buildings between Capitol Street and West Street to make room for other uses (see Chapter IV).

OBJECTIVE: To convert the use of this land for other City uses or to sell the land.

POLICY 50: The City will consider selling the land occupied by the old Central Fire Station/ Public Works garage and using the revenues from such sale to purchase land to revitalize the Vernon Road area near the Old Public Spring for creation of a Towne Square and to remove incompatible manufactured homes and other buildings in the Vernon Road area south of the railroad tracks.

GOAL: To provide excellent library facilities for residents of the Clinton Public School District (see Chapter IV).

OBJECTIVE: To construct a new library capable of meeting the needs of Clinton area residents through the year 2040.

POLICY 51: The City will work with the Jackson-Hinds Library System to build the new Quisenberry Library consisting of at least 24,000 square feet of space—enough to meet the needs of the area through 2040, according to American Library Association standards.

POLICY 52: The City will consider converting the old A. E. Wood Memorial Library to a senior adult center under the Parks and Recreation Department.

GOAL: To extend full services to the area annexed by the City of Clinton as soon as possible where economically feasible.

OBJECTIVE: To extend water and sewer services to the annexed area.

POLICY 53: The City will extend water lines and sewer lines to the annexed area as soon as possible where economically feasible following final approval of the 2004 annexation.

GOAL: To protect the residents and businesses of Clinton against flood damage.

OBJECTIVE: To obtain updated Flood Insurance Rate Maps (FIRM) from the Federal Insurance Administration (FIA) as soon as possible, and to reduce flood potential for areas of the City.

POLICY 54: The City of Clinton will vigorously pursue the acquisition of updated FIRMs to accurately reflect the extend of 100-year floodplains and floodways.

POLICY 55: The City of Clinton will require construction of retention and detention ponds for all new major developments to reduce flooding upstream and downstream from such developments.

POLICY 56: The City of Clinton will continue to enforce its Flood Control Ordinance to prevent development in floodways and to require elevation of structures in 100-year floodplains.

## IMPLEMENTATION GOALS, OBJECTIVES AND POLICIES

GOAL: To adopt and use a *Capital Improvements Program* as a major tool for the implementation of this Comprehensive Plan.

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

POLICY 57: The Capital Improvements Program will be the means of financing the long-range facility needs identified in the Public Facilities Plan.

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

OBJECTIVE: To use the updated Land Use Plan as a guide for development of the area.

POLICY 58: The adopted Land Use Plan shall be consulted before any development or policymaking occurs.

POLICY 59: Following adoption of the updated Comprehensive Plan, including the Land Use Plan, the City will begin amending the Zoning Ordinance to insure consistency between the plan and zoning regulations and to clarify/ update provisions of the 1997 ordinance where necessary.

## CHAPTER II

### 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.

#### “BASE MAPPING”:

Before any land use planning could be done, a “base map” of the City had to be prepared for the entire study area. As stated in the introduction to this Comprehensive Plan, the CMPDD Geographic Information System (GIS) technicians prepared a *new base map of the City* as part of this project. The Land Use Plan map depicts all streets and highways, railroads, major utility lines (electrical and natural gas), lakes and streams, and, most importantly, *property lines* drawn from Hinds County tax maps. This GIS base map will be a huge asset to the City, 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 time that the GIS base maps were being updated, the CMPDD staff conducted a complete inventory of existing land use (see Map II-1 in front pocket of this plan). This inventory of existing land uses was performed by driving every road, highway and street in the Clinton study area and noting on field maps and aerial photography the following land use classifications:

- ▶ single-family detached residential;
- ▶ townhouses and patio homes;
- ▶ multiple family residential (apartment complexes and “apartment houses”);
- ▶ 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 governmental buildings and structures to churches to the YMCA on Lindale Street;
- ▶ “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.

## EXISTING LAND USES AND THE LAND USE PLAN:

The Clinton Land Use Plan recognizes that *some existing land uses cannot realistically be expected to change—even over the next thirty-three years. This does not necessarily imply that the land uses displayed on the Land Use Plan are the best land uses for a particular lot. The Plan represents in many cases acceptance of the fact that some land uses are not likely to change unless the City is willing to acquire the land and alter the use of that land.*

## CLINTON POPULATION AND HOUSING:

Based upon the land use inventory and dwelling unit count discussed above, CMPDD developed a population estimate and housing count for the former Clinton corporate limits (prior to annexation), the former corporate limits plus the annexed area, and the entire study area, the Clinton School District (see Map II-2). Using a linear regression technique, a forecast of population and housing units was produced in five year increments through the year-2040 for the City of Clinton including the annexed area and the Clinton School District. Table I-1 below presents actual population figures from the Bureau of the Census, current population estimates and population projections through 2040. Table I-2 presents housing counts from the Bureau of the Census, current housing counts performed by CMPDD and housing projections through 2040.

**INSERT MAP II-2: STUDY AREA**

**TABLE II-1  
POPULATION OF THE CITY OF CLINTON  
AND THE ENTIRE CLINTON STUDY AREA**

YEAR	CLINTON FORMER CORPORATE LIMITS	CLINTON CORPORATE LIMITS WITH ANNEXED AREA	CLINTON STUDY AREA (CLINTON SCHOOL DISTRICT)
1990	21,889	23,161	26,081
2000	23,388	25,057	28,419
2005	24,585	26,400	29,864
2006			
2010		27,348	31,033
2015			
2020		29,639	33,647
2025			
2030		31,831	36,192
2035			
2040		34,024	38,737

Sources: 1990 and 2000: Bureau of the Census; 2005 through 2040: CMPDD

**TABLE II-2  
HOUSING OF THE CITY OF CLINTON  
AND THE ENTIRE CLINTON STUDY AREA**

YEAR	CLINTON FORMER CORPORATE LIMITS	CLINTON CORPORATE LIMITS WITH ANNEXED AREA	CLINTON STUDY AREA (CLINTON SCHOOL DISTRICT)
1990	7,929	8,370	9,307
2000	8,880	9,481	10,670
2005	9,530	10,177	11,425
2006			
2010		10,600	11,890
2015			
2020		11,623	13,195
2025			
2030		13,720	14,477
2035			
2040		15,465	16,140

Sources: 1990 and 2000: Bureau of the Census; 2005 through 2040: CMPDD

## 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 (Map II-3 in the back pocket of this plan).

### AGRICULTURAL(White):

- ▶ This land use classification depicts areas that are expected to remain *predominantly agricultural* with no significant concentrations of residential, commercial, industrial or other development during the period from 2007 through 2040. These areas are not expected to be served by municipal sewerage within the foreseeable future. Therefore, these areas are expected to have on-site wastewater disposal systems which will require that the lots encompass two to three acres.

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

1. **Residential Estate (Chartreuse)** : This classification generally includes existing subdivisions containing lots with *a minimum area of one-half acre or more* or areas that should remain Residential Estate due to their proximity to existing large lot subdivisions. The preservation of these neighborhoods for large lot development is important in order to protect the property values of people living in existing Residential Estate subdivisions or other large lot developments.
2. **Low Density Residential (Yellow)**: This classification includes existing and proposed subdivisions with lots generally *encompassing less than one-half acre (21,780 square feet)*. Areas shown on the Land Use Plan as low density residential either have sewer service or are expected to have sewer service by 2040. This land use classification is sometimes used as a “transitional” residential density between Residential Estate areas and smaller lot residential areas.
3. **Patio Homes and Townhouses (Tan)**: This classification includes patio homes on lots with at least 6,000 square feet in area and townhouses on lots of at least 6,000 square feet in area (end units only).
4. **High Density Residential (Orange)**: The maximum density for apartment or condominium development included in this classification is six (6.00) units per gross acre. *This includes existing multiple-family units such as duplexes or triplexes (not townhouses) and apartment or condominium complexes. Existing apartments or condominiums may have a higher density, but expansion of those complexes at a higher density is not allowed by the Land Use Plan unless this plan is amended.*
5. **Manufactured/Mobile Home Parks (Brown)**: This classification includes manufactured and/ or mobile homes located in a “park” where the individual space or “pad” where the home is parked is rented or leased or both the manufactured home/ mobile home and the space are rented or leased.

**“OLDE TOWNE CLINTON” (see border outlining boundaries of “Olde Towne Clinton”):** “Olde Towne Clinton” is a *mixed-use classification* which includes the following: single-family detached residences, some apartment complexes or “apartment houses”, indoor-type commercial uses such as offices, specialty shops, and full-service restaurants, and public / quasi-public uses (by conditional use permit only under the 1997 *Zoning Ordinance* ) such as governmental buildings and facilities, churches, schools, and civic organization buildings.

**SARAH DICKEY SUBDIVISION DISTRICT (see border outlining boundaries of “Sarah Dickey Subdivision District”):** This district includes primarily single-family residences and public/quasi-public uses but may include some commercial uses if allowed as conditional uses under proposed amendments to the Zoning Ordinance.

**COMMERCIAL CLASSIFICATIONS:** All commercial classifications shown on the Land Use Plan *either now have public sewer service or are required to have on-site wastewater disposals systems*. Those commercial uses not connected to a central sewage treatment plant must have an on-site wastewater treatment system with a minimum lot size of three acres.

- ▶ **Office Commercial (Restricted or Limited Commercial) (Pink):** Offices of all types.
- ▶ **General or “Indoor” Commercial (Red):** This classification includes independent indoor commercial retail or service uses and shopping centers / malls.
- ▶ **Major Thoroughfare or “Outdoor” Commercial (Purple):** These commercial uses typically involve either significant outdoor activity or the display or storage of goods / materials outside of enclosed structures; or those uses (such as convenience stores or fast food restaurants) that generate vehicular traffic at greater volumes than “indoor” commercial uses (such as full-service restaurants). No new 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.

#### **INDUSTRIAL CLASSIFICATIONS:**

- ▶ **Light Industrial (Light gray):** All *indoor* industrial uses, including indoor manufacturing and warehouses *where all storage is inside*; this classification includes self-storage warehouses (“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.

## **PUBLIC / QUASI-PUBLIC USES:**

- ▶ **Parks and Open Space and Major Electrical Power or Natural Gas Transmission Line Rights-of-Way (Light Green):** This classification includes existing and proposed parks and open space, plus rights-of-way for major electrical power or natural gas transmission lines. It also includes open space strips intended to buffer the impact of one intensive land use against a less intensive use (such as commercial uses immediately adjacent to single-family residential uses).
  - ▶ **Mississippi College Property (Jade Green):** This is property owned by Mississippi College, regardless of how it is used. No attempt is made in the Land Use Plan to identify future uses of College-owned land, since this the use of this property is solely determined by the College.
- 
- ▶ **Public / Quasi-public Uses Other Than Parks and Open Space (Dark Green):** All governmental facilities, civic organizations, hospital, churches, schools, cemeteries, and nursing homes.

## **FLOODPLAINS AND FLOODWAYS:**

- ▶ **Base Flood (“100-Year Flood”) Floodplains (Light Blue):** Those areas having a one percent chance of being equaled or exceeded in any given year; these 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 river or creek channels and adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. All construction in floodways is prohibited.

## CHAPTER III

### 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 City of Clinton Study Area (Chapter II), CMPDD developed a "Thoroughfares Plan", classifying roads, streets and highways according to the function that they can be expected to perform by the target year of the plan: 2040. According to the Federal Highway Administration (FHWA), "functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide" (Highway Functional Classification, U. S. Department of Transportation, July, 1974).

The proposed Clinton Thoroughfares Plan is shown on **Map II-3, the Land Use Plan/Thoroughfares Plan**. Each highway, road or street was functionally classified by the CMPDD according to criteria prescribed by the Federal Highway Administration (FHWA).

The following are FHWA definitions of each classification; the color codes on the Thoroughfares Plan are the colors prescribed by the FHWA in classifying roadways:

1. **Urban Interstate Highways (Blue on the Thoroughfares Plan):** These are the controlled-access highways on the Interstate system. In the Clinton study area, the only Interstate highway is I-20.
2. **Other Urban Freeways and Expressways (Gold on the Thoroughfares Plan):** These are the non-Interstate controlled-access facilities. There are presently no "other" urban freeways or expressways in the State of Mississippi.
3. **Urban Principal Arterials (Red on the Thoroughfares Plan):** This system of streets serves the major centers of activity, has some of the highest traffic volumes and the longest trip desires.
4. **Urban Minor Arterials (Green on the Thoroughfares Plan):** The minor arterial street system interconnects with and augments the principal arterial system. It provides service

to trips of moderate length and includes facilities that place more emphasis on land access than the principal arterial system.

5. **Collectors (Purple on the Thoroughfares Plan):** 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.
6. **Urban Locals (No color on the Thoroughfares Plan):** These roads and streets provide direct access to adjoining land and to higher systems; they provide the lowest level of mobility, and through traffic movement is discouraged on local facilities. By definition, local streets and roads are not “thoroughfares”.

## **MINIMUM RIGHTS-OF-WAY AND SURFACE WIDTH REQUIREMENTS**

The *general* minimum right-of-way and surface width requirements for non-Interstate and non-freeway roadways shown on the Thoroughfares Plan are specified below:

**Principal Arterial (Red):** Generally, proposed *minimum* of four basic lanes (48 foot surface width or more); generally, a minimum 100 foot right-of-way. However, some roadways may be classified as principal arterials because of their function, but the projected traffic may not necessitate the widening of the roadway to four or more lanes.

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

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

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

## **RELATIONSHIP OF THIS TRANSPORTATION/ THOROUGHFARES PLAN WITH THE 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (MULTIPLAN)**

As stated in the Introduction to this Comprehensive Plan, the CMPDD is the “Metropolitan Planning Organization” or “MPO”(designated by the Governor of Mississippi and recognized by the Mississippi Department of Transportation and U. S. Department of Transportation) for the Jackson Metropolitan Statistical Area (now Copiah, Hinds, Madison, Rankin and Simpson Counties) and is responsible for coordinating a Federally-mandated Transportation Planning Process for the Metropolitan Area. One of the primary Federal requirements for MPO’s is the development of an *Areawide Transportation Plan*. The ***2030 Jackson Urbanized Area Transportation Plan*** was adopted by the MPO in March, 2006. The next update of the Areawide Transportation Plan, the ***2040 Jackson Urbanized Area Transportation Plan***, must be completed and adopted by December, 2010.

Therefore, in advance of the development of the ***2040 Jackson Urbanized Area Transportation Plan***, CMPDD has prepared an updated Thoroughfares Plan for the City of Clinton and the

surrounding Study Area. In accordance with Mississippi law, the City *Thoroughfares Plan* depicts *in map form* (see Map II-3 in the pockets in the back of this Comprehensive Plan) the proposed functional classifications (principal and minor arterial, collector and local) for existing and proposed streets, roads and highways for the same time period as that covered by the Land Use Plan (i. e., to the year 2040).

Computer-simulated traffic projections were prepared in connection with the development of the **2030 Jackson Urbanized Area Transportation Plan**. Since 2040 computer-simulated traffic projections will not be produced until 2009 or 2010, CMPDD developed updated **2040 manually-generated traffic projections** based upon the proposed Land Use Plan. These 2040 traffic projections were compared to the generalized roadway capacities shown in Table III-1 to assist CMPDD in determining where future roadway improvements will be needed.

**TABLE III-1 : GENERALIZED ROADWAY CAPACITIES**

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<b>Functional Classification</b>	<b>24 Hour Capacity</b>
<b>Freeways (Interstate Highways and Other Controlled-Access Freeways or Expressways)</b>	
4 lane	68,000
6 lane	102,000
<b>Arterial Highways, Roads or Streets</b>	
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
<b>Collector Streets</b>	
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
<b>One Way Streets</b>	
2 lane arterial	12,500
3 lane arterial	20,000
2 lane collector	10,000
3 lane collector	18,000

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Source: *2030 Jackson Urbanized Area Transportation Plan*, CMPDD, 2006.

## PROPOSED THOROUGHFARE IMPROVEMENTS

Table III-2 presents major proposed thoroughfare improvements for the Clinton Study Area through the year 2040. *Traffic projections assume that most residential, commercial and other land uses shown on the Land Use Plan will be fully-developed by 2040.*

**TABLE III-2  
PROPOSED THOROUGHFARE IMPROVEMENTS  
CLINTON STUDY AREA**

NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2005 AVERAGE DAILY TRAFFIC	PROJECTED 2040 TRAFFIC
<b>Improvements Included in the 2030 Jackson Urbanized Area Transportation Plan, Phases I and II (2006-2020):</b>				
Northside Dr.	Cynthia Rd. to Pinehaven Rd.	Widen to 5 lanes	12,000 (between Old Vicksburg Rd. and Pinehaven Rd.)	23,000 plus (1)
Interstate 20	Clinton-Raymond Rd. to MS Highway 18	Widen to 6 basic lanes	54,000 (east of Springridge Rd.)	Will not be available until 2009 or 2010
Byram to Clinton Parkway	Interstate 55 at Byram to Interstate 20 at Norrell Road Interchange	Construct new 4-lane roadway	Not Applicable	Will not be available until 2009 or 2010

**TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE**

**TABLE III-2-CONTINUED  
PROPOSED THOROUGHFARE IMPROVEMENTS  
CLINTON STUDY AREA**

<b>NAME</b>	<b>TERMINI OR LOCATION</b>	<b>PROPOSED IMPROVEMENT</b>	<b>2005 AVERAGE DAILY TRAFFIC</b>	<b>PROJECTED 2040 TRAFFIC</b>
<b>ADDITIONAL IMPROVEMENTS NOT INCLUDED IN 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (BUT INCLUDED IN THIS CITY OF CLINTON THOROUGHFARES PLAN)</b>				
Pinehaven Rd.	Northside Dr. to Williamson Rd.	Widen to four lanes from Berry Dr. to Williamson Rd.	4,600 (between Northside Dr. and Arrow Dr.)	16,950 (2)
Williamson Rd. Extension	Pinehaven Rd. to Arrow Dr.	Construct new four lane minor arterial roadway	Not Applicable	19,900 (3)
Arrow Drive	Pinehaven Rd. to Cynthia Road	None needed if volumes remain below 11,000	Not available	7,884 (4)
Cynthia Road	Arrow Dr. at proposed Williamson Rd. Extension to Northside Dr.	Widen to 5 lanes	Not available	22,224
Clinton Parkway	Northside Dr. to U. S. Highway 80	No improvements needed unless future volume exceeds 27,000 vehicles per day	15,488	27,000 (5)

**TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE**

**TABLE III-2-CONTINUED  
PROPOSED THOROUGHFARE IMPROVEMENTS  
CLINTON STUDY AREA**

NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2005 AVERAGE DAILY TRAFFIC	PROJECTED 2040 TRAFFIC
<b>ADDITIONAL IMPROVEMENTS NOT INCLUDED IN 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (BUT INCLUDED IN THIS CITY OF CLINTON THOROUGHFARES PLAN)</b>				
West Street	Vernon Rd. to West Madison St.	Improve existing 2-lane collector street and extend northward as a 2-lane collector street to connect with Vernon Rd.	Not available	Dependent upon implementation of proposed uses in Olde Towne
Vernon Road	Railroad crossing	Close hazardous railroad crossing	Not available	Not applicable
West Sproles St. Extension	Neal Ave. to Vernon Rd.	Construct new roadway parallel to railroad to rechannel traffic from closed Vernon Rd. crossing	Not Applicable	Not available
U. S. Highway 80	Clinton-Raymond Rd. to East Corporate Limits	Reconstruction with raised landscaped median to better channelize traffic and signal improvements	23,000 (between Clinton Parkway and Mt. Salus Rd.)	27,337 (6)
<b>TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE</b>				

TABLE III-2 CONTINUED  
 PROPOSED THOROUGHFARE IMPROVEMENTS  
 CLINTON STUDY AREA

NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2005 AVERAGE DAILY TRAFFIC	PROJECTED 2040 TRAFFIC
Lakeview Dr.	Old Vicksburg Rd. to Northside Dr.	Extend Lakeview Dr. as a 3-lane minor arterial through former Clinton Park Elementary School property to Northside Dr.	7,500 (on existing Lakeview Dr.)	Less than 11,000
Hampstead Blvd.	Broadway St. to U. S. Highway 80	Complete initial construction and ultimately widen to 4-lane divided roadway	Not available	Over 27,000 at full development of land along boulevard
Springridge Rd.	U. S. Highway 80 to Interstate 20	Widen to 6-lane divided roadway	20,000	28,000 Plus (7)
Springridge Rd.	Interstate 20 to North McRaven Rd.	Widen to 6-lane divided roadway	10,000	33,100 (8)
Springridge Rd.	North McRaven Rd. to South McRaven Rd.	Widen to 4-lane divided roadway	5,700	14,940
Clinton-Raymond Rd.	Interstate 20 to Midway Rd.	Widen to 4-lane divided roadway	9,398	Over 17,000 (9)

**TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE**

TABLE III-2 CONTINUED  
 PROPOSED THOROUGHFARE IMPROVEMENTS  
 CLINTON STUDY AREA

NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2005 AVERAGE DAILY TRAFFIC	PROJECTED 2040 TRAFFIC
“Brighton Parkway”	Interstate 20 Frontage Road to Interstate 20 Frontage Road	Construct new 2-lane roadway with turn lanes at curb cuts for businesses	Not applicable	Over 12,000 (10)
Interstate 20 Frontage Road (West of Clinton-Raymond Rd.)	North terminus of Proposed Brighton Pkwy. to South Terminus of Proposed Brighton Pkwy.	Add turn lanes at northern terminus of Brighton Pkwy.	Not available	Over 12,000 (10)
Interstate 20 Frontage Road (West of Clinton-Raymond Rd.)	South terminus of Proposed Brighton Pkwy. to Clinton-Raymond Rd.	Widen this segment of frontage road to 4-lane divided roadway	Not available	22,210 (10)

**FOOTNOTES FOR TABLE III-2 ON NEXT PAGE**

## **FOOTNOTES FOR TABLE III-2:**

- (1) Future volumes for this section of Northside Drive will depend greatly on how much traffic on Pinehaven Road is diverted from Northside Drive via way of the proposed Williamson Road Extension. This projection of 23,000 vehicles per day plus assumes the maximum for a four-lane undivided roadway.
- (2) This projection assumes a neighborhood shopping center at Pinehaven Road and Williamson Road, with about half of commercial traffic using the proposed Williamson Road Extension and half using Pinehaven Road. The City plans to widen Pinehaven Road to five lanes from Northside Drive to Berry Drive in 2007-2008.
- (3) This projection assumes a neighborhood shopping center at Pinehaven Road and Williamson Road and another residential/ commercial development on 16<sup>th</sup> Section land north of Clinton High School and Clinton Park Elementary School.
- (4) This projection assumes approximately 2,000 students will be enrolled at Clinton High School and Clinton Park Elementary School, plus some residential development on the south side of Arrow Drive on 16<sup>th</sup> Section land.
- (5) This projection assumes build-out of proposed new retail commercial (“General Commercial”) and office-type commercial uses as shown on the Land Use Plan north of the railroad tracks on Clinton Parkway. ***No improvements will be needed unless volumes exceed 27,000 vehicles per day, which is the generalized capacity for the four-lane divided Parkway.***
- (6) This projection is from the ***2030 Jackson Urbanized Area Transportation Plan***. The assumption is made that future traffic can be accommodated with a four lanes-divided roadway ***with a raised median with spacing of median cuts and improved traffic signalization.***
- (7) This projection assumes full development of land proposed for commercial and office uses adjacent to this section of Springridge Road. It also assumes that approximately one-half of the traffic generated by these uses will utilize Springridge Road to access the commercial development, while the other half will travel via way of Hampstead Boulevard to U. S. Highway 80. If over 27,000 vehicles or more travel this section of Springridge Road, it will need to be widened to a 6-lane divided roadway.
- (8) The Land Use Plan assumes that Springridge Manufactured Home Park will be ultimately converted to retail commercial, along with full development of other land proposed for commercial usage, which will greatly increase traffic on this section of Springridge Road.

- (9) This projection assumes full “build-out” of existing and new residential subdivisions on the south side of Clinton-Raymond Road, which will necessitate the widening of this arterial thoroughfare to four lanes.
- (10) These projections are based upon the assumption that at least 55 acres of land adjoining the proposed looped Brighton Parkway will be developed for general retail commercial and that at least 28 acres will be developed for general office commercial. The segment of the frontage road from the southern terminus of Brighton Parkway to Clinton-Raymond Road will carry all of the traffic generated by this development; hence, this section of the frontage road will need to be widened to a four-lane divided roadway with turn lanes.

**SOURCES FOR TABLE III-2:**

2005 Average Daily Traffic: Mississippi Department of Transportation and CMPDD

2040 Traffic Projections: CMPDD

Methodology for Traffic Projections: National Cooperative Highway Research Program Report No. 187: **Quick Response Urban Travel Estimation Techniques and Transferable Parameters**, Transportation Research Board

## **BICYCLE AND PEDESTRIAN FACILITIES**

CMPDD prepared the **Jackson Urbanized Area Bicycle and Pedestrian Facilities Plan** in 2006, which was adopted by the Metropolitan Planning Organization. The City of Clinton has three bicycle and pedestrian facilities:

1. Clinton Parkway: This bicycle and pedestrian facility runs parallel to the Clinton Parkway from the west side to the Mississippi College campus at Springridge Road to Northside Drive.
2. Northside Drive: This path begins at Berkshire Street and ends at Huntcliff Way. The City plans to reconstruct this facility and create an additional sidewalk/ bikeway along Northside Drive. This proposed facility will be constructed in conjunction with the Northside Drive Corridor Project and is projected to be complete by 2010.
3. Arrow Drive: This facility runs from Pinehaven Road to Cynthia Road. The bikeway/ sidewalk currently provides students and faculty of Clinton High School an alternative means of travel and will provide an alternate means of commuting to the new Clinton Park Elementary when it is completed.

### **Proposed Bikeway/ Pedestrian Facilities:**

CMPDD has proposed a new multi-use trail (see Map III-1 on next page) that will extend along Pinehaven Road from Arrow Drive north of the Natchez Trace Parkway to the Clinton Parkway at Northside Drive. This bikeway will provide access from the proposed Natchez Trace Parkway bike path and the Visitor Center to historic Olde Towne Clinton for bikers traveling the Natchez Trace Parkway.

Hinds County has also proposed a multi-use trail along the proposed Clinton-to-Byram Parkway that will connect to Interstate 20 at the Norrell Road interchange.

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## **AIRPORTS**

The only general aviation airport in the Clinton area is John Bell Williams Airport near Raymond. Since this airport is outside of the Clinton study area, its needs for improvement are not addressed in this plan.

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**INSERT MAP III-1: BIKE AND PED. MAP**

## MASS TRANSPORTATION

Currently, the Hinds County Human Resource Agency provides transit service for trips originating in rural Hinds County, and the Jackson Transit System (JATRAN) provides mass transportation services inside the City of Jackson. These are the only transit services available to Hinds County residents.

In February, 2000 a **Regional Transit Plan for the Jackson Metropolitan Area** was prepared in by LKC Consulting Services, Inc. for the CMPDD as the Metropolitan Planning Organization. That plan was adopted by the MPO's policy committee in May, 2000. One of the recommendations in that plan was the establishment of a "**Clinton Point Deviation**" service designed to connect Clinton with the City of Jackson JATRAN system via way of a MetroCenter Mall regional transit hub. From the regional transit hub at MetroCenter Mall, passengers on a Hinds County Human Resource vehicle could transfer to a JATRAN bus and continue to their final destination in Jackson.

The concept of a "Clinton Point Deviation" service has been explored by the staff of the CMPDD, City of Jackson planning and transit representatives and the Hinds County Human Resource Agency. Scheduling and fare structure complexities have resulted in abandonment of the concept at this time. However, CMPDD will continue to evaluate the feasibility of initiating this service in Clinton and Hinds County.

## CHAPTER IV

### PUBLIC FACILITIES PLAN

#### INTRODUCTION:

The final element of a comprehensive plan is the Public Facilities Plan. Its purpose is to determine if current public facilities meet existing needs and future needs. Facilities costs and financing are not considered here, but must be included in a Capital Improvement Program (CIP) if the City prepares a CIP.

#### SECTION 1: PUBLIC PARKS AND RECREATIONAL FACILITIES

##### Introduction and Methodology

As with other sections of this *Public Facilities Plan*, the approach taken in the evaluation of the City of Clinton's needs in terms of parks/recreational facilities and open space is to apply accepted standards to the current supply and projected 2040 needs. The 2040 needs are based upon the population projections prepared by the CMPDD. 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-1980s. 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.

##### 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 pre-school 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 the use of public school facilities.

The prototype standards for other **SCORP** classifications are as follows:

##### 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, and 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 to 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 competitive and recreational needs of children, pre-teens, 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 sport such as soccer, football, baseball, etc. Playfields may also include court games such as tennis. Other potential facilities include lighting, sanitary facilities, concessions, 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 to 15 acres

Population Served: Entire population of a community, focusing on ages 9 to 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 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 to 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 floodplain, rivers, or lakes.

### 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) 1 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 ½ hour travel time of the facility.

Population served: All ages.

Location: Single/special purpose facilities may be located in other types, but should be as central and convenient to the users as possible.

### 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), floodplain, river corridors, streambanks, parkways, street medians and shoulderways, 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 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.

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 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**

When existing parks and recreational facilities are compared to the **SCORP** standards, the City of Clinton's parks exceed the standards in most categories. There are four *neighborhood* parks, (see Map II-1- Existing Land Use Map) including:

1. Kid's Towne: 3.5 acres
2. Robinson Park: 4.0 acres
3. Northside Park: 8.0 acres
4. Brighton Park: 20 acres.

The total of 35.5 acres in neighborhood parks exceeds the SCORP standard of 18.5 acres for a city the size of Clinton (see Table IV-1).

There is also one *community playfield*—Traceway Park—which has 145 acres, greatly exceeding the standard acreage of 27 acres for a prototype community playfield for a city with 26,400 persons.

The only park classification which Clinton does not presently have is the major community park, but facilities are being added to Brighton Park to bring it closer to the SCORP description for a major community park.

With regard to single-purpose or special purpose facilities, Clinton's existing facilities exceed the SCORP standards in most categories, including softball diamonds, tennis courts, and soccer fields. Although the SCORP standard for basketball courts is 26 courts for a city with 26,400 persons, the prioritization of facility needs is developed locally, and there does not appear to be a need for more basketball courts than the three courts now in use.

There are two community centers: the Natchez Trace Visitor Center, which is reserved for meetings of an educational nature; and Brighton Park Center, which can be reserved for all types of community events. With two community centers, the City's existing facilities exceed the SCORP standards for this type facility.

There are walking trails or sidewalks at four of Clinton's existing parks--- Traceway, Kid's Towne, Robinson, Northside (which has a trail that needs repair)—and a trail/ sidewalk is planned at Brighton Park.

The only two single-purpose/ special purpose facilities that Clinton does not have are golf courses and swimming pools. However, pools are available at the YMCA for members, and Clinton has an arrangement with Live Oaks Country Club for use of their golf course.

**TABLE IV-1:  
CURRENT (2005) AND PROJECTED DEMAND FOR RECREATIONAL FACILITIES  
CITY OF CLINTON WITH ANNEXED AREA AND STUDY AREA**

<b>TYPE FACILITY</b>	<b>2005 ESTIMATED POPULATION OF CLINTON WITH ANNEXED AREA</b>	<b>CURRENT DEMAND FOR CITY OF CLINTON WITH ANNEXED AREA</b>	<b>EXISTING FACILITIES</b>	<b>2020 PROJECTED POPULATION: CITY OF CLINTON WITH ANNEXED AREA</b>	<b>2020 PROJECTED DEMAND: CITY OF CLINTON WITH ANNEXED AREA</b>	<b>2040 PROJECTED POPULATION: ENTIRE CLINTON STUDY AREA</b>	<b>2040 PROJECTED DEMAND: ENTIRE CLINTON STUDY AREA</b>
Neighborhood Parks (3.5 acres for every 5,000 persons)	26,400	18.5 acres	35.5 acres	29,639	21 acres	38,737	27 acres
Community Playfields (10 acres for every 10,000 persons)	26,400	27	145 acres	29,639	30 acres	38,737	39 acres
Major Community Parks 20 acres for every 20,000 persons)	26,400	0 acres	0	29,639	0 acres	38,737	0 acres
Baseball Diamonds	26,400	4 fields	8 fields	29,639	5 fields	38,737	7 fields
TABLE IV-1 CONTINUED ON NEXT PAGE							

<b>TYPE FACILITY</b>	<b>2005 ESTIMATED POPULATION OF CLINTON WITH ANNEXED AREA</b>	<b>CURRENT DEMAND FOR CITY OF CLINTON WITH ANNEXED AREA</b>	<b>EXISTING FACILITIES</b>	<b>2020 PROJECTED POPULATION: CITY OF CLINTON WITH ANNEXED AREA</b>	<b>2020 PROJECTED DEMAND: CITY OF CLINTON WITH ANNEXED AREA</b>	<b>2040 PROJECTED POPULATION: ENTIRE CLINTON STUDY AREA</b>	<b>2040 PROJECTED DEMAND: ENTIRE CLINTON STUDY AREA</b>
Softball Diamonds	26,400	6 fields	8 fields	29,639	10 fields	38,737	13 fields
Tennis Courts	26,400	13 courts	9 courts	29,639	15 courts	38,737	19 courts
Soccer Fields	26,400	7 fields	11 fields	29,639	8 fields	38,737	10 fields
Basketball Courts	26,400	26 courts	3 courts	29,639	30 courts	38,737	39 courts
Swimming Pools (1 25 yard for every 10,000 persons)	26,400	2	0	29,639	3	38,737	4
Community Centers	26,400	1	2	29,639	1	38,737	2
Golf Courses	26,400	1	0	29,639	1	38,737	2
Walking/ bicycle trails	26,400	2	3	29,639	6	38,737	8

TYPE FACILITY	2005 ESTIMATED POPULATION OF CLINTON WITH ANNEXED AREA	CURRENT DEMAND FOR CITY OF CLINTON WITH ANNEXED AREA	EXISTING FACILITIES	2020 PROJECTED POPULATION: CITY OF CLINTON WITH ANNEXED AREA	2020 PROJECTED DEMAND: CITY OF CLINTON WITH ANNEXED AREA	2040 PROJECTED POPULATION: ENTIRE CLINTON STUDY AREA	2040 PROJECTED DEMAND: ENTIRE CLINTON STUDY AREA
Urban Greenspace/ Regional Parks	Barnett Reservoir should meet the needs of the Jackson Metropolitan Area, including the City of Clinton for this type of facility for years to come						

SOURCE: City of Clinton Department of Parks and Recreation; CMPDD

## **Recommendations:**

Comparison of Clinton's existing parks and recreational facilities with the SCORP standards and population projections for 2020 (for the City with the annexed area) and for 2040 for the entire study area (see Table IV-1) continues to reveal a need for a major community park, but Brighton Park is expected to meet the City's needs in this category with the planned addition of more facilities. Other recommendations for improvements include:

1. Additional softball diamonds are needed, especially to meet the growing interest for adult softball teams. In 2005 there were 25 adult softball teams in Clinton; in 2006, there were 33 adult softball teams.
2. A putting golf range and disc golf course are proposed for Brighton Park.
3. An archery range is also proposed for Brighton Park.
4. Another neighborhood park in the growing section of the City along Pinehaven Road is recommended.
5. It is recommended that after the old Clinton Park Elementary School is torn down by the School District, that the City acquire at least part of that property for expansion of Kid's Towne Park, with the addition of a water park (about two acres will be needed) at that location .
6. Construction of a multi-use indoor program facility at some location in the City should be considered.
7. There is a need for a golf driving range and possibly a nine-hole municipal golf course.
8. The existing A. E. Wood Memorial Library should be converted to a Senior Adult Center under the Parks and Recreation Department after the new library is constructed.
9. As stated in Chapter III (the Transportation Plan), under Bicycle and Pedestrian Facilities, CMPDD has recommended that a multi-use trail be constructed along Pinehaven Road from Arrow Drive and the Visitor Center to Northside Drive at the Clinton Parkway (see Map III-1).
10. Finally, it is recommended that the City continue the present philosophy of the Parks and Recreation Director of promoting use of all parks for families: to attract persons of all ages to the parks for participation in family-oriented activities.

## **SECTION 2: PUBLIC SCHOOLS**

The Clinton Public School District includes all of the Clinton Corporate Limits with the proposed 2006 annexation, plus an area of Hinds County that extends along Interstate 20 almost to the Town of Bolton and an extensive territory to the north of Clinton all the way to the Madison County line (see Map II-2 in Chapter II). Enrollment records for the School District were obtained from the 2002-2003 school year through the 2006-2007 school year. This enrollment was plotted forward for students from kindergarten through graduation; and based upon Hinds County birth rates, enrollment projections (see Table IV-2) were developed through the year-2040 (because this is the horizon date of this Comprehensive Plan as required by State law). Obviously, enrollment is difficult to predict past a ten year or even a five year period, but these projections do provide a benchmark to use to determine future school facility needs.

### **Findings**

The number of current classrooms for each school was obtained from the School District, and this is reflected in Table IV-2. Assuming an average maximum of 24 students per classroom (the desirable maximum classroom size), the projected enrollment was divided by 24 to produce an estimate of future classroom needs. As can be seen, enrollment has been relatively flat for the past three years, and this is expected to continue through 2020, with an increase of only 186 students from 2010 to 2020. Using this methodology, each school in the District is expected to have more than enough classrooms to meet future needs.

**TABLE IV-2: PUBLIC SCHOOL ENROLLMENT PROJECTIONS AND CLASSROOM NEEDS**

School	Grades	2004-2005	2005-2006	2006-2007	Current Classrooms	Enrollment Projections and Classroom Needs Projections							
						2010	Need	2020	Need	2030	Need	2040	Need
Clinton Park Elementary	Kin	325	385	334	43	401	34	396	34	400	35	405	35
	1	340	352	380		413		421		423		429	
	Sub-totals	665	737	714		814		817		823		834	
Northside Elementary	2	351	352	361	40	388	32*	397	32*	398	33	404	33*
	3	368	385	362		386		388		397		403	
	Sub-totals	719	737	723		774		785		795		807	
Eastside Elementary	4	366	373	376	45	334	30	385	32	397	33	403	34
	5	384	378	384		391		400		408		414	
	Sub-totals	750	751	760		725		785		805		817	
Lovett Elementary	6	427	407	394	23	408	17	442	18	447	18	453	18
Clinton Jr. High	7	399	444	395	50	416	33	453	35	455	35	462	36
	8	434	362	413		376		395		396		402	
	Sub-totals	833	806	808		792		848		851		864	
Sumner Hill Jr. High	9	397	407	347	34	346	14	355	14	356	14	361	15
Clinton High	10	379	408	407	62	355	43	354	43	356	44	360	44
	11	359	341	388		356		351		357		359	
	12	282	307	297		330		349		357		358	
Sub-Totals		1,020	1,056	1,092		1,041		1,054		1,070		1,077	
TOTALS		4,811	4,901	4,838	297	4,900	203	5,086	208	5,147	212	5,213	215

\* Present number of classrooms at Northside Elementary is satisfactory. However, if the State provides sufficient funding for school districts to substantially reduce classroom sizes from the current maximum of 27 students per classroom for elementary schools to 18 students per classroom, 43 classrooms will be needed at this school.

SOURCES: Clinton Public School District and CMPDD

## **Recommendations**

With the completion of the new Clinton Park Elementary School on Arrow Drive, the School District has more than enough classrooms to meet future needs according to CMPDD projections. However, one school has no room for expansion if enrollment exceeds the projections: Northside Elementary. With 40 classrooms and a projected need of at least 33 classrooms, more classrooms could potentially be needed to serve the second and third grades that are now housed at Northside. Furthermore, if sufficient funding is available to allow the District to reduce the number of students per classroom to eighteen, 43 classrooms will be needed at this school.

When the new Clinton Park Elementary School is completed, the old Clinton Park school will be torn down. The funds from the sale of that property could be used to fund other school improvements needed throughout the District.

## SECTION 3: PUBLIC BUILDINGS

### CITY HALL

#### **Findings**

The present City Hall at 300 Jefferson Street was built in the 1933, and the site of the City Hall was used by General Sherman as his headquarters during the Civil War. There are a total of sixteen employees in City Hall as follows:

Water Department: 3  
City Clerk's Office: 7  
Mayor's Office: 2  
Engineering Department: 4  
TOTAL EMPLOYEES: 16

Office space on the first floor is used as follows:

Mayor's Office and Secretary:	501 square feet
Finance Department/ City Clerk:	910 square feet
Engineering Department:	1,113 square feet
Water Department:	<u>824 square feet</u>
TOTAL, FIRST FLOOR:	3,348 square feet

The second floor of the building is now used for storage.

Using an architectural standard of 330 square feet per employee, City Hall should have 5,280 square feet in *usable* office space. Therefore, using this standard, there is a shortage of over 1,900 square feet in office space.

One of the other main problems with the existing City Hall building is a lack of a Board Room for meetings of the Mayor and Board of Aldermen. Presently, meetings of the Mayor and Board of Aldermen are held at the Justice Building.

#### **Recommendations**

As stated in Chapter I, the Goals, Objectives and Policies, a new City Hall should be constructed near the Clinton Parkway. If City Hall is re-located to a new building, City Clerk's office and personnel and the Engineering Department should be moved to then new location. Obviously, the new City Hall should have a Board Room that will accommodate the City's needs well into the future.

One option for use of the present City Hall is to move the Planning and Zoning Department and Economic Development/ Main Street Program into the existing building with the Water Department. Also, the Water Department does not need to be in City Hall. A drive-through window is needed for the Water Department to permit customers to pay bills without getting out of their vehicles. However, ideally, the Planning and Zoning Department should either be in City Hall or the Public Works building on Springridge Road.

## PUBLIC WORKS

### **Findings and Recommendations**

A new Public Works Complex was completed in March, 2006, on ten acres formerly owned by the Clinton Public School District at 527 Springridge Road. There are nine office employees housed in the new Public Works building. There are approximately 21 non-office employees, including those in the Water and Sewer Division, Streets and Drainage Division and Sanitation Division.

The new Public Works Complex appears to be capable of meeting the needs of the City for the foreseeable future.

## 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.

The Clinton Library, the present A. E. Wood Memorial Library on Clinton Boulevard, is part of the Jackson-Hinds Library System. Twenty acres of land has been donated by the Quisenberry family for construction of a new library—to be called the Quisenberry Library—off Northside Drive (see Map II-3-Land Use Plan).

CMPDD evaluated both the current (2006) adequacy of the library system and the future year - 2040 needs of the system in terms of accepted standards used by the American Library Association (ALA). Table IV- 1 on the next page reflects the ALA standards for minimum building space requirements according to the population of the service area.

**TABLE IV- 3  
MINIMUM SPACE REQUIREMENTS FOR LIBRARIES**

Service Area Population	Minimum Total Floor Space
Under 2,499	2,000 square feet
2,500-4,999	2,500 square feet or 0.7 square feet per capita, whichever is greater
5,000-9,999	3,500 square feet or 0.7 square feet per capita, whichever is greater
10,000-24,999	7,000 square feet or 0.7 square feet per capita, whichever is greater
Over 25,000	15,000 square feet or 0.6 square feet per capita, whichever is greater

Source: American Library Association

Table IV-2 indicates the present library needs in terms of building size for the Clinton library according to the 2005 estimate of population of Clinton with the annexed area. Using the population estimate of 26,400, and applying ALA size standards, the Clinton library should now have a total space of 15,840 square feet.

**Table IV-4**  
**Determination of *Current* Year Library Needs**  
**Using American Library Association Minimum Standards**

2005 Service Area Population	26,400
Total Current Size of All Buildings (in square feet)	8,400 sq. ft.
Estimated 2006 Space Needs Using ALA Standard (.6 square foot per capita)	15,840 sq. ft.

Sources: 2005 Population Estimate: CMPDD  
 Building Size Information: Jackson-Hinds Library System  
 Standards: American Library Association

**Findings and Recommendations**

Obviously, the present A. E. Wood Memorial Library has inadequate space to serve the needs of the present and annexed City of Clinton.

The needs of the Clinton library were projected through the year 2040 (see Table IV- 3). If the population of the City of Clinton increases at the rate expected, the system will need a building at least 17,783 square feet **by 2020** to meet the demand based upon ALA standards. In May, 2005, the architectural firm of Johnson Bailey Henderson McNeel (JBHM) produced a **Quisenberry Library Programming Document** which recommended a maximum size of 25,000 square feet. Using ALA standards, with the population of the present City and the annexed area, a library containing 20,414 square feet will be needed by 2040. However, if one considers the service area of the Quisenberry Library to be the entire Clinton Public School District with a projected 2040 population of 38,737 persons, a library containing 23,242 square feet will be needed to serve that entire area. Therefore, the JBHM recommendation of 25,000 square feet should be adequate to serve the needs of the planning area through 2040.

**Table IV- 5**  
**Determination of Year-2040 Library Space Needs**  
**Using American Library Association Standards**

2020 Projected City of Clinton Population (Present Corporate Limits Plus Annexed Area)	29,639
Minimum ALA Standard for Library Serving this Size Population in 2020	15,840 sq. ft.
2040 Projected City of Clinton Population (Present Corporate Limits Plus Annexed Area)	34,024
Minimum ALA Standard for Library Serving this Size Population in 2040	20,414 sq. ft.
Projected 2040 Population of Clinton Study Area (Clinton Public School District)	38,737
Minimum ALA Standard for Library Serving this Size Population in 2040	23,242 sq. ft.

Sources: - Population Projections: CMPDD  
 - Standards: American Library Association

CMPDD makes the following recommendations regarding the Clinton library:

1. That the Quisenberry Library contain *at least 24,000 square feet* to serve the growing population of the Clinton Public School District for the foreseeable future.
2. That the existing library, the A. E. Wood Memorial Library, should be converted to a Senior Adult Activities Center.

## **SECTION 4: POLICE PROTECTION**

### **Findings**

The Police Department is located in the Justice Complex at 305 Monroe Street in a building constructed in 1993 and containing approximately 16,000 square feet. The Police Department employs approximately 48 persons, including the Police Chief.

The Patrol Division operates on two twelve-hour shifts: 6:00 A. M. to 6:00 P. M., and 6:00 P. M. until 6:00 A. M., with seven to ten patrol officers on each shift, each commanded by a lieutenant or sergeant. In addition, there are four detectives, two civilian personnel in the Records Division, two officers assigned exclusively to the School Resources Division except in the summer, and twelve civilians in Dispatch (which shares personnel with the Fire Department).

There is one courtroom in the Justice Building, which is also used for meetings of the Mayor and Board of Aldermen.

The Police Department has two holding cells and six individual cells with a bed in each cell. The City works with the County to handle overflow jail space needs of the City or County.

The Southeast United States average ratio of police officers to population is 2.7 officers per 1000 people and the national average is 2.3 officers per 1000 residents. The estimated population of the City, including the 2004 annexation, is 26,400 persons. Therefore, the Police Department needs additional officers.

As with City Hall, space is the main issue with the Police Department. The 911 Emergency Operations Room was converted from an office, and an interview/ interrogation room is desperately needed. There is not enough space for an evidence room, and a former photographic darkroom has been converted to a records room; records file cabinets are now located in hallways.

### **Recommendations**

By the year-2020 the City of Clinton (with the area annexed in 2004) is expected to have a population of 29,639 persons. Therefore, Clinton will need additional police officers to serve this projected population.

As stated in Chapter I, Goals, Objectives and Policies, it is recommended that a new Police Department be constructed in the vicinity of Clinton Parkway. Obviously, expanded jail space should be included in the design of the Police Station.

## SECTION 5: FIRE PROTECTION

### Findings

From a study of pertinent conditions and performance records over many years, certain fire protection standards have been developed. For each deviation from these standards, the Mississippi Rating Bureau applies deficiency points, the number depending upon the importance of the item and degree of deviation. The total number of deficiency points charged against a county or municipality determines the relative classification -- one through ten. Clinton's current fire rating is 5.

The Fire Department has three fire stations located at the addresses shown below in Table IV-3 and shown on Map II-1, Existing Land Use Map, in Chapter II.

**TABLE IV-6  
FIRE STATION LOCATIONS AND EQUIPMENT**

<b>Fire Station Number</b>	<b>Location</b>	<b>Year Built</b>	<b>Equipment at This Station</b>
1-Administration	1234 Clinton-Raymond Road	1998	Command vehicle and 4 cars; 1 ladder truck (95 feet-2000 model); 1 Engine/Pumper; 1 1989 model 2000-gallon tanker; 1 rescue vehicle and 1 special operations truck
2	910 Old Vicksburg Road	1971	1991 Engine/pumper; 1964 "parade truck"
3	1659 West Northside Drive	1992	1 ladder truck (55 feet-1984 model); 2000-gallon pumper-tanker (2005 model)

The Fire Department has 45 full-time firefighters/ emergency Medical Technicians, five support staff/ firefighters (Chief, Fire Marshall, Education Officer, Training Officer, and Secretary), and 12 part-time medics. The Fire Department is authorized a total of 45 firefighters/ emergency medical technicians (plus the four administrative staff and one secretary). Firefighters serve shifts consisting of 24 hours on and 48 hours off-duty.

The service area for fire stations is 1.5 road miles for commercial areas, and 2.0 road miles for residential areas. In order to determine areas that are outside of those service areas, CMPDD prepared a map, using 1.5 mile radii (rather than road miles) to provide an indication of where additional fire stations are needed (see Map IV-1 on next page). As can be seen one of the prime areas not covered within a 1.5 mile radius of a fire station is in the northern annexed area.

Fortunately, water pressure to fight fires is good throughout the City with a minimum pressure of 70 to 85 pounds per square inch City-wide; most areas have a pressure of 95 pounds per square inch.

There are now 15 firefighters on duty per shift with three shifts rotating, for a total of 45 firefighters (excluding the Chief, Fire Marshall and other administrative/ support staff). The current ratio of firefighters to population of the City of Clinton, including the annexed area is one firefighter for every 586 residents. This is based upon the estimated 2005 population of the City, including the annexed area, of 26,400 persons (26,400 persons divided by 45 authorized full-time firefighters = 586).

By 2020, the City with the annexed area is projected to encompass 29,639 persons. Applying the same ratio to the projected 2020 population, the City will need *at least 50* full-time firefighters (29,639 persons divided by 586).

If the number of needed firefighters is calculated on the basis of the number needed *per shift*, the 2005 population of 26,400 persons divided by the current number of firefighters on each shift at a given time, the ratio is one firefighter per 1,760 persons. Applying this ratio to the projected 2020 population, at least 17 firefighters will be needed for each shift (29,639 persons divided by 1,760 = 16.8 or 17). *For every new station that is added, the City will need an additional nine firefighters.*

## **Recommendations**

One of the main concerns expressed by the Clinton Fire Chief is that of multiple major incidents occurring at the same time in different parts of the City. Because of the location of fire stations in widely separated parts of the City, a major incident in one area would draw equipment and personnel to that event, leaving other parts of the City vulnerable. Therefore, the construction of a new fully-manned fire station on the north side of the City along Pinehaven Road—particularly in the annexed area--- would help alleviate that concern as well as providing capability to respond to a fire or other emergency in north Clinton. The Mississippi Fire Rating Bureau has advised the City of this need. Accordingly, it is recommended that:

1. A new fire station should be constructed and manned on or near Pinehaven Road at Williamson Road. This would be a strategic location, especially if Williamson Road is extended southeastward as recommended in Chapter II, the Transportation Plan. This should be the number one priority for fire protection.

2. A new Fire Training Facility be located somewhere in Clinton. The existing training facility on Lawson Street is in disrepair and should be torn down.
3. A new station should be built to replace the aging Station Number 2 on Old Vicksburg Road. There would appear to be a substantial cost-benefit to replacing this station versus simply remodeling it.
4. It is recommended that the City encourage the construction of saferooms or storm shelters to withstand tornadic winds for all new homes, remodeled homes or manufactured homes.
5. The installation of sprinkler systems in residences is also recommended.
6. Finally, for the long-range future, the City should consider the construction of a fifth fire station on Springridge Road at the Public Works Complex to protect the growing commercial development along that corridor, as well as the adjacent residential population.

**INSERT MAP IV-1: FIRE SERVICE AREAS**

## **SECTION 6 - UTILITIES AND DRAINAGE**

### **SEWER SYSTEM IMPROVEMENTS**

#### **Findings and Recommendations**

Currently, the City of Clinton provides sewer service to almost all areas of the former corporate limits plus portions of the annexed area to the south—particularly the Shady Springs manufactured home park on McRaven Road. There are four activated sludge wastewater treatment plants (see Map IV-2) in the City with the indicated capacities:

Briars: .63 million gallons per day;  
Northeast: .3 million gallons per day;  
Lovette: .276 million gallons per day; and  
Southside: 3.5 million gallons per day

The old Brighton lagoon is now being used as a holding cell.

A \$2.25 million low interest rate loan was obtained from the Mississippi Department of Environmental Quality to repair sewer lines in problem areas of the sewer system and to eliminate by-passes and back-ups which occur in heavy rains. This sewer rehabilitation project is almost complete as of October, 2006.

It is recommended that sewer service be extended to all annexed areas as soon as the final annexation is approved where economically feasible.

### **WATER SYSTEM IMPROVEMENTS**

#### **Findings and Recommendations**

The City of Clinton and surrounding study area is serviced by five water systems:

1. The Clinton water system: see Map IV-2;
2. North Hinds Water Association;
3. Mt. Olive Water Association;
4. South-Central Water Association; and
5. St. Thomas Water Association.

The location of water lines is shown on Map IV-2.

The Supervisory Control and Data Acquisition (SCADA) system allows the City to monitor the water system including pressure, flow rates, elevated water tank levels and chlorine leak detection and intrusion.

INSERT MAP IV-2: WATER AND SEWER LINES

Some residents (less than twenty) of the 2004 annexed area are already served by the City of Clinton's water system. It is recommended that when the final annexation is approved that water service be extended to the remainder of residents in the annexed area where economically feasible.

## STORM DRAINAGE

### **Findings and Recommendations**

All 100-year floodplains and floodways in the study area are shown on Map II-3, the Land Use Plan and Thoroughfares Plan. However, the Flood Insurance Rate Maps (FIRM's) are in need of updating, and the City should vigorously pursue this issue with the Federal Emergency Management Administration.

Detention or retention ponds should be required for all major new developments to reduce flooding upstream and downstream, and the City's Flood Control Ordinance should continue to be enforced.









