

Ridgeland Area Master Plan – Version 1

Progress Report

October 2012

Original Adoption of Version 1: 2008

Version 1 Re-adopted: 2009

Introduction

The City of Ridgeland has come a long way from its origins as a sleepy settlement at the intersection of the railroad and the Natchez Trace. In its early years, Ridgeland was little more than a staging platform for agricultural products and raw materials that would be transported to Mississippi's Capital City and to the more distant cities of New Orleans and Memphis. It is doubtful that the early settlers imagined that Jackson would swell in size to one day share a boundary with its little neighbor to the north. A less determined community might have eventually succumbed to the pressure and been engulfed by Jackson.

Fortunately, due to strong and confident leadership, Ridgeland established itself as an important participant in the economic life of the region on its own terms and has become a refuge of well-tended neighborhoods, quality schools, robust shopping areas and thriving small businesses. Taking full advantage of the access afforded by the Interstate Highways, the proximity of the growing market of Jackson, and an abundance of developable land, Ridgeland has grown to a city of over 24,000 with a bright future.

In 2006, Ridgeland leaders funded the Ridgeland Area Master Plan (RAMP), commissioned Moore Planning Group, and appointed numerous active citizens to serve on the Master Plan Steering Committee to lead the development of the Plan. The Steering Committee hosted numerous Town Hall Meetings where over 500 citizens and businesses leaders gathered to express their thoughts about the future of Ridgeland. The Steering Committee ensured that the wishes of the community are reflected in each and every recommendation of the Plan.

RAMP represents the hard work and dedication of many people who participated in community meetings and workshops and offered their ideas and concerns via the Master Plan Web Site. It was crafted with the guidance of the members of the Master Plan Steering Committee whose diligence and wisdom is reflected throughout the Plan.

The Master Plan was unanimously recommended by the Mayor, each Department Head, and the Master Plan Steering Committee, and the Board of Aldermen unanimously adopted the Plan following a Public Hearing. Implementation efforts were already underway at that time and have been a continuous focus on the minds of city officials. The purpose of this document is to track progress periodically so that we remain focused on implementation.

Included in this report are general accomplishments and Focus Area accomplishments. The Focus Area accomplishments are broken down into projects, programs, and policies as listed in RAMP.

General

Adoption: On March 27, 2008, the Mayor and Board of Aldermen conducted a Public Hearing to take comments on the final version of the Ridgeland Area Master Plan. After the Public Hearing, it was announced that the Plan not only carried the recommendation to adopt by the Mayor but every Department Head and the Master Plan Steering Committee also recommended adoption. The Board of Aldermen voted unanimously to adopt the Plan as the City's official Master Plan.

Re-adoption: After the election in 2009, the Plan was presented to the new administration who immediately moved to re-adopt RAMP in its entirety.

Comprehensive Plan Update: One of the first implementation steps following the adoption of the Master Plan was the inclusion of RAMP in the city's Comprehensive Plan, which is a legally mandated plan. City leaders actually began the process of the update to the Comprehensive Plan in 2006, but the Mayor and Board of Aldermen made the decision to delay the development of the Comprehensive Plan until the development of RAMP was complete. RAMP provided a strong foundation for the Comprehensive Plan with the inclusion of the involvement of citizens and business leaders. The exact same Future Land Use Plan and transportation enhancements are reflected in both final documents.

Zoning Ordinance Amendments: In 2009, numerous Zoning Ordinance Amendments were adopted by the Board of Aldermen to better reflect some of the policies recommended in RAMP. Development of a Use Table, reformatted Zoning Ordinance, and a new Zoning Map are all expected in the next Amendment. The Use Table will be a very beneficial tool to quickly determine zoning capabilities for land uses.

RampUpRidgeland.com: During the planning process, Community Development set up a website to showcase parts of the Master Plan and allow for citizen comments that would be utilized by the Master Plan Steering Committee in developing the goals of the Plan. Once the Plan was complete, the website evolved into the Economic Development website where property listings are displayed. The website also has a downloadable copy of RAMP as well as recent news, links to mapping resources, and advertising opportunities.

City Website: The City of Ridgeland's main website was updated to include various elements of the Plan as well as provide a link to www.RampUpRidgeland.com.

Mapping: Numerous mapping projects have followed the completion of RAMP. The Future Land Use Plan was developed in GIS format and applied to the city's mapping system. The Community Development Department upgraded software and developed an Adobe FLEX Map that makes most common data (including the Future Land Use Plan) easily available to city staff and the public through the city's website.

Adopted a new Property Maintenance Code: RAMP recommends "stringent code enforcement and redevelopment initiatives for declining areas." The Mayor and Board of Aldermen adopted a more stringent version of the Property Maintenance Code in 2010 which is used in all areas of the City in order to reverse blight in declining areas as well as preserve newer areas.

State Statute 21-19-11 Legislation: In 2009, the Director of Community Development worked directly with the Mississippi Municipal League (MML) attorney and lobbyist on recommending critical improvements to the "Cleaning of Private Property" State Law. The improvements to the notice provisions aid in the ability of the City to enforce property standards, which is directly related to "stringent code enforcement."

Major Demolitions: Following the theme of stringent code enforcement, the Mayor and Board of Aldermen worked closely with City Attorneys on the demolition of 645 & 649 S. Wheatley, which was an eyesore for many years. The Community Development Department also coordinated with Trustmark Bank on the successful demolition of the old Log Village Shopping Center on Highway 51.

100% Rental Inspection Program: The Mayor and Board of Aldermen adopted a new Rental Inspection procedure in 2010, which transitioned from inspecting a maximum of 20% to a new maximum of 100% of turn-over of occupants in rental properties. This improvement is consistent with the goal of adopting “stringent code enforcement...initiatives”.

Comprehensive Apartment Inspection Program: Since the adoption of RAMP and in keeping with the “stringent code enforcement” goal, the Community Development Department has led a comprehensive apartment inspection program where the focus is primarily on the exterior, common areas, and unsecured interior units. Six Apartment complexes have been fully inspected and only one has outstanding violations. The program is ongoing and will continue through all eighteen complexes. The program has resulted in substantial reinvestment not only to the complexes that have been given Notices, but also to numerous other complexes that anticipate our arrival. This program has resolved 1142 violations of the Property Maintenance Code.

Code Enforcement Program: City leadership has remained committed to two full-time Code Enforcement Officers who have managed to resolve nearly 4,000 violations through a soft approach since the adoption of the Master Plan in 2008. The soft approach to addressing violations is evolving into a more strict approach to certain types of violation and repeat offenders.

Trail Expansions: RAMP recommends that Ridgeland leaders “improve the convenient access” throughout the City. Since the adoption of the Master Plan, city officials have worked diligently with Natchez Trace Officials on trail expansion projects that added an additional 5 miles of trails. The Public Works Department has added numerous bike lanes throughout the city on roads that can support the improvements. City leaders have also committed to adding multi-use trails and bike lanes where feasible on any new road construction. Numerous restaurants throughout the city have also recognized the importance and have added bike racks on site to take advantage of the trail traffic.

Billboard Reduction Agreement: In order to improve the image of the community, which is a major goal in the Plan, city officials and Lamar Outdoor Advertising reached an agreement to reduce the 24 Billboards scattered throughout the city to 10 locations. In addition, all 10 locations will be upgraded to digital technology and will include decorative pole bases. Lamar also agreed to install major landscape improvements along Lake Harbour Drive.

Commercial Overlay Districts: The City Planner and Director of Community Development have analyzed the commercial areas of the City and have developed an unofficial layout of potential commercial overlay districts, which is a recommendation of the Plan. Regulations would be similar to the Northpark Overlay District that is adopted, but each regulation would likely have slight differences that would be unique to each District.

Economic Development Assistant: In 2009, the Mayor and Board of Aldermen expanded the Community Development Department to add an Economic Development position. The position is responsible for managing the content of the economic development website, business liaison efforts, marketing available properties, chasing prospects, attending trade conventions/meetings, preparing information for interested

businesses, managing new business requests, and anything else that could enhance the economic potential of Ridgeland.

Adopted a new Sign Ordinance: In February 2009, the Board of Aldermen adopted a new version of the Ridgeland Sign Ordinance that includes language to reduce Billboards throughout the City. The Sign Ordinance also established the ability to regulate aesthetics of signs by incorporating an approval and appeal process. Since the adoption, Community Development has dramatically improved Ridgeland businesses' signs by prohibiting sub-standard signs.

2013 Transportation Plan: The updated Transportation Plan includes the transportation and trail concepts presented in the Master Plan and is expected to be adopted in early 2013. A Transportation Plan is a very beneficial tool necessary to acquire federal and state funding for improvements.

Lake Harbour Drive Widening: This project is currently under construction. The Road will be widened to a five-lane roadway that extends from Northpark Drive to U.S. Highway 51. As recommended by RAMP, the project will also include a multi-use path that extends the entire length of the road. The project is expected to be completed in 2014.

Lake Harbour Drive Extension: This proposed project is a five-lane roadway that extends Lake Harbour Drive from U.S. Highway 51 to the Highland Colony Parkway. This project was identified in the 2003 Ridgeland Transportation Plan and is included in the RAMP, draft 2012 Transportation Plan and State Transportation Improvement Plan (STIP) as a major east-west corridor critical to the growth, development and redevelopment of this focus area. We are currently in the design phase and executed the contract with Waggoner Engineering to complete plans and specifications for construction and right-of-way acquisition. The total cost for the project is estimated at \$30 Million. The City currently has two congressional appropriations: MS 148 in the amount of \$9,689,505.00 and MS 219 in the amount of \$1,499,444.00. We are seeking sources of funding for the remainder of the cost. Once constructed, Lake Harbour Drive will become a needed east-west connector as recommended in the Master Plan.

Colony Park Boulevard: This proposed project is a five-lane roadway that extends from McClellan Drive to Highland Colony Parkway connecting Highland Colony Parkway, Interstate Highway 55, and U.S. Highway 51. This roadway is included in the RAMP, draft 2012 Transportation Plan, and STIP as a major east-west corridor and is critical to the growth, development, and redevelopment of this focus area. The City has entered into an inter-local agreement with the Mississippi State Department of Transportation (MDOT) to participate in the segment of the roadway (City Portion) from Sunnybrook Road to McClellan Drive with a total cost of this project at \$26.2 Million. The City has agreed to pay for 20% of the construction cost and 100% of right of way acquisition in the amount of \$10.4 Million. The City is aggressively seeking sources of federal funding to fill the gap.

Sunnybrook Focus Area

PROJECTS

- 1.1 Develop a major city gateway at the intersection of Colony Park Boulevard at Sunnybrook and I-55.
 - 1.1.1 Work is currently underway with the I-55 widening project. The Director of Community Development has obtained a copy of the AutoCAD drawings for the I-55 project for use in the preparation of conceptual landscape drawings. Discussions about landscape and gateway improvements are forthcoming.
- 1.2 Extend Steed Road to North Wheatley Drive.
 - 1.2.1 Steed Road extension has been added to the forthcoming Transportation Plan that will be presented to the Mayor and Board of Aldermen for consideration.
 - 1.2.2 When Entergy installed the new transmission line to a nearby substation, the layout of the road extension was considered with respect to the placement of the transmission line poles.
- 1.3 Extend North Wheatley Drive to north City Limit
 - 1.3.1 This project is listed in the revised Transportation Plan in the Long Term Recommendations.

PROGRAMS

- 1.4 Work with developers to establish interior access and utilities corridor between Sunnybrook Road and Interstate Service Road.
 - 1.4.1 All developments that have been presented for this area have been required to provide access to adjacent properties. This access is in addition to the limited access offered by the I-55 frontage road, which is currently under construction.
- 1.5 Monitor design of Colony Park Boulevard and Sunnybrook Road improvements for compliance with Focus Area concepts (including trails, medians and street tree planting).
 - 1.5.1 These concepts are included in the Transportation Plan.
- 1.6 Work with School District, Community College and private developers to create retention ponds and school related development north of Steed Road Ext.
 - 1.6.1 When Holmes CC installed a parking lot expansion, they also installed a detention pond to offset the drainage impacts.
 - 1.6.2 Additional considerations will occur once the road extension becomes a reality.
- 1.7 Work with School District, foundations and private developers to establish High School Business Incubator funding.
 - 1.7.1 There has been a little discussion about this concept internally. We continue to monitor grant resources and opportunities to search for the right fit.

POLICIES

- 1.8 Create zoning classifications for Mixed Use areas, Conservation Residential and Commercial Development, and PURDs.
 - 1.8.1 Zoning Ordinance improvements are anticipated in 2013 and 2014.

- 1.9 I-55 Corridor development guidelines and Overlay District.
 - 1.9.1 The development of these guidelines is anticipated in 2013 along with Colony Park design guidelines and overlay district language.

- 1.10 Recruit developers for Commercial, Mixed Use properties, New-urbanist Residential, and High School Business Incubator compatible with Focus Area concepts.
 - 1.10.1 The Mayor and Community Development officials have met with numerous prospects on a variety of Mixed Use projects and will continue these meetings to see more implementation of the Master Plan.

West Jackson Street Overlay District

PROJECTS

- 2.1 Develop Gateway Park at Jackson St. and Sunnybrook.
 - 2.1.1 The City Planner and Fire Chief developed a concept for this lot that includes a new historic-like fire station, which would replace Fire Station #2. The conceptual plan also includes a small park area. A funding source has not yet been discovered.
- 2.2 Continue to pursue parking areas along railroad right-of-way.
 - 2.2.1 Parking areas were installed in 2010 at all four quadrants of the intersection. The 123 parking spaces are complete with decorative sidewalks, lighting, site furnishings, landscaping, and a place for a future pavilion. A funding source for the pavilion has not yet been identified.
 - 2.2.2 The City of Ridgeland originally agreed to lease the site for the parking area from the Illinois Central Railroad. In July of 2012, the City of Ridgeland purchased the site so additional expenses associated with lease payments and special insurance required by the Railroad Company are no longer required.
- 2.3 Implement traffic-calming enhancements to Jackson St including sidewalks, parallel parking and enhanced intersections to restore historic scale.
 - 2.3.1 There have been internal conversations about this project, but no plans have been developed and no funding sources are currently available. Once the new federal transportation bill gets funded, transportation enhancement funds may be available for this type of improvement project.
 - 2.3.2 The City is waiting for the completion of the I-55 widening/frontage road project in order to gain possession of permitting and maintenance rights from MDOT.
 - 2.3.3 The Community Development Department plans to develop a schematic plan that can be used to improve grant applications.

PROGRAMS

- 2.4 Investigate possibility of building sidewalks in Heritage Neighborhood.
 - 2.4.1 Some sidewalks in the Olde Towne area have been constructed by adjacent commercial / mixed use development leading up to the neighborhood, but there has been no further consideration of sidewalks within the area.
 - 2.4.2 A new trail spur was added to Perkins Street for easy access to the multi-use trail along the Natchez Trace.
- 2.5 Seek National Register status for any historic buildings, landscapes, streets, and public spaces that qualify and develop preservation/interpretation policy.
 - 2.5.1 The Community Development Director has discussed the concept of establishing a Historical Marker for the City of Ridgeland establishment. This marker is proposed to be located near the intersection of the railroad tracks and Jackson Street. It is likely that the Historical Society of Ridgeland will be involved in the project.

POLICIES

- 2.6 Adopt design guidelines: maximum setbacks, access restrictions, preservation of heritage neighborhood, height restrictions, and public access.
 - 2.6.1 The City continues to manage the review of new projects and requiring that all projects comply with the overlay district design guidelines; however, there have been no amendments proposed to impose a maximum setback.
 - 2.6.2 The City requires that adjacent developments agree to access to improve the connection of one parking lot to another.

- 2.7 Recruit developers for Commercial, Mixed Use properties compatible with Focus Area concepts.
 - 2.7.1 The Mayor and Community Development Officials continue to meet with prospective developers to further the goals of the overlay district.

- 2.8 Continue to pursue opportunities to strengthen relationships with Natchez Trace Parkway and build cultural and heritage opportunities.
 - 2.8.1 City Officials have met with the Superintendent and various members of the Natchez Trace Staff to maintain open communication about wants and needs. The City is currently seeking approval from the Natchez Trace Administration for improved access to the northern end of the City Center property which directly ties to the center of the Downtown area.

City Center Focus Area

PROJECTS

- 3.1 Construction of City Hall Complex.
 - 3.1.1 The City of Ridgeland has purchased the site that is designated to be the City Center.
 - 3.1.2 A schematic plan has been prepared in 'Draft' format. The plan includes a location for a City Hall, Library, Performing Arts Center, Civic Center, Business Incubator Building, Green Education Building, Museum concepts, and a private development area that would likely contain a variety of mixed uses.
 - 3.1.3 A HUD EDI \$100,000 Grant was awarded to the City of Ridgeland to be used towards the development of the City Center project.
 - 3.1.4 MDEQ has awarded the City of Ridgeland \$60,000 in grants to perform Environmental Assessments.
 - 3.1.5 A set of contract documents to remove concrete from above and below grade is being prepared by Waggoner Engineering. This project, which also includes a temporary parking lot in the southwest corner, will be competitively bid in the coming months.
- 3.2 School Street Enhancements.
 - 3.2.1 The realignment of School Street is depicted in the schematic plan for City Center, but has not been funded. This project is also included in the Transportation Plan.
- 3.3 Highway 51 Enhancements.
 - 3.3.1 Community Development is planning to develop a schematic plan for this improvement in 2013. The schematic plan will be useful in grant funding applications.
- 3.4 Connecting trails to Natchez Trace
 - 3.4.1 Trail Connections have been contemplated. Coordination with MDOT and the Natchez Trace officials is ongoing.
- 3.5 Ecological Education Center
 - 3.5.1 The Ecological Education Center is included in the 'Draft' Schematic Plan for City Center. This facility would be an excellent location for a Green Infrastructure Department that would not only be charged with the tasks of managing the ecological education center and programs but also primarily managing the City's Green Infrastructure. This department would be responsible for maintenance of public landscape areas as well as managing LEED Certified Maintenance Programs at municipal facilities.
- 3.6 Heritage Site purchase and renovations.
 - 3.6.1 The Mayor and Community Development Director have had conversations with the owner of Henderson's Garage. There is a business that currently occupies this location that is planning to make needed improvements to the building. The owner intends to maintain the Historic image of the building.

PROGRAMS

- 3.7 Recruit developer for Mixed-use Development and prepare strategy for financing construction of new city hall complex and disposal of existing property.

- 3.7.1 The Mayor and Director of Community Development have participated in numerous meetings with developers to discuss the possibility of private development within the City Center development.
- 3.7.2 The Mayor and Director of Community Development have also had discussions about various funding opportunities that range from municipal bonding to private financing and lease-to-own arrangements.

POLICIES

- 3.8 Re-zone as required to accomplish Focus Area concepts.
 - 3.8.1 Rezoning of the City Center site will be considered as a “Special Use” District in 2013 or 2014 when it is expected that a new Zoning Ordinance and Map will be adopted.

Freedom Ridge Expansion Focus Area

PROJECTS

- 4.1 Construct park facilities including roadways, trails, parking and retention ponds.
 - 4.1.1 The Recreation and Parks Department has prepared a Schematic Plan for the expansion project.
 - 4.1.2 The project contemplates the MDOT I-55 / I-220 widening and realignment project as well as the recent acquisition by Entergy for the new Transmission Line. Due to these encroachments on the recommendation of RAMP for this area, the Schematic Plan evolved to include a larger area.
 - 4.1.3 Additional program elements were also considered in the schematic plan.
- 4.2 Construct Tennis Center, ball fields and related amenities.
 - 4.2.1 These program elements are included in the Schematic Plan.
- 4.3 Construct indoor sports facility and related amenities.
 - 4.3.1 The Indoor sports facility was programmed out of the Freedom Ridge Park expansion due to the lack of enough space available.
- 4.4 Construct buffer enhancements along I-55 adjacent to office/ light industrial park.
 - 4.4.1 Based on the Schematic Design, there is not enough room for the office or light industrial park area once the road realignment projects are considered. The Schematic Plan does contemplate a natural buffer along the Interstate.

PROGRAMS

- 4.5 Recruit developers for hotel, retail and light industrial components.
 - 4.5.1 These items were programmed out of the Freedom Ridge Expansion Master Plan.

POLICIES

- 4.6 Monitor Design and Engineering of Lake Harbor Drive extension for compliance with Focus Area concepts.
 - 4.6.1 The Environmental Assessment Phase is complete. City Staff will continue to monitor the progress and ensure that the design accommodates the planned improvements to Freedom Ridge Park.
- 4.7 Re-zone as required to accomplish Focus Area concepts.
 - 4.7.1 Rezoning may occur in 2013 or 2014 when the City of Ridgeland updates the Zoning Ordinance and Map. Existing residents within this area will likely need zoning relief to continue operation of the current use until such time the Board of Aldermen decide to move forward with acquisition of the park expansion area.
- 4.8 Continue purchasing properties required to accomplish Focus Area concepts.
 - 4.8.1 Efforts to acquire property within this area are ongoing as opportunities arise.

Highway 51 Focus Area

PROJECTS

- 5.1 Develop Gateway enhancements at south Gateway Corridor.
 - 5.1.1 MDOT has recently completed the environmental phase of the I-55 / I-220 realignment project. A total reconstruction of the I-55 / I-220 / Hwy 51 / County Line Road exit is forthcoming.
 - 5.1.2 As the reconstruction project moves further through the planning process, City Staff should encourage the addition of transportation enhancements that would support the gateway improvement concept.
- 5.2 Build sidewalk/trails in highway right-of-way in the City Center Corridor and Historic Corridor.
 - 5.2.1 Sidewalks and multi-use trails are considered in the schematic plan that has been developed for City Center.
 - 5.2.2 A connection to the multi-use trail near the intersection of Rice Road and Highway 51 has been discussed with MDOT and Natchez Trace officials. It is anticipated that the City's engineer will ultimately develop plans to be used in coordination with the Natchez Trace officials in order to implement a safe and functional connection.
- 5.3 Corridor and median enhancement coordination and construction.
 - 5.3.1 Community Development is planning to develop a schematic plan for this improvement in 2013/2014. The schematic plan will be useful in grant funding applications.

PROGRAMS

- 5.4 Establish a Street Tree Planting Program involving participation by the City of Ridgeland, MDOT, and property owners.
 - 5.4.1 The Community Development Department has received numerous calls about removing Bradford Pear trees along Highway 51 and is researching tree species that will be better for the corridor.
 - 5.4.2 The Community Development Department is investigating the potential of installing a median that would contribute to the gateway concept and corridor image. It is hoped that there will be enough time resources in 2013 to develop a schematic drawing.

POLICIES

- 5.5 Establish the Gateway, Business, City Center and Historic Corridors and develop design guidelines for each of the designated corridors as appropriate for the use.
 - 5.5.1 As the Community Development Department investigates form-based codes, design guidelines will also have to be contemplated. The Department has already devised an unofficial plan that outlines the various commercial districts not only along Highway 51 but also the rest of the City's commercial districts. More development of the concept is expected in 2013 and 2014.

- 5.6 Coordinate Lake Harbour Drive Extension and Colony Park Boulevard for compliance with Focus Area concepts.
 - 5.6.1 Both projects have been coordinated around the recommendations of RAMP including preferred route, landscape, and gateway considerations. The schedule for implementation is unknown at this point.

Southeast Ridgeland Redevelopment Focus Area (West)

PROJECTS

6W.1 Build Purple Creek Trail.

6W.1.1 The Purple Creek Trail is included in the Transportation Plan.

6W.1.2 Efforts to acquire right-of-way are ongoing as opportunities arise.

6W.2 Build sidewalks and crosswalks in residential areas.

6W.2.1 There has been no implementation of this recommendation. Most of the effort put forth in the direction of redevelopment has been with strict code enforcement efforts designed to stimulate re-investment and improvement to declining structures.

6W.3 Make street repairs/resurface and mark bike lanes on key neighborhood streets.

6W.3.1 The Street resurfacing and repair program is ongoing and has included many streets within this focus area.

PROGRAMS

6W.4 Prepare a Pattern Book to guide residential redevelopment.

6W.4.1 There has been no progress on the guide book at this point. Progress is expected in 2013 and 2014.

POLICIES

6W.5 Recruit developers for Pattern Book repairs/remodeling of older homes in targeted neighborhoods.

6W.5.1 The Mayor, the Economic Development Assistant, and the Director of Community Development have coordinated numerous meetings over the last two years with developers and bankers in an effort to develop a partnership and funding program to implement the recommendations.

6W.5.2 City officials have also met with individuals looking for house(s) to remodel. Efforts are ongoing.

6W.5.3 The Community Development Department has investigated Pattern Books from other communities. Ridgeland's Pattern Book would be a tool that can be used to educate individuals on how to remodel a home that was built in the 1970s and 1980s to make it more marketable in today's interests. Improvements would be recommended inside and outside of the structure and would hopefully be tied to an incentive program like grants and/or low interest loans.

Southeast Ridgeland Redevelopment Focus Area (East)

PROJECTS

- 6E.1 Extend Old Canton Bikeway to Pine Knoll Drive.
 - 6E.1.1 Efforts to obtain funding for this project are ongoing.
- 6E.2 Build streetscape enhancements to Pineknoll Drive and Lincolnshire Boulevard.
 - 6E.2.1 The City of Ridgeland has completed various improvement projects along Old Canton near these two streets. Improving these streets would be part of the overall program for the redevelopment of this area.
- 6E.3 Develop bikeway along School Creek with connections into redevelopment area.
 - 6E.3.1 This project is included in the overall program for redevelopment.

PROGRAMS

- 6E.4 Work with private developers to complete a model Cottage Development.
 - 6E.4.1 City officials have organized many meetings to further develop this Focus Area.
 - 6E.4.2 City officials coordinated with a developer and Moore Planning Group to create a schematic plan for the redevelopment project. The cottage concept was abandoned for more traditional development styles of suburban housing projects and traditional neighborhood developments.
 - 6E.4.3 Waggoner Engineering participated in developing an Opinion of Probable Costs for the proposed development. The developer analyzed the project as a whole to help determine the approximate size of gap financing that is necessary to implement the previously planned project.
 - 6E.4.4 City Officials performed a market study with the assistance of numerous Metro Area Real Estate professionals.
 - 6E.4.5 City Officials have been actively seeking creative strategies to finance the gap funds.

POLICIES

- 6E.5 Establish Cottage Development zoning classification with incentives for targeted areas.
 - 6E.5.1 The necessary zoning classification will coincide with project approvals once a developer is selected and financing is available.
- 6E.6 Re-zone as required to accomplish Focus Area concepts.
 - 6E.6.1 Rezoning will occur at an appropriate time.

Northpark District Focus Area

PROJECTS

- 7.1 Extend Arbor Drive to Ring Road.
 - 7.1.1 The extension of Arbor Drive is included in the Transportation Plan. Funding has not yet been identified.
- 7.2 Develop Greenway/Bikeway along School Creek with connections/extensions.
 - 7.2.1 This multi-use trail project is included in the Transportation Plan. Funding has not yet been identified.
- 7.3 Acquire properties for retention area greenways and transit center.
 - 7.3.1 There has been no specific progress on acquiring properties for these uses, but city officials have been actively discussing opportunities with Northpark Mall management.
- 7.4 Build new streets from County Line Road to Northpark Drive and from Northpark Drive to Town Center Boulevard.
 - 7.4.1 After further review, this concept is not included in the Transportation Plan due to the fact that Avery Boulevard is already in place and virtually serves the same purpose.
- 7.5 Build extension of Towne Center Blvd to Hwy. 51
 - 7.5.1 There has been no progress on this road. Further coordination with Northpark Mall is necessary in order to make this road part of a much larger building program funded largely in part by private funding. This extension is included in the Transportation Plan.
- 7.6 Add sidewalks to all major streets.
 - 7.6.1 Sidewalks are included in the Transportation Plan.

PROGRAMS

- 7.7 Work with Northpark Mall owners to incorporate Focus Area concepts into mall renovations/expansion (including enhanced retention ponds, shopping streetscapes, parking structures, medical use development, transit center, and trails connectivity).
 - 7.7.1 The Mayor, several Board Members, and Community Development officials have coordinated with Simon Mall management officials on numerous occasions.
 - 7.7.2 Since the beginning of the Master Plan, there have been three different Mall Managers and three different Regional Vice Presidents for the Northpark Mall. Officials continue to build a relationship with all levels and have discussed the details of the Northpark District Focus Area with each management official.

POLICIES

- 7.8 Rezone to include Conservation Development, Mixed Use, Medical Use and Hotel District classifications.
 - 7.8.1 These zoning classifications will be considered as project opportunities are considered.

- 7.9 Establish special Shopping District Classifications to promote density, scale, and improved access.
 - 7.9.1 The Northpark Shopping District design guidelines were created in 2006 that set forth requirements of architectural improvements.
 - 7.9.2 In 2010, the Board of Aldermen officially adopted the Northpark Overlay District which makes the design guidelines binding. The official overlay district ordinance also includes language regarding parking lot access, bicycle parking, landscape requirements, and many other concepts that will enhance the area.
 - 7.9.3 To date, approximately 80 percent of the square footage of building space has voluntarily complied with the architectural requirements.

- 7.10 Work with property owners to develop policy for merging/connecting parking areas between adjacent stores.
 - 7.10.1 Language regarding parking lot merging is included in the Overlay District ordinance.

Costas Lakes Focus Area

PROJECTS

- 8.1 Continue development of new sanitary sewer improvements.
 - 8.1.1 The Public Works Department has managed multiple water and sewer projects in the surrounding area since the adoption of the plan.
 - 8.1.1.1 Livingston Road Water system (\$2,300,000.00)
 - 8.1.1.2 Install water main Phase I & II (\$1,800,000.00)
 - 8.1.1.3 Install water main Phase III (\$1,200,000.00)
 - 8.1.1.4 Western Sewer (\$5,600,000.00)
- 8.2 Build the east-west collector road from Highland Colony Parkway to Livingston Road.
 - 8.2.1 City Officials have coordinated with area property owners who were working on a strategy to finance the road project through a Public Improvement District financing plan, but plans fell through. Since that time, one of the surrounding property owners has sold to a new owner. Conversations are ongoing.
 - 8.2.2 This road project is in the Transportation Plan.

PROGRAMS

- 8.3 Develop partnership with developers and golf construction/management professionals to co-develop a municipal golf course along northern edge of County Line Rd.
 - 8.3.1 There have been a few conversations about this concept, but there has been little real progress.
- 8.4 Recruit developers to build the retail node and mixed use development at the north end of Costas Lake.
 - 8.4.1 It is believed that this program is a long-range idea.

POLICIES

- 8.5 Re-zone to accommodate Focus Area concepts including Mixed Use areas, Conservation Residential and Commercial Development, and PURD's.
 - 8.5.1 These zoning classifications will be considered in the 2013-2014 zoning updates as appropriate.