# COMPREHENSIVE PLAN
## CITY OF CLARKSDALE, MISSISSIPPI

Adopted by the Clarksdale Board of Commissioners: Month xx, 2024

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# CHAPTER 1: INTRODUCTION

Incorporated in 1882, the City of Clarksdale, Mississippi, stands as a beacon of cultural and regional significance in the heart of the Mississippi Delta. With a population of 14,903 residents as of the 2020 Census, Clarksdale is not just a city but the vibrant urban core of the Clarksdale, Mississippi, Micropolitan Statistical Area, which encompasses the entirety of Coahoma County.

The City of Clarksdale is located about:

- seventy (70) miles southwest of Memphis, Tennessee
- one hundred thirty (130) miles northwest of Jackson
- sixty (60) miles northeast of Greenville
- one hundred five (105) miles west of Tupelo
- one hundred ten (110) miles southeast of Little Rock, Arkansas
- two hundred twenty (220) miles northwest of Birmingham, Alabama.

**Figure 1.1: Clarksdale's Location**
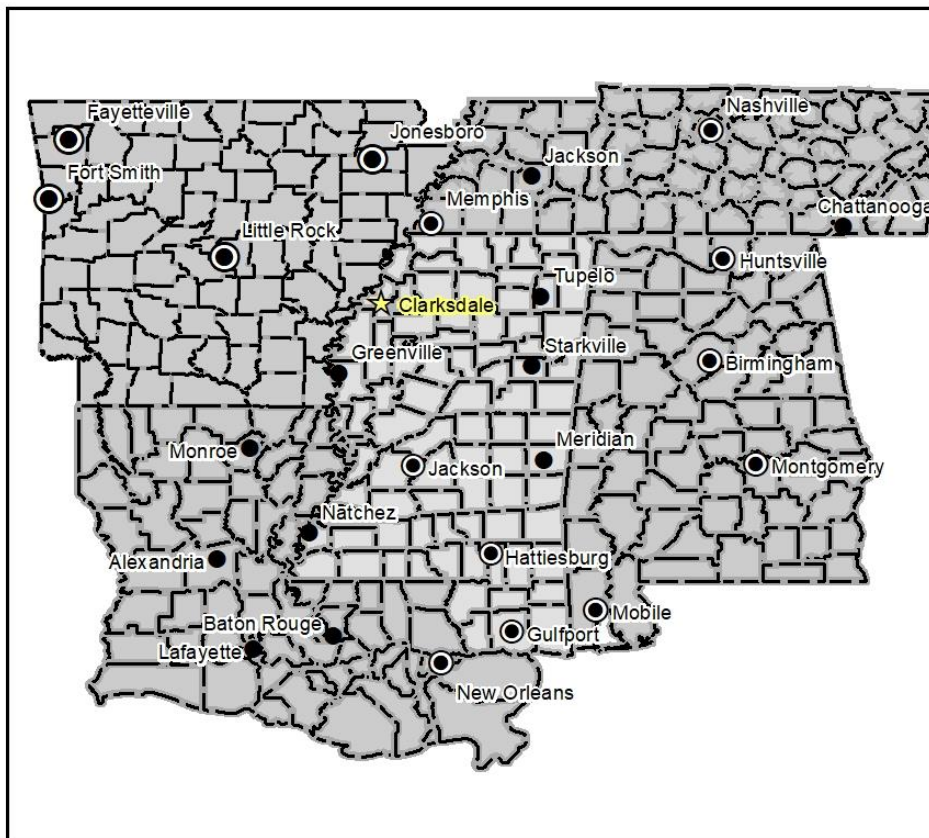
Clarksdale is a quintessential Mississippi Delta community, with history and culture shaped by the flow of rivers and time. Clarksdale is one of the largest cities in the Yazoo-Mississippi Delta and is a center of industry and commerce. Located in central Coahoma County, which is bounded to the west by the Mississippi River, the City of Clarksdale is near the head of the navigable waters of the Sunflower River. The Sunflower River bisects the city from north to south, rising north of Clarksdale in Desoto County and flowing south into the Yazoo River northeast of Vicksburg, where its waters join the Mississippi River almost 130 miles due south of Clarksdale.

U.S. Highways 49 and 61 are the major north-south transportation routes to and from the city. U.S. Highway 49 connects Clarksdale to the City of Helena, Arkansas, north, and Jackson, Mississippi, south. U.S. Highway 61 connects the city to Memphis, Tennessee, to the north and Vicksburg to the south.  To the east of the city, Mississippi Highway 6 connects Clarksdale to Batesville and Interstate 55. To go west, the closest bridges over the Mississippi River are in Greenville and Helena, Arkansas.

## 1.1 PURPOSE OF A COMPREHENSIVE PLAN

The purpose of a comprehensive plan is to act as a blueprint for a community by guiding future growth, development, and conservation. The plan outlines a long-term vision for a community, sets goals and objectives, and results in a list of feasible action items for the short and long term. The vision and the goals are the collective statements of residents, community leaders, and key stakeholders interested in how a community will grow and function in the next twenty to twenty-five years.

Section 17-1-1 of the Mississippi Code defines a 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 (20) to twenty-five (25) years) development of the county or municipality. Required goals and objectives shall address, at a minimum, residential, commercial and industrial development; parks, open space and recreation; street or road improvements; public schools and community facilities.

(ii) A land use plan which designates 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. 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 such land use codes. Projections of population and economic growth for the area encompassed

by the plan may be the basis for quantitative recommendations for each land use category.

(iii) A transportation plan depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways for the area encompassed by the land use plan and for the same time period as that covered by the land use plan. Functional classifications shall consist of arterial, collector and local streets, roads and highways, and these classifications shall be defined on the plan as to minimum right-of-way and surface width requirements; these requirements shall be based upon traffic projections. All other forms of transportation pertinent to the local jurisdiction shall be addressed as appropriate. The transportation plan shall be a basis for a capital improvements program.

(iv) A community facilities plan as a basis for a capital improvements program including, but not limited to, the following: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage."

Section 17-1-11 also states that "The governing authority of each municipality and county may provide for the preparation, adoption, amendment, extension and carrying out of a comprehensive plan for the purpose of bringing about coordinated physical development in accordance with present and future needs and may create, independently or jointly, a local planning commission with authority to prepare and propose (a) a comprehensive plan of physical development of the municipality or county; (b) a proposed zoning ordinance and map; (c) regulations governing subdivisions of land; (d) building or set back lines on streets, roads and highways; and (e) recommendations to the governing authorities of each municipality or county with regard to the enforcement of and amendments to the comprehensive plan, zoning ordinance, subdivision regulations and capital improvements program."

Clarksdale's last comprehensive plan was written and adopted in 2010. The new plan is a blueprint for future growth, development, and conservation, identifying steps to help reach the city's goals.

The purpose of this comprehensive plan is to provide recommendations for city officials, property owners, and potential developers in Clarksdale to ensure that:

- Development occurs in a planned and orderly manner, which enhances the existing residential and commercial areas; and,
- Important features of Clarksdale (such as its community character, scenic views, and open spaces) are preserved, maintained, and enhanced.

The plan will guide growth over the next twenty (20) to twenty-five (25) years. However, this plan should be reviewed and updated at least every five (5) years to gauge

implementation progress and perform needed maintenance. A more formal revision should occur ten (10) years after adopting the plan.

Although comprehensive planning is not mandatory, the State of Mississippi encourages comprehensive planning for its citizens' health, safety, and welfare. When discussing funding for various projects, communities should pay close attention to whether their comprehensive plan is current with the trends and factors experienced in and about the city. Notably, funding agencies often look favorably upon the fact that a recent comprehensive plan exists and reflects the community's current vision for growth and development.

## 1.2 BACKGROUND AND OVERVIEW

At its core, a comprehensive plan answers three questions – "Where are we now?" "Where do we want to go?" and "How do we get there?" The planning process answers those questions by engaging key stakeholders and the public, identifying key issues, defining the vision and goals for the future, assessing existing development trajectories, opportunities, and constraints, and proposing a plan for future land use.

### Previous Planning Efforts

The City of Clarksdale enacted its first comprehensive plan in the early 1960s. This plan was tweaked and updated until a new 2010 plan was adopted. The mayor and the board have decided to create a new comprehensive plan instead of updating the current comprehensive plan to capture a new vision of the city that focuses on growth and bringing the community together.

### Departmental Meetings

As part of the planning process, elected officials, city department heads, and community leaders met to discuss Clarksdale's future from their perspective as city leaders. As critical decision-makers and administrators, these individuals have the best perspective on community facilities and present capabilities. Their perspectives will significantly influence future opportunities, growth, and development. This understanding informed the vision, goals, and objectives of the City of Clarksdale, shaped by existing conditions and limitations. The mayor, the city commissioners, the city clerk, the city attorney, the police chief, the fire chief, the public works and engineering department, city and county school district superintendents, parks and recreation department, public utilities director, IT department, chamber of commerce director, grant writer, library director, and museum director each met with planning consultants to describe their role in community services, assess existing conditions and key issues, and present their goals for the future.

## Public Meeting

City residents gathered at a public meeting conducted on December 14, 2020, where planning consultants presented an overview of the comprehensive planning process and asked attendees to share their opinions on a range of topics, including job opportunities, education, hospitals & medical care, housing & residential development, commercial development, parks & recreation, road & bridge & drainage improvements, city beautification, and public safety (police and fire). Attendees had the opportunity to review maps of the city and the planning area and provide citizen input on areas of potential for new development and need for redevelopment. Public engagement echoed and expanded the city officials' and leaders' engagement, further informing the plan's goals and objectives.

## Future Land Use Workshop

The Future Land Use Map was prepared by a working group representing elected officials, building and zoning officials, police, the city clerk's office, and the planning commission. The working group drafted an initial plan on November 9, 2023, which was developed into a Future Land Use Plan.

## Public Review and Comment

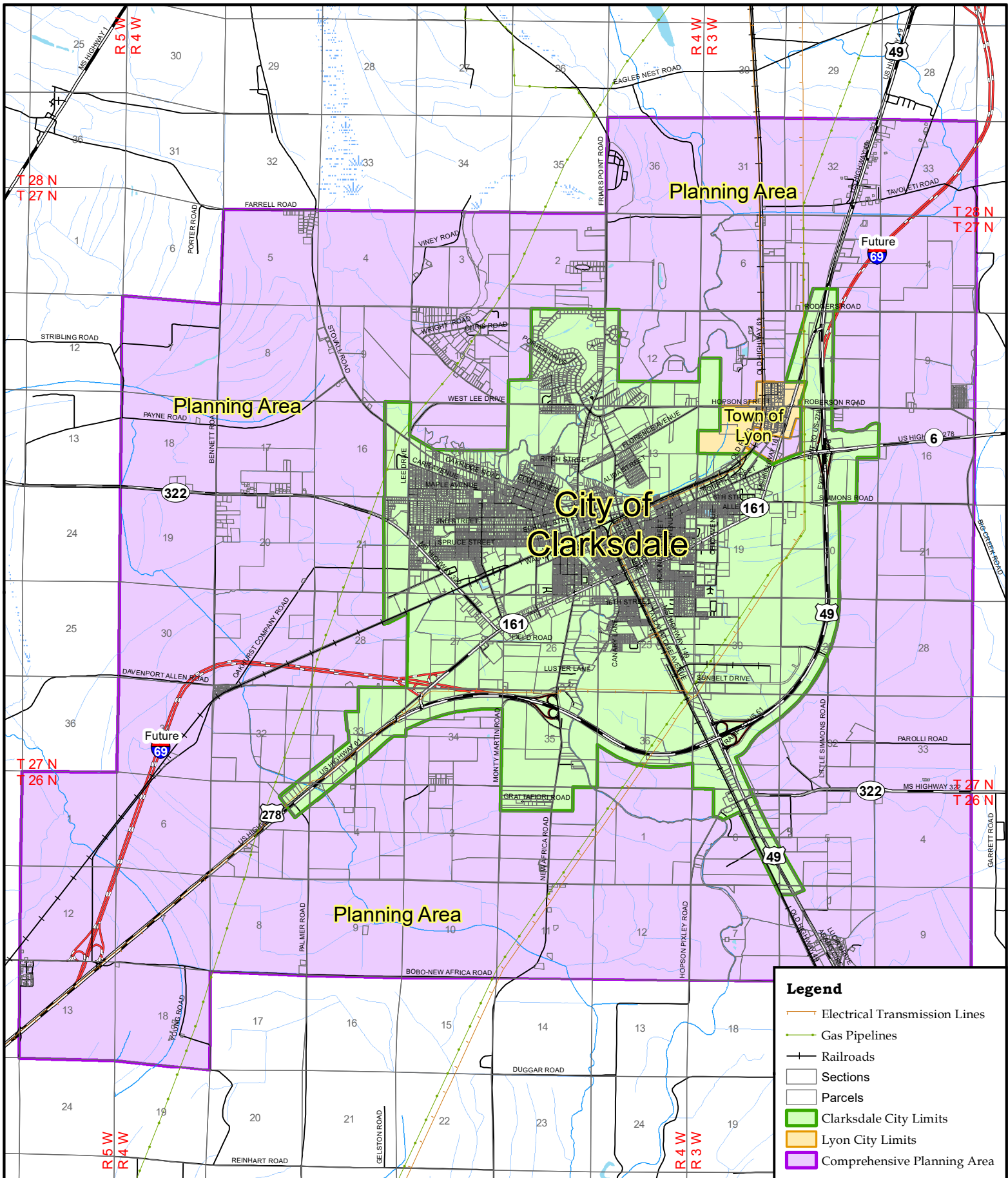The final plan was made available for public review and comment on October xx and presented publicly on October 28th as part of an official public hearing.

## Plan Adoption

The Clarksdale City Commission adopted the Clarksdale Comprehensive Plan on [date].

**Planning Area**

**Planning Area**

**Planning Area**

**City of Clarksdale**

**Town of Lyon**

Future I-69

Future I-69

0   0.5   1   2 Miles

# CHAPTER 2: POPULATION, HOUSING, AND ECONOMICS

This chapter compiles information, such as population, race, age, housing, and economic data, to establish a community profile for the City of Clarksdale. Most of this information comes from the United States Census Bureau, with data from decennial censuses and yearly estimates. Establishing a community profile helps us understand how Clarksdale has evolved and might continue to evolve.

## 2.1 POPULATION ANALYSIS

This section will examine how Clarksdale and Coahoma County populations have changed over the last fifty (50) years. It will also analyze how the population trends have changed in the last ten (10) years due to births, deaths, migration, age, race, and gender.

### City of Clarksdale

From 1970 to 2000, Clarksdale's population stayed relatively even, with a significant drop between 2000 and 2010. This decline continued between 2010 and 2020. Figure 2.1 charts the historical population of Clarksdale.

In the years between the decennial censuses, the Census Bureau releases a yearly estimate of city populations. The U.S. Census Bureau 2018-2022 American Community Survey (ACS) 5-Year estimate, the most up-to-date data puts Clarksdale's population at 14,769, while the 2020 Census Redistricting Data puts the Clarksdale population at 14,903. The rate of decline between 2000 and 2010 is 13.0%, while the rate of decline between 2010 and 2020 is 17.0%. While this shows that Clarksdale is still declining in population, the ACS data points to a potential plateauing of the population and potential for future growth if the city implements strategies to attract new residents.

**Figure 2.1: Clarksdale's Historic Population**
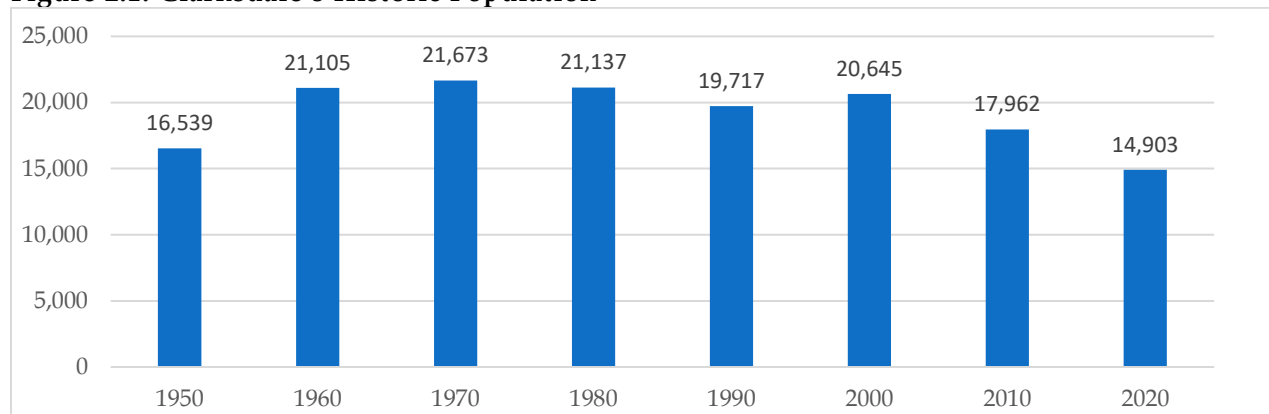


**Source: U.S. Census Decennial Census 1950-2020**

Map 2.1 shows the population concentration of Clarksdale based on 2020 Census Blocks. Each dot represents one person living in each Census Block; however, for privacy, these dots are randomly scattered within each Census Block and do not indicate actual housing locations. Clarksdale's population is primarily concentrated in and around the downtown area, with particularly high concentrations of residents within a one-mile radius of downtown. The rest of the population is mainly in the northern part of the city, with few residents located near the outskirts of the city limits.

## Other Coahoma County Communities

In addition to Clarksdale, Coahoma County has five other incorporated municipalities: Coahoma, Friars Point, Jonestown, Lula, and Lyon. Most Coahoma County residents live in the City of Clarksdale (69.7%), while the other five incorporated municipalities combined only comprise about 12.1% of the County's population. The other incorporated municipalities are located north of Clarksdale and have relatively small populations.

## Comparative Population Growth

As shown in Figure 2.2 below, cities and towns of comparable size to Clarksdale have seen mixed results regarding population growth and loss between 2010 and 2020. Only Brandon experienced double-digit growth during the last two decades, while Corinth, Laurel, and Ocean Springs experienced modest growth. Clarksdale has experienced a decrease in population over the last twenty years, but this is comparative to losses in Greenwood, Grenada, Laurel, McComb, Natchez, and Vicksburg. While Clarksdale will continue to grow into the future, the fact that so many cities in Mississippi are losing population shows that it is not just a local problem but a regional-to-statewide dynamic. In other words, Clarksdale's successes will be driven by what they do to encourage growth combined with what the entire region and state strategize to attract residents.

**Figure 2.2: Comparative Population Growth for Clarksdale and Like-Sized Communities**

| City | County | Population | | | | | | % Change 1970-2000 | % Change 2000-2020 |
|------|--------|-----|-----|-----|-----|-----|-----|-----------|-----------|
| | | 1970 | 1980 | 1990 | 2000 | 2010 | 2020 | | |
| Clarksdale | Coahoma | 21,673 | 21,137 | 19,717 | 20,647 | 17,962 | 14,903 | -4.7% | -27.8% |
| Batesville | Panola | 3,796 | 5,162 | 6,403 | 7,113 | 7,463 | 7,523 | 87.4% | 5.8% |
| Cleveland | Bolivar | 13,327 | 14,524 | 15,384 | 13,841 | 12,334 | 11,199 | 3.9% | -19.1% |
| Corinth | Alcorn | 11,581 | 13,180 | 11,820 | 14,054 | 14,573 | 14,622 | 21.4% | 4.0% |
| Greenwood | Leflore | 22,400 | 20,115 | 18,906 | 18,425 | 15,205 | 14,490 | -17.7% | -21.4% |
| Grenada | Grenada | 9,944 | 11,508 | 10,864 | 14,879 | 13,092 | 12,700 | 49.6% | -14.6% |
| Laurel | Jones | 24,145 | 21,897 | 18,827 | 18,393 | 18,540 | 17,161 | -23.8% | -6.7% |
| McComb | Pike | 11,969 | 12,331 | 11,591 | 13,337 | 12,790 | 12,413 | 11.4% | -6.9% |
| Natchez | Adams | 19,704 | 22,015 | 19,535 | 18,464 | 15,792 | 14,520 | -6.3% | -21.4% |
| Ocean Springs | Jackson | 9,580 | 14,504 | 13,327 | 17,225 | 17,442 | 18,429 | 79.8% | 7.0% |
| Vicksburg | Warren | 25,478 | 25,434 | 20,908 | 26,407 | 23,856 | 21,573 | 3.6% | -18.3% |
| Source: United States Census Bureau Decennial Census Data | | | | | | | | | |

Planning Area

Planning Area

Town of Lyon

City of Clarksdale

Planning Area

Future I-69

Future I-69
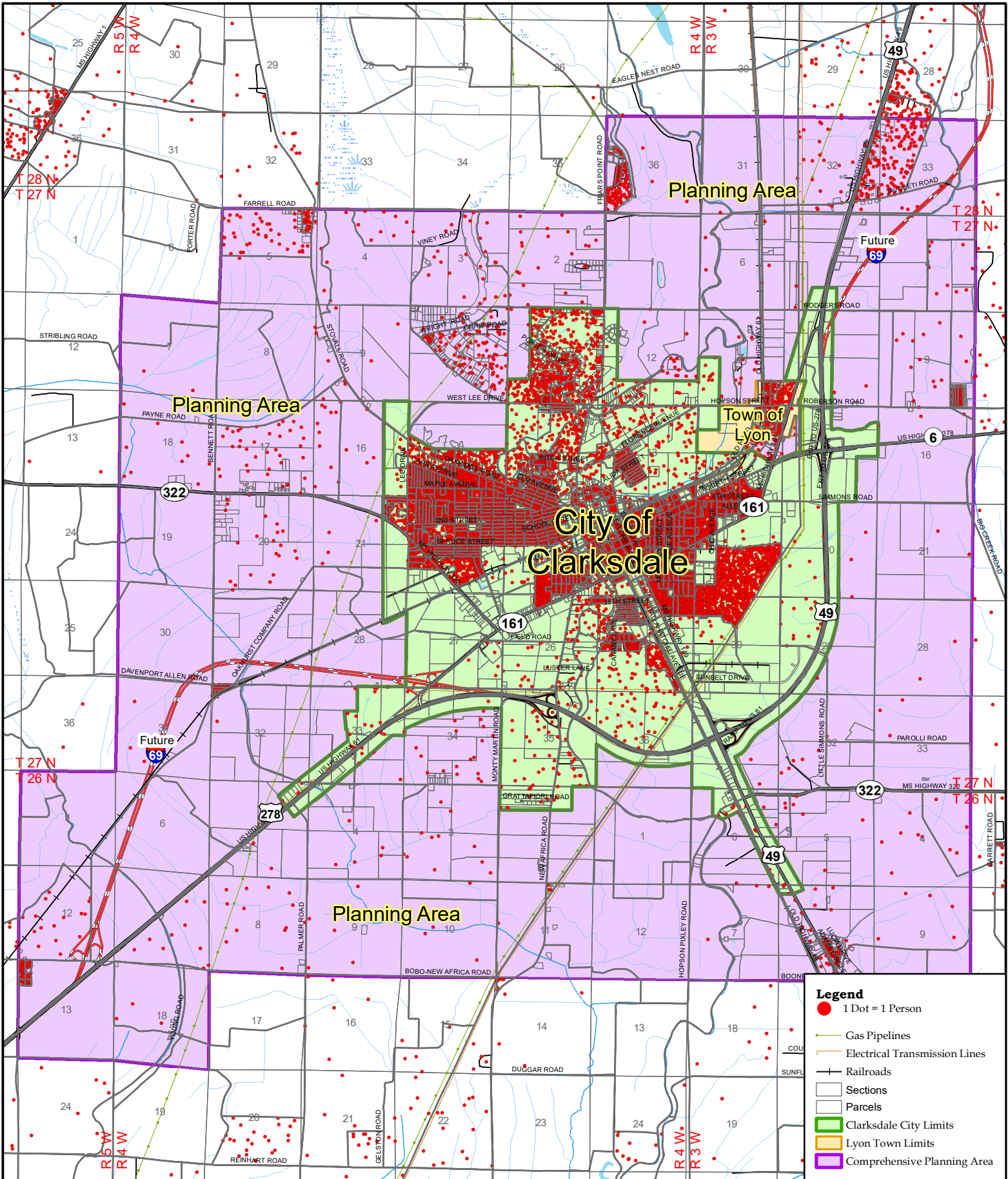
**Legend**
- 🔴 1 Dot = 1 Person
- ⎯ Gas Pipelines
- ⎯ Electrical Transmission Lines
- ⟞ Railroads
- ▢ Sections
- ▢ Parcels
- ▢ Clarksdale City Limits
- ▢ Lyon Town Limits
- ▢ Comprehensive Planning Area
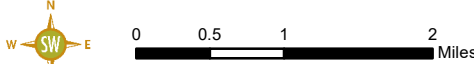
**Map 2.1**
*Population Concentration Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.

Note: This map is accurate for planning purposes only
Date: July 23, 2024

**SLAUGHTER&WILLINGHAM**
**URBAN PLANNING CONSULTANTS**

CITY OF CLARKSDALE
MISSISSIPPI

0   0.5   1      2
Miles

## Natural Increase and Migration

As shown in Figure 2.3, over the last ten years, a large portion of Clarksdale's population decline is attributed to the out-migration of residents. From 2013 to 2022, Clarksdale gained 584 residents through "natural increase", which is the number of births minus the number of deaths. Therefore, the city lost its population due to out-migration, with 3,540 more residents leaving the city than either being born or moving to Clarksdale. A high out-migration rate would indicate that keeping people (especially young people) in Clarksdale is one of the city's biggest challenges.

**Figure 2.3: Natural Increase and Migration Components**

| | | |
|---|---:|---:|
| 2022 Population | | 14,769 |
| 2013 Population | | 17,725 |
| Difference | | **-2,956** |
| Total births (2013-2022) | *2,763* | |
| Total deaths (2013-2022) | *2,179* | |
| Growth due to natural increase (births minus deaths) | | **584** |
| Loss due to out-migration (2013-2022) | | **-3,540** |
| **U.S. Census Bureau Decennial Census Data and Mississippi Department of Health – Statistics** | | |

## Population Pyramids

Population pyramids show the population distribution broken down into age groups by sex. The more the shape looks like a pyramid, the more likely it is that the population will continue to grow in the future. The 2010 and 2020 population pyramids are shown in Figures 2.4 and 2.5, respectively. The population pyramids for Clarksdale in 2010 and 2020 underscore the importance of a high birth rate and retaining existing residents. In both the 2010 and 2020 pyramids, residents under the age of 19 are the largest cohort. However, there is a drop-off in population between the ages of 20 and 44, meaning retention of those residents has not occurred.

The 2010 pyramid shows a noticeable bulge between 45 and 64. This indicates that many residents are at or nearing retirement age. The bulge advances in age in the 2020 pyramid, which would be expected. Older workers typically have more disposable income than younger workers, but disposable income will likely drop upon retirement. Economic development, workforce development, and quality of life improvements in the city must contend with these changing dynamics to produce a healthy city where people can experience opportunities in all stages of life.

**Figure 2.4: 2010 Population Pyramid**
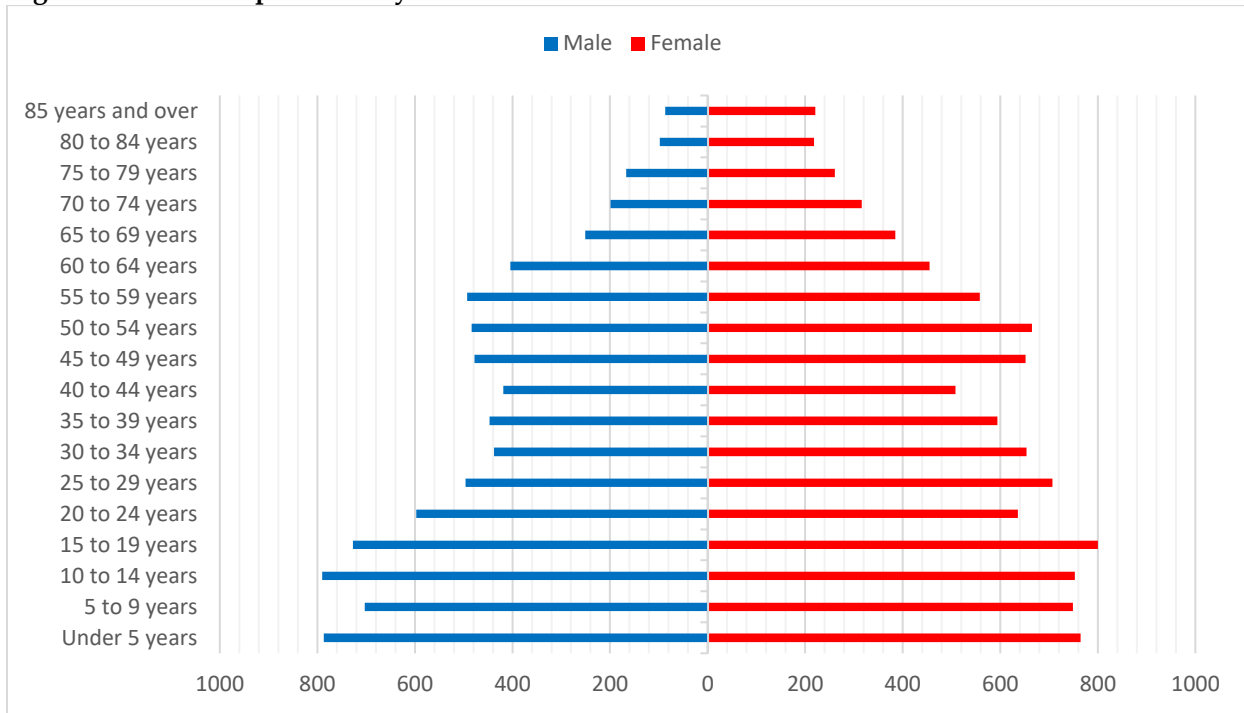


**Source: U.S. Census Bureau Decennial Census, 2010**

**Figure 2.5: 2020 Population Pyramid**
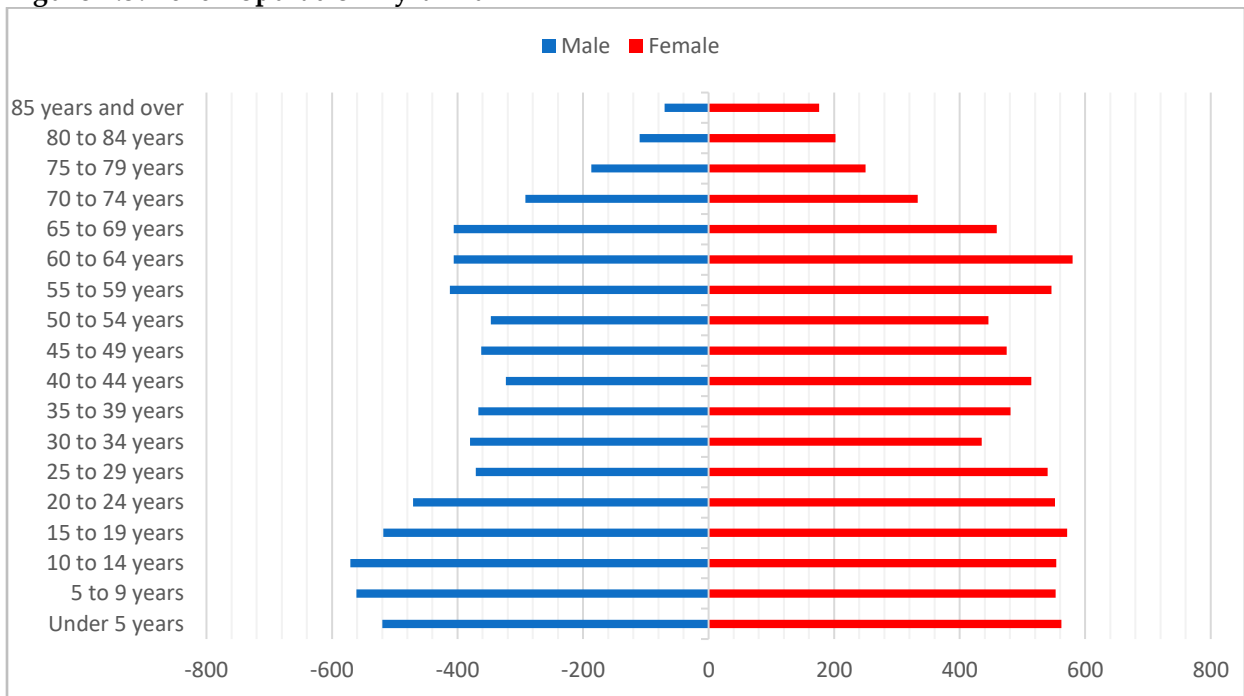


**Source: U.S. Census Bureau Decennial Census Data, 2020**

## Age Characteristics

Clarksdale's median age (36.8) is about a year younger than Coahoma County (37.4) but is about two (2) years younger than the State of Mississippi (39.0). A lower median age usually reflects the quality of the schools (because they attract families with young children to the town) and the quality of jobs nearby. As of 2020 (shown in Figure 2.6), approximately 30% of Clarksdale's population is school-aged children or younger (below the age of 19), while about 17% of the population is of retirement age (65 years and older). This means that about 54% of the city's population is part of the working-age population.

Figure 2.6 also shows that from 2010 to 2020, the number of residents in nearly all age categories below the age of 60 decreased. Many parents are between the ages of 35 and 44, so a decrease in that age group helps explain some of the decrease in those 19 years and younger. However, growth in the 60 and older age group is encouraging because it means Clarksdale is attractive to residents approaching or having reached retirement age.

Figure 2.6 helps illustrate that attracting more families, especially parents between the ages of 30 and 44, will impact the city's overall growth. Finding ways to attract (and keep) families in Clarksdale will be an essential factor in the city's future, as will addressing the needs of retirement-aged residents as more residents approach that age.

**Figure 2.6: Age Structure, 2010-2020**
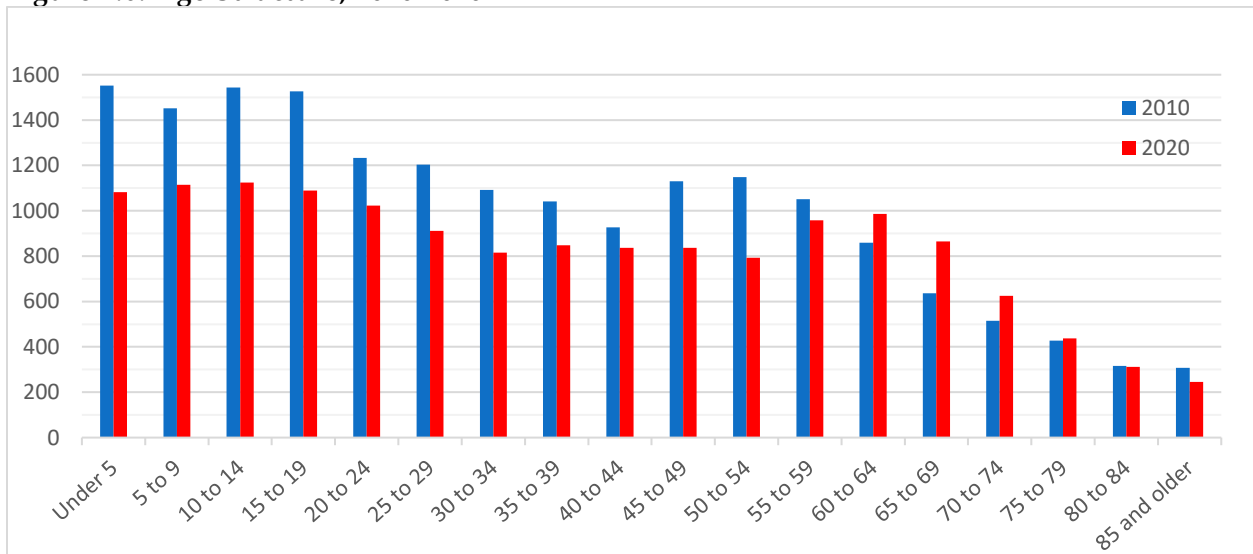


Source: U.S. Census Bureau Decennial Census Data

## Population Projections

Population projections attempt to predict Clarksdale's population for the year 2050. Numerous methods are used to calculate these projections, and this analysis briefly compares three alternative projection methods and forecasts Clarksdale's population thirty years later, as shown in Figure 2.7.

The first method for calculating Clarksdale's future population is the arithmetic method, which uses historical population data from the past fifty (50) years to find average population change per decade. Clarksdale has lost an average of 1,354 residents every decade. Based on the 2020 population of 14,903, this method projects a population of 10,841 by 2050. However, this does not account for potential new growth factors that could increase the population and stymie any losses.

The second method for population projections is the average rate projection, which uses the historic population from the past fifty (50) years to find an average growth rate per decade. Given an average loss of -6.90% every decade, the projected population is 12,025 by 2050.

The third method is the linear method, which is similar to the arithmetic method, but uses a trend line, or regression line, to calculate population loss over the last 50 years. This approach smooths the data more effectively than the other two methods, resulting in a projected population of 12,663 by 2050.

**Figure 2.7: Population Projections**



| | 1970 | 1980 | 1990 | 2000 | 2010 | 2020 | 2030 | 2040 | 2050 |
|---|---|---|---|---|---|---|---|---|---|
| Historic Population | 21,673 | 21,137 | 19,717 | 20,645 | 17,962 | 14,903 | | | |
| Arithmetic | | | | | | 14,903 | 13,549 | 12,195 | 10,841 |
| Average Rate | | | | | | 14,903 | 13,874 | 12,917 | 12,025 |
| Linear | | | | | | 14,903 | 15,089 | 13,876 | 12,663 |
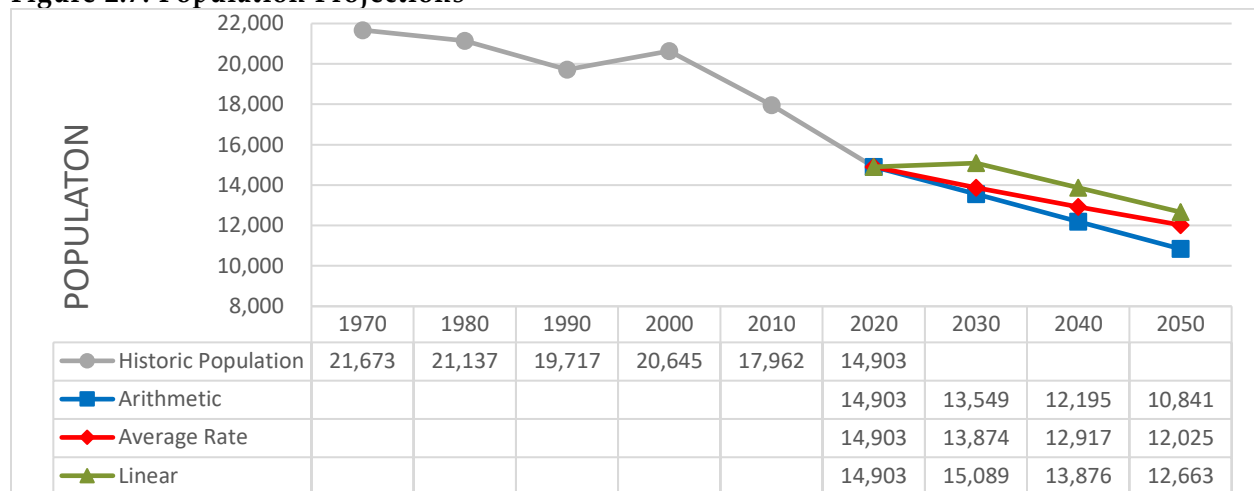
Source: Slaughter and Willingham calculations

Every population projection method relies on assumptions about current demographics and future trends, often assuming that future growth or decline will mirror historical patterns. Consequently, projections become less reliable the further into the future they extend. Clarksdale's decades-long population decline has been influenced by changing economic conditions, many of which are beyond the city's control. However, the city's ongoing investment in infrastructure and municipal services promises greater stability in population trends and a brighter future of economic and social prosperity for its residents.

# Racial Composition

The City of Clarksdale has experienced some change in racial composition between 2000 and 2020, as shown in Figure 2.8 below. In 2000, the composition of the city was approximately 68% African American and 30% White. In 2010, this percentage changed to approximately 79% African American and 20% White. Other races made up approximately 1.5% of the population in both years. The racial composition in the 2020 Census data changed to approximately 82% African American and 15% White, with 'other races' up to 3.6% of the population.

**Figures 2.8: Racial Composition Between 2000 and 2020**

| City of Clarksdale | 2000 | | 2010 | | 2020 | | Percent |
|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Change |
| Total Population | 20,645 | | 17,962 | | 14,903 | | -27.8% |
| | | | | | | | |
| White | 6,184 | 30.0% | 3,496 | 19.5% | 2,170 | 14.6% | -64.9% |
| African American | 14,146 | 68.5% | 14,184 | 79.0% | 12,199 | 81.9% | -13.8% |
| American Indian | 23 | 0.1% | 21 | 0.1% | 14 | 0.1% | -39.1% |
| Asian | 120 | 0.6% | 102 | 0.6% | 100 | 0.7% | -16.7% |
| Native Hawaiian | 3 | 0.0% | 0 | 0.0% | 2 | 0.0% | -33.3% |
| Other | 46 | 0.2% | 68 | 0.4% | 114 | 0.8% | 147.8% |

**Sources: U.S. Census Bureau Decennial Census, 2000, 2010, and 2020**

# Composition by Sex

Figure 2.9 indicates that Clarksdale has a slightly higher percentage of females than Coahoma County. Between 2010 and 2020, the number of males in the City of Clarksdale decreased by 1,391, while the number of females decreased by 1,650. The female population in Clarksdale decreased by about 16.9% between 2010 and 2020, with males decreasing at a slightly faster rate of 17.2%.

**Figure 2.9 Composition by Sex**

| | Coahoma County | | | | | Clarksdale | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2010 | | 2020 | | Percent | 2010 | | 2020 | | Percent |
| | Number | Percent | Number | Percent | Change | Number | Percent | Number | Percent | Change |
| Total Population | 26,151 | | 21,390 | | | 17,962 | | 14,903 | | |
| Male | 12,003 | 45.9% | 9,909 | 46.3% | -17.4% | 8,065 | 44.9% | 6,674 | 44.8% | -17.2% |
| Female | 14,148 | 54.1% | 11,481 | 53.7% | -18.9% | 9,897 | 55.1% | 8,229 | 55.2% | -16.9% |
| Source: U.S. Census Bureau, 2010 Decennial Census and 2020 ACS 5-Year Estimates | | | | | | | | | | |

## Educational Attainment

As shown in Figure 2.10, the educational attainment of Clarksdale residents is generally proportional to that in the State of Mississippi and Coahoma County. The percentage of those with any college degrees (Associate, Bachelor, and Graduate) is 31.8% for Clarksdale, which is lower than the State (35.5%) and Coahoma County (32.0%). Clarksdale also has a higher percentage of residents with no high school diploma than the state and Coahoma County. Enhancing educational attainment will be crucial for Clarksdale to attract new businesses and industries to the city because a well-educated workforce is a key factor for economic development and economic competitiveness.

**Figure 2.10: Educational Attainment**
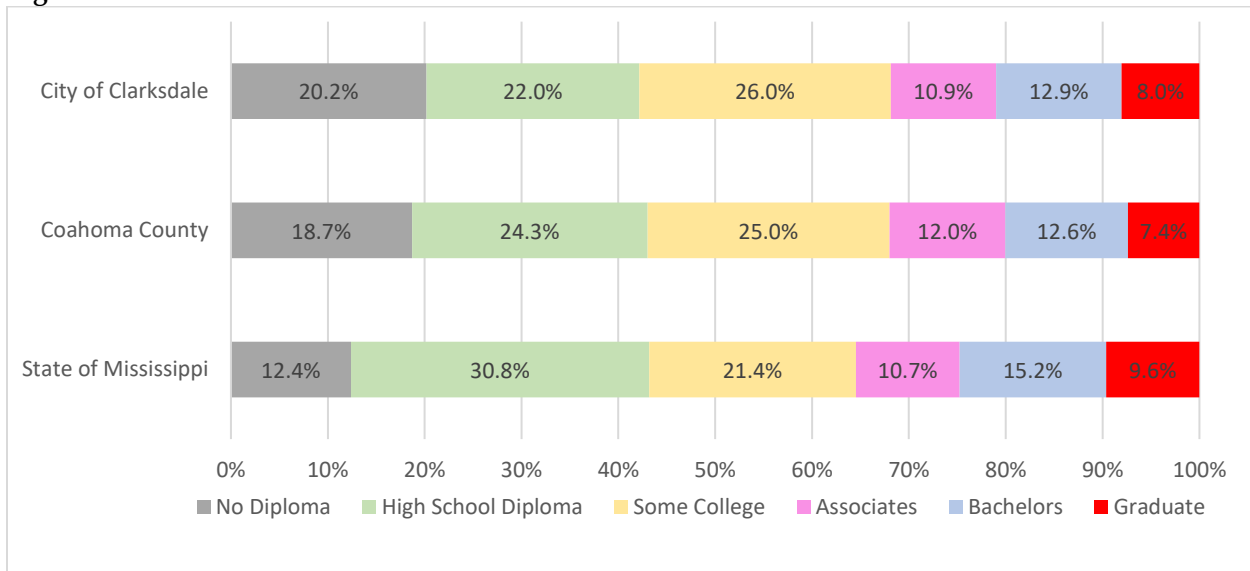


**Note: Rounding of data makes the total percentage to be .1 percent in error for this data.**
**Source: 2020 American Community Survey (ACS) 5-Year Estimates**

## 2.2 HOUSING CHARACTERISTICS

The United States Census Bureau documents numerous housing characteristics that provide insight into the distribution of owner-occupied vs. renter-occupied units, the vacancy rate of units, the types of units, the year units were built, etc. The following is an analysis of housing data for Clarksdale.

### Households and Families

The U.S. Census Bureau defines a household as "…all the people who occupy a housing unit." A family is "… a group of two people or more related by birth, marriage, or adoption and residing together."

As shown in Figure 2.11, the number of households in Clarksdale decreased by 7.8% from 2013 to 2022. Family households decreased by 20.4%, while non-family households

increased by 22.0%. In 2013, the average household size was 2.73, dropping slightly to 2.47 in 2022. The average family size decreased slightly, from 3.32 in 2013 to 3.16 in 2022.

One and two person households increased slightly between 2013 and 2022. Three-person and four or more-person households all decreased by more than 25%, which is significant because those are the households with children and/or older family members. Retaining families with children will determine the future of Clarksdale.

**Figure 2.11 Household Size**

| City of Clarksdale | 2013 | | 2022 | | Percent Change |
|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | 2013-2022 |
| **Total Households** | **6,342** | | **5,849** | | **-7.8%** |
| Family Households | 4,454 | 70.2% | 3,545 | 60.6% | -20.4% |
| Non-Family Households | 1,888 | 29.8% | 2,304 | 39.4% | 22.0% |
| Average Household Size | 2.73 | | 2.47 | | -9.5% |
| Average Family Size | 3.32 | | 3.16 | | -4.8% |
| **Number of Persons in Household** | | | | | |
| 1 | 1,719 | 27.1% | 1,955 | 33.4% | 13.7% |
| 2 | 1,782 | 28.1% | 1,816 | 31.0% | 1.9% |
| 3 | 1,249 | 19.7% | 926 | 15.8% | -25.9% |
| 4 | 1,592 | 25.1% | 1,152 | 19.7% | -27.6% |

**Source: U.S. Census Bureau, 2013 and 2022 American Community Survey, 5-year Estimates**

# Housing Unit Type and Age

As shown in Figure 2.12 below, the Census Bureau estimates that 71.0% of all residential units in Clarksdale are single-family, detached homes. Mobile or manufactured homes account for about 2.6% of housing units, and multi-family units represent about 25.4% of all housing units in Clarksdale.

**Figure 2.12: Housing Unit Type**



8.1%
8.9%
2.6%
1.0%
8.4%
71.0%

- 1-unit detached  ■ 1-unit attached  ■ Mobile home
- 2-unit  ■ 3 to 4 unit  ■ 5 or more units
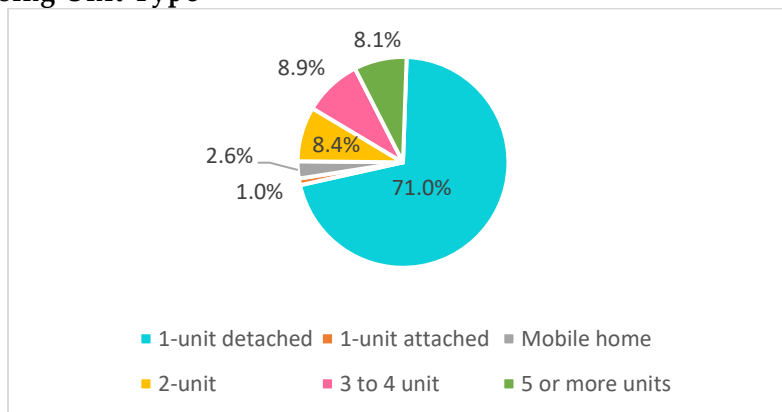
**Source: 2022 American Community Survey (ACS) 5-Year Estimates**

## 2.3 ECONOMIC ANALYSIS

### Income Characteristics

The American Communities Survey (ACS) 5-year estimates provide valuable insights into household income and the economic well-being of Clarksdale residents. In 2022, the ACS estimated that 31.5% of families and 40.7% of individuals in Clarksdale lived below the poverty line, a decrease compared to 2013 (see Figure 2.13). Over the same period, the median income rose by 8.1% when adjusted for inflation. Additionally, the number of households earning $50,000 or more annually increased substantially, and there was a notable decline in the number of families earning less than $10,000 annually. Overall, while many residents in Clarksdale are experiencing rising incomes, a significant portion of the population still lags behind, remaining at or below the poverty level.

**Figure 2.13: Clarksdale Income Characteristics, 2013-2022**

| City of Clarksdale | 2010 | | 2020 | | Change | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| *Number of Households* | 6,306 | | 5,709 | | -597 | -9.5% |
| Less than $10,000 | 1,305 | 20.7% | 856 | 15.0% | -449 | -34.4% |
| $10,000-$14,999 | 694 | 11.0% | 651 | 11.4% | -43 | -6.2% |
| $15,000-$24,999 | 1,198 | 19.0% | 999 | 17.5% | -199 | -16.6% |
| $25,000-$34,999 | 719 | 11.4% | 714 | 12.5% | -5 | -0.7% |
| $35,000-$49,999 | 1,053 | 16.7% | 879 | 15.4% | -174 | -16.5% |
| $50,000-$74,999 | 536 | 8.5% | 639 | 11.2% | 103 | 19.3% |
| Over $75,000 | 801 | 12.7% | 982 | 17.2% | 181 | 22.6% |
| | | | | | | |
| Median Income | $24,740 | | $30,603 | | $5,863 | 23.7% |
| Mean Income | $42,626 | | $ 44,871 | | $2,245 | 5.3% |
| *Below Poverty Level* | | | | | | |
| Families | | 33.5% | | 30.7% | | |
| All People | | 35.8% | | 38.7% | | |

Source: U.S. Bureau 2022 ACS 5-Year Estimates

### Gross Sales

The Mississippi Department of Revenue tracks all retail sales for cities and counties. The chart below shows the gross retail sales for the City of Clarksdale and the areas outside of Clarksdale in Coahoma County. Clarksdale has generally made up about 80-85% of gross sales in Coahoma County from 2014-2023 (as shown in Figure 2.14). Outside of a dip in 2016, Clarksdale has generally had modest increases in retail sales over the last ten years. This increase has occurred even as Clarksdale has lost population, pointing to its ability to sustain economic growth and the strength of local businesses and industries.

**Figure 2.14: Coahoma County Annual Gross Retail Sales, 2014-2023**
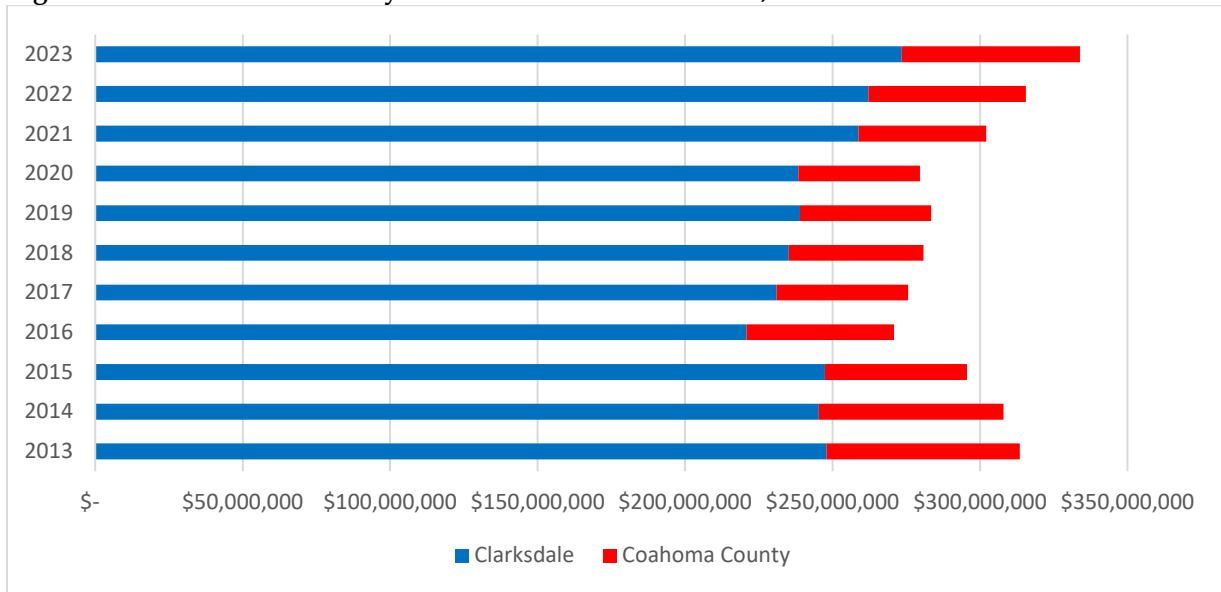


Source: Mississippi Department of Revenue

## Sales Tax Diversions

Like all incorporated areas, the City of Clarksdale receives annual diversions from sales tax purchases. As of 2022, Clarksdale received $2,941,853 of revenue from these sales tax diversions. Over the last ten (10) years, the revenue generated from sales tax diversions has fluctuated, but has been increasing steadily since 2019.

**Figure 2.15: Clarksdale Sales Tax Diversions, 2013-2022**



Source: Mississippi Department of Revenue

18
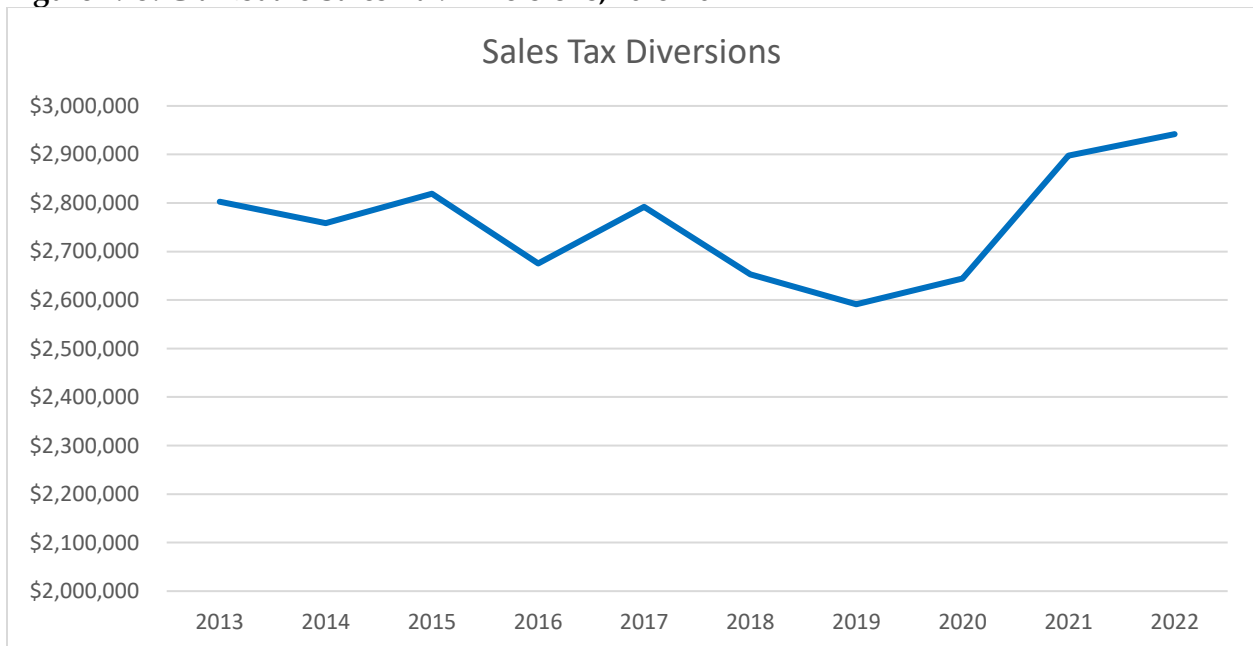
# CHAPTER 3: GOALS AND OBJECTIVES

This section of the Comprehensive Plan outlines future goals for residential, commercial, and industrial development, as well as for community facilities such as parks and recreation, transportation improvements, schools, public safety, etc. The following goals and objectives are organized around the necessary elements stated in the planning legislation. These goals and objectives have directly resulted from community input at public meetings.

We found that the City of Clarksdale leadership is being conscious and thoughtful about planning for the future, in relation to issues such as land development, population growth, and residential amenities. City leaders and residents are concerned about the quality of life and how their actions today will impact their collective future. Every comment, concern, or goal expressed throughout the planning process is based on the desire to improve the City of Clarksdale over the next 30 years. This Chapter further documents each of these goals in detail.

## 3.1 VISUAL PERCEPTION AND IMAGE

### Goal 1: Create a community image unique to and supportive of the City of Clarksdale's assets.

Objective 1.1: Establish a sense of place upon arrival, where future Interstate 69, U.S. 49, U.S. 61, U.S. 278, and Highway 6 each enter the city.

Objective 1.2: Adopt new zoning ordinances, subdivision regulations, building codes, property maintenance codes, and other regulations to help make the City of Clarksdale more visually appealing for residents and visitors.

## 3.2 RESIDENTIAL DEVELOPMENT

### Goal 2: Create and maintain a high-quality housing stock that meets the city's needs.

Objective 2.1: Work to promote home ownership throughout the city.

Objective 2.2: Create affordable housing opportunities for the workforce population.

Objective 2.3: Promote infill development to help update existing housing stock and rejuvenate neighborhoods.

Objective 2.4: Continue to enforce the current housing codes to prevent the visual and structural decline of neighborhoods.

Objective 2.5: Adopt a Rental Housing Ordinance to ensure rental properties are addressed and do not deteriorate.

Objective 2.6: Strictly enforce the adopted Rental Housing Ordinance.

Objective 2.7: Continue to adopt and enforce the latest International Building Codes and National Electric Code versions.

Objective 2.8: Continue to update and enforce the city's Zoning Ordinance and Subdivision Regulations.

Objective 2.9: Continue to provide and upgrade high-quality water and sewer service to all city areas with potential residential development.

Objective 2.10: Identify areas for new high-quality residential development both inside the city and in natural growth corridors.

## 3.3 COMMERCIAL DEVELOPMENT

### Goal 3: Promote an environment that provides the city with high-quality commercial opportunities.

Objective 3.1: Conduct a commercial needs analysis to identify missing business types in the city.

Objective 3.2: Incentivize the businesses that are needed to move to Clarksdale.

Objective 3.3: Encourage and incentivize more entrepreneurship from Clarksdale residents.

Objective 3.4: Find ways to provide the community with fresh produce, whether at a grocery store or a farmer's market.

### Goal 4: Encourage commercial reinvestment in Downtown Clarksdale.

Objective 4.1: Continue working with Crossroads Economic Partnership to help attract businesses to Downtown Clarksdale.

Objective 4.2: Promote home ownership in the Downtown core.

Objective 4.3: Work to beautify all the entrances to the Downtown core to make Downtown feel like an inviting place to be.

## 3.4 INDUSTRIAL DEVELOPMENT

### Goal 5: Promote Clarksdale as an innovator in industrial development for the Delta.

Objective 5.1: Expand the city's vision for industrial development to include communications technology companies.

Objective 5.2: Provide better infrastructure for industrial buildings that could attract small or high-tech businesses.

Objective 5.3: Continue to use the city's two industrial parks to provide opportunities for industries to locate in Clarksdale.

## 3.5 PARKS, OPEN SPACE, AND RECREATION

### Goal 6: Expand Clarksdale's parks and recreational spaces, focusing on trails and sidewalks.

Objective 6.1: Identify areas of Clarksdale that would benefit from trail and sidewalk connections.

Objective 6.2: Explore opportunities to build small-scale parks, especially in vacant lots.

Objective 6.3: Explore ways to connect schools with neighborhoods via trails and sidewalks.

Objective 6.4: Explore ways to put a pedestrian bridge over the Sunflower River downtown.

### Goal 7: Promote the use of recreation facilities in Clarksdale.

Objective 7.1: Ensure all park facilities are ADA-compliant and have handicap-accessible facilities.

Objective 7.2: Continue to improve and maintain the current recreation facilities.

## 3.6 STREET AND ROAD IMPROVEMENTS

### Goal 8: Maintain Clarksdale's roads to the highest standard possible.

Objective 8.1: Continue to fix potholes and improve the striping of roads.

Objective 8.2: Continue to prioritize updating and maintaining bridges as they get older and show signs of deterioration.

## 3.7 PUBLIC SCHOOLS

### Goal 9: Promote, support, and partner with the Clarksdale Municipal School District and Clarksdale Collegiate to provide the best education opportunities in the region.

Objective 9.1: Continue to work with Clarksdale Municipal School District and Clarksdale Collegiate to plan for and meet future needs.

Objective 9.2: Partner with local industry to identify needed skill sets and provide training to fill those positions.

Objective 9.3: Provide infrastructure and safety measures to encourage active transportation (walking, bicycling, etc.) to every school building.

Objective 9.4: Ensure that public infrastructure near schools is ADA-compliant.

### Goal 10: Create post-secondary educational opportunities for residents.

Objective 10.1: Explore ways to partner with Coahoma Community College to provide continuing education courses for workers and residents of Clarksdale.

## 3.8 COMMUNITY FACILITIES

### Goal 11: Provide effective administration and a high level of service for the residents of Clarksdale

Objective 11.1: Periodically assess all city administration equipment to determine if improvements, repairs, or replacements are needed.

### Goal 12: Provide Clarksdale with the highest quality police protection possible.

Objective 12.1: Conduct a periodic assessment of personnel and equipment within the Police Department and the need for additional workforce or equipment.

Objective 12.2: Promote and encourage regular officer training and certifications.

Objective 12.3: Seek federal, state, and private grant funding for various training, equipment, or facility needs.

## Goal 13: Provide Clarksdale with the highest quality fire protection possible.

Objective 13.1: Conduct a periodic assessment of personnel and equipment within the Fire Department and the need for additional workforce or equipment.

Objective 13.2: Continue to identify and improve response times.

Objective 13.3: Identify available funding and grant opportunities for various fire protection services, facilities, and improvements.

Objective 13.4: Continue to improve and maintain a vigorous training program for all firefighters.

## Goal 14: Provide Clarksdale with the highest quality of emergency management possible.

Objective 14.1: Continue to work with the Coahoma County Emergency Management Agency to make the community resilient to disaster by identifying high-risk areas for potential disasters.

Objective 14.2 Form cooperative relationships with developers and property owners to further publicize development concerns within flood zones.

# CHAPTER 4: EXISTING CONDITIONS AND CONSTRAINTS

Building an inventory of all existing land uses and potential land constraints is essential in the planning process. It directly relates to the future development of the City of Clarksdale. Further analysis of this inventory will identify growth patterns, opportunities, and constraints, which will form the basis for the city's future land use plan. This chapter addresses the City of Clarksdale and a planning area outside the city limits (and outside the Town limits of Lyon).

An inventory of land uses was gathered in April of 2020. The land use data was entered into a Geographical Information System (GIS) database and assigned to the appropriate parcel. Collecting data by parcel allows further analysis opportunities to study land use patterns by acreage and comparable percentages.

## 4.1 EXISTING LAND USE CATEGORIES AND INVENTORY

The existing land uses are divided into residential, commercial, industrial, public and semi-public, and vacant categories. This survey determines the land use in the City of Clarksdale and the Planning Area and allows for a detailed analysis of the land use distribution in both.

### Residential Land Use

The City of Clarksdale and Planning Area is composed of three main types of residential uses: single-family, multi-family, and manufactured homes.

*Single-Family Residential* identifies parcels of any size that contain one detached residential unit.

*Manufactured or Mobile Home Residential* identifies parcels of any size that contain a residential unit constructed on a chassis as defined by US Housing and Urban Development (HUD) definitions.

*Multi-Family Residential* identifies parcels of any size that contain two or more attached residential units, such as duplexes, triplexes, quadplexes, or apartment complexes.

Single-family homes are the most prevalent type of housing in the city and planning area, composing 12.8% of the city's total area. Multi-family housing is the second most prevalent type, composing 1.5% of the city. Manufactured homes are the least frequently used housing, comprising only 0.4% of the city's area.

According to 2022 American Community Survey data, 82.8% of the housing units in Clarksdale are occupied. Of the occupied housing units, approximately 48% are owner-occupied, and 52% are renter occupied. Typically, more owner-occupied housing units lead to more stable communities because there tends to be fewer vacant housing units.

## Commercial Land Use

Commercial establishments operate privately, for profit, and provide merchandise or services. This survey classifies commercial establishments as office or general commercial. Examples include banks, restaurants, medical offices, law offices, and insurance offices.

Approximately 3.5% of the city comprises general commercial land uses, while approximately 0.2% is office commercial. Commercial land uses in the Planning Area are few and are generally located near the city limits and along the highways.

The city has three main commercial areas, but commercial uses are found throughout the city. The first main commercial area is downtown Clarksdale. There are many businesses throughout this area and a few vacant buildings that provide opportunities for infill development. The next main commercial area is around the Devil's Crossroad (the intersection of old U.S. Highways 49 and 61, currently Mississippi Highways 149 and 161). The areas to the east and south of this intersection have many businesses strung along the highway. The last main commercial area is along Mississippi Highway 322 near Clarksdale High School. This area primarily has big box stores, strip malls, and various other types of businesses.

Office commercial uses are primarily concentrated in the northern part of downtown and along Mississippi Highway 161, near its intersection with Mississippi Highway 6.

## Industrial Land Use

Industrial establishments process, manufacture, store, or distribute goods to other businesses for later sale or use. Industries do not usually provide on-site sales of goods or services. Industrial uses account for approximately 3.4% of the land area in the city. These uses are concentrated in two industrial parks and along highways. The Sunbelt Industrial Park is in the southeast part of the city and currently has vacant land that can be used to attract industry to the site. The Leonard Pharr Industrial Park is mainly built out on the city's west side. However, there are still industrial opportunities available at the site. There are few industrial uses in the planning area, all located along the highways.

## Public/Semi-Public

Public and semi-public land uses comprise about 7.9% of the land in the City of Clarksdale. These uses include government facilities, schools and colleges, parks and

recreation facilities, churches and other institutions, cemeteries, private clubs, and utility buildings or facilities. Parks and churches comprise about 1.6% of the public/semi-public uses.

## Vacant Land Use

For this land use study, vacant land indicates undeveloped land, even if it is currently used for agricultural purposes. Approximately 69% of the land inside the city is undeveloped, with a caveat that a lot of the vacant land in the southern part of the city is being used for agricultural purposes. This land may be available for development, or constrained by natural features or regulations, or may be unavailable because it is more profitable in its current agricultural state.

Table 4.1 Existing Land Use

| Land Use Category | City of Clarksdale | | Planning Area | | Total | |
|---|---|---|---|---|---|---|
| | Acres | Percent of Total | Acres | Percent of Total | Acres | Percent of Total |
| **Residential** | **1,808.7** | **15.0%** | **630.7** | **1.7%** | **2,439.4** | **4.9%** |
| Single-Family | 1,579.8 | 13.1% | 588.3 | 1.6% | 2,168.1 | 4.3% |
| Manufactured or Mobile Home | 43.8 | 0.4% | 42.4 | 0.1% | 86.2 | 0.2% |
| Multi-Family | 185.1 | 1.5% | - | 0.0% | 185.1 | 0.4% |
| **Commercial** | **452.0** | **3.8%** | **19.1** | **0.1%** | **471.1** | **0.9%** |
| General Commercial | 430.6 | 3.6% | 19.1 | 0.1% | 449.7 | |
| Office Commercial | 21.4 | 0.2% | - | 0.0% | 21.4 | |
| **Industrial** | **481.0** | **4.0%** | **122.7** | **0.3%** | **603.7** | **1.2%** |
| **Public/Semi-public** | **982.3** | **8.2%** | **152.3** | **0.4%** | **1,134.6** | **2.3%** |
| Church/Cemetery | 113.0 | 0.9% | - | 0.0% | 113.0 | 0.2% |
| Parks and Recreation | 96.5 | 0.8% | - | 0.0% | 96.5 | 0.2% |
| Other | 772.9 | 6.4% | 152.3 | 0.4% | 925.2 | 1.9% |
| **Vacant** | **8,308.1** | **69.0%** | **37,021.2** | **97.6%** | **45,329.4** | **90.7%** |
| **Total Parcel Acreage** | **12,032.2** | **100.0%** | **37,946.0** | **100.0%** | **49,978.2** | **100.0%** |

Source: Slaughter & Willingham Field Survey and Calculations
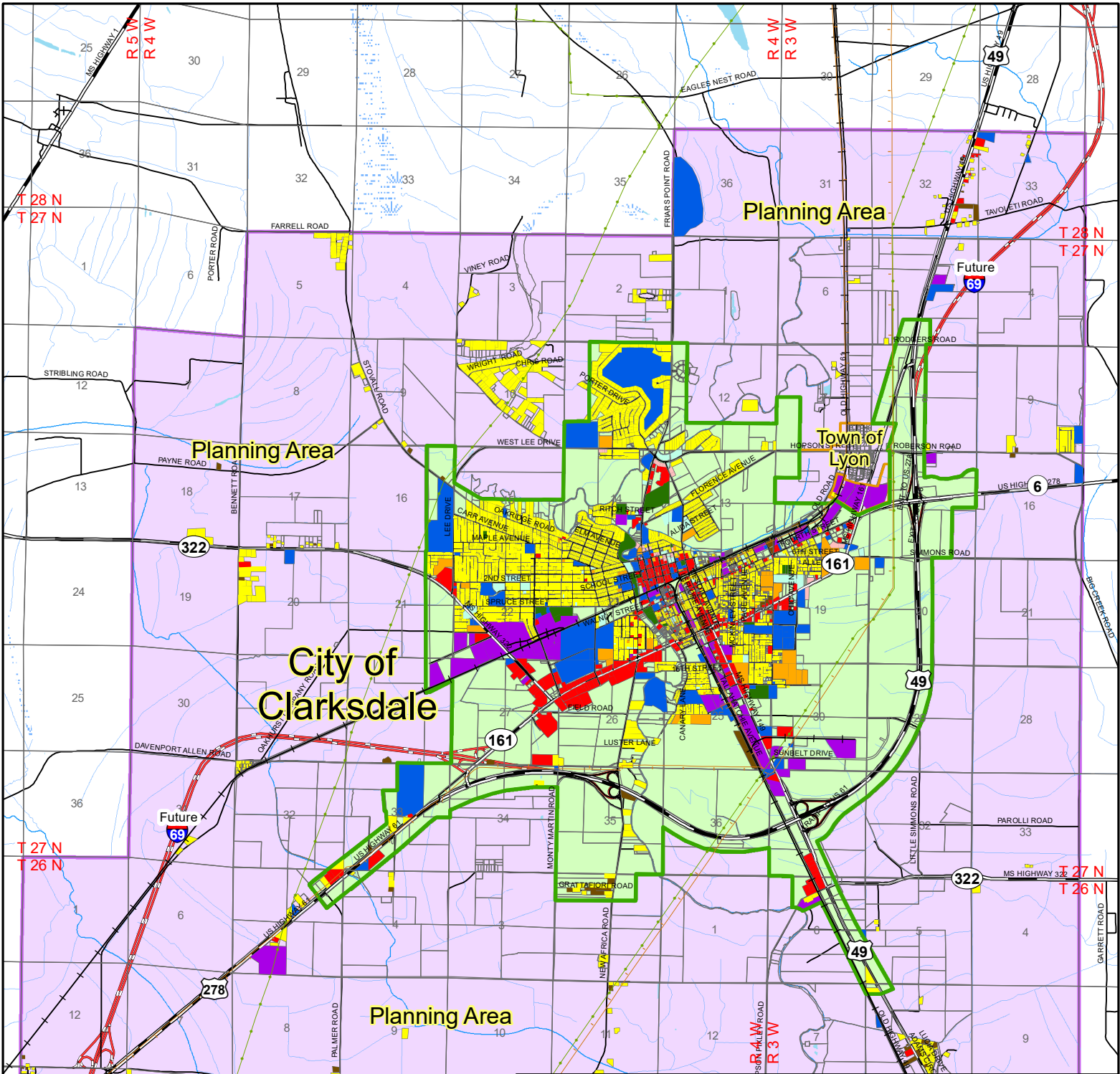
**Planning Area**

**Planning Area**

**Planning Area**

**City of Clarksdale**

**Town of Lyon**

Future I-69
Future I-69

## Legend

| | | | |
|---|---|---|---|
| Electrical Transmission Lines | Single Family | | Industrial |
| Gas Pipelines | Manufactured Home | | Public/Semi Public |
| Railroads | Multi Family | | Churches |
| Sections | Office Commercial | | Parks |
| Parcels | General Commercial | | |
| Clarksdale City Limits | | | |
| Lyon City Limits | | | |
| Comprehensive Planning Area | | | |
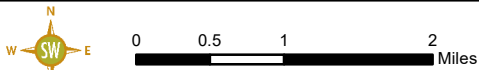
**Map 4.1**
*Existing Land Use Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Slaughter and Associates field survey
conducted April 8-9, 2020
Note: This map is accurate for planning purposes only
Date: July 23, 2024

0   0.5   1   2 Miles

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CITY OF CLARKSDALE MISSISSIPPI

Map 4.2

*Existing Land Use Map (City Zoom)*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Slaughter and Associates field survey
conducted April 8-9, 2020
Note: This map is accurate for planning purposes only
Date: July 23, 2024

**Legend**

| | | |
|---|---|---|
| Electrical Transmission Lines | Single Family | Industrial |
| Gas Pipelines | Manufactured Home | Public/Semi Public |
| Railroads | Multi Family | Churches |
| Sections | Office Commercial | Parks |
| Parcels | General Commercial | |
| Clarksdale City Limits | | |
| Lyon City Limits | | |
| Comprehensive Planning Area | | |

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Planning Area

City of Clarksdale

Town of Lyon

## 4.2 DEVELOPMENT CONSTRAINTS AND RESTRICTIONS

Constraints to development impact potential future development in addition to existing land uses. This section explores and documents several constraints to provide a true picture of any vacant land's development potential.

Numerous constraints may be of concern when discussing the development potential of vacant land. Not all constraints can be documented on a map or discussed within this plan. Some constraints may be purely based on human preferences or decision-making factors. For this analysis, constraints to development are divided into locational and environmental constraints. It is important to note that not all constraints are harmful; they may be restrictive yet have a positive or beneficial outcome. The constraints discussed below impact growth within and outside the City of Clarksdale; they also set parameters for identifying a comprehensive planning area and determining future land use.

### Location Constraints

Location constraints consist of areas of the city or unincorporated areas that may have specific rules or regulations impacting future development, such as Federal or State lands, Indian Reservations, or Historic Districts. The City of Clarksdale has a Historic District on the National Register of Historic Places. According to the National Register of Historic Places website, the historic district has 530 contributing buildings, two (2) contributing sites, and six (6) contributing structures. Within the entire City of Clarksdale, seven (7) buildings are listed on the National Register of Historic Places, five (5) of which are located within the Historic District. The historic buildings within the Historic District are The John Clark House, the Woolworth Building, the WROX Building, the New Alcazar Hotel, and the Yazoo and Mississippi Valley Passenger Depot. The Bobo Senior High School Building and the Myrtle Hall Branch Library for Negroes are also historic buildings outside the Historic District. Map 4.3 below shows the boundary of the Historic District and the location of the seven (7) historic buildings.

### Environmental Constraints

Environmental constraints represent specific land qualities that affect future building construction potential, such as flood zones, steep slopes, wetlands, and soil suitability for sewage disposal. The following pages discuss these constraints in detail, and a map of each constraint follows. Table 4.2 below breaks down most of the city and planning area constraints into acreage percentage.

### Septic Tank Suitability

Clarksdale and the planning area primarily consist of soil types where the use of septic tank absorption fields is highly constrained. The soil survey produced by NRCS (Natural Resources Conservation Service) rates each soil type based on specific characteristics needed for alternative sewage disposal systems to perform adequately. Some limitations may be overcome, but it can be costly. County Health Departments are typically the entities that inspect and regulate the construction of absorption fields. However, the best way to regulate sewage disposal is through a centralized sewer system and a requirement to connect to municipal sewer service. The limited nature of the soil in Clarkdale should make connecting every sewage-producing entity in the city to the sewer system a top priority. Also, connection to sewer service should be mandatory when development occurs along the city fringe or within a known growth area.

### Wetlands

The United States Fish and Wildlife Service has developed a National Wetlands Inventory mapping system. Wetlands do not significantly impact the City of Clarksdale, as only about 2.9% of the city is classified as wetlands. However, in the planning area, wetlands make up about 9% of the area, especially to the north of the city and south along the Sunflower River.

### Severe Slopes

Defining severe slopes can vary depending on the community and location. For Clarksdale and the Planning Area, severe slopes have been defined as slopes above fifteen percent. This is based on the soil category breakdown by NRCS. The map does not represent the exact slope of land but representative soils with qualities that produce a specific slope range. A greater effective slope leads to higher costs for development, and for some projects, these costs may be prohibitive. Because of Clarksdale's location in the Mississippi Delta, severe slopes are not a significant development constraint, as there are no slopes above even 5% in the city or planning area.

### 100-Year Floodplains

The Federal Emergency Management Agency (FEMA) generates digital flood insurance rating maps (DFIRM) for the State of Mississippi based on an analysis of floodplains. The map portrays the most current mapping of flood potential areas in Clarksdale and the planning area.

FEMA defines a floodway as "the channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height." In other words, this is the course of a river or stream right when it reaches flood level (about to overflow its banks). A small part of the city and planning area is within the floodway, almost

exclusively along the Sunflower River and along Mill Creek in the northern part of the city.

A floodplain is any land susceptible to being inundated by flood waters. The 100-year floodplain is the most common flood zone used for analysis purposes. The 100-year floodplain area has a 1% chance of flooding any year. The location of Clarksdale in the Mississippi Delta makes flooding one of the most significant risks to development. Approximately 7.6% of the city and 10.3% of the planning area is within the 100-year floodplain. Inside the city, the floodplains are located around the Sunflower River and Mill Creek. In the planning area, the floodplains are along the same waterways and then spread throughout the area as well.

**Table 4.2 Development Constraints**

|  | Clarksdale | | Planning Area | | Total | |
| --- | --- | --- | --- | --- | --- | --- |
|  | Acres | Percentage | Acres | Percentage | Acres | Percentage |
| Total Acreage | 12,032.2 |  | 37,946.0 |  | 49,978.2 |  |
| **Flood Hazard** | | | | | | |
| Floodway | 36.7 | 0.3% | 46.5 | 0.1% | 83.2 | 0.2% |
| 100 year floodplain | 912.6 | 7.6% | 3,895.3 | 10.3% | 4,807.9 | 9.6% |
| **Wetlands** | | | | | | |
| Freshwater Emergent Wetland | 2.5 | 0.0% | 98.3 | 0.3% | 100.8 | 0.2% |
| Freshwater Forested/Shrub Wetland | 313.6 | 2.6% | 3141.7 | 8.3% | 3455.3 | 6.9% |
| Freshwater Pond | 11.2 | 0.1% | 64.1 | 0.2% | 75.3 | 0.2% |
| Lake & Riverine | 25.3 | 0.2% | 30.9 | 0.1% | 56.2 | 0.1% |
| **Severe Slope** | | | | | | |
| 5%-15% Slope | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% |
| Above 15% Slope | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% |

Planning Area

Planning Area

Planning Area

City of
Clarksdale

Town of
Lyon

**Historic Places (labels):**
- John Clark House
- WROX Building
- Woolworth Building
- New Alcazar Hotel
- Bobo Senior High School Building
- Yazoo and Mississippi Valley Passenger Depot
- Myrtle Hall Branch Library for Negroes
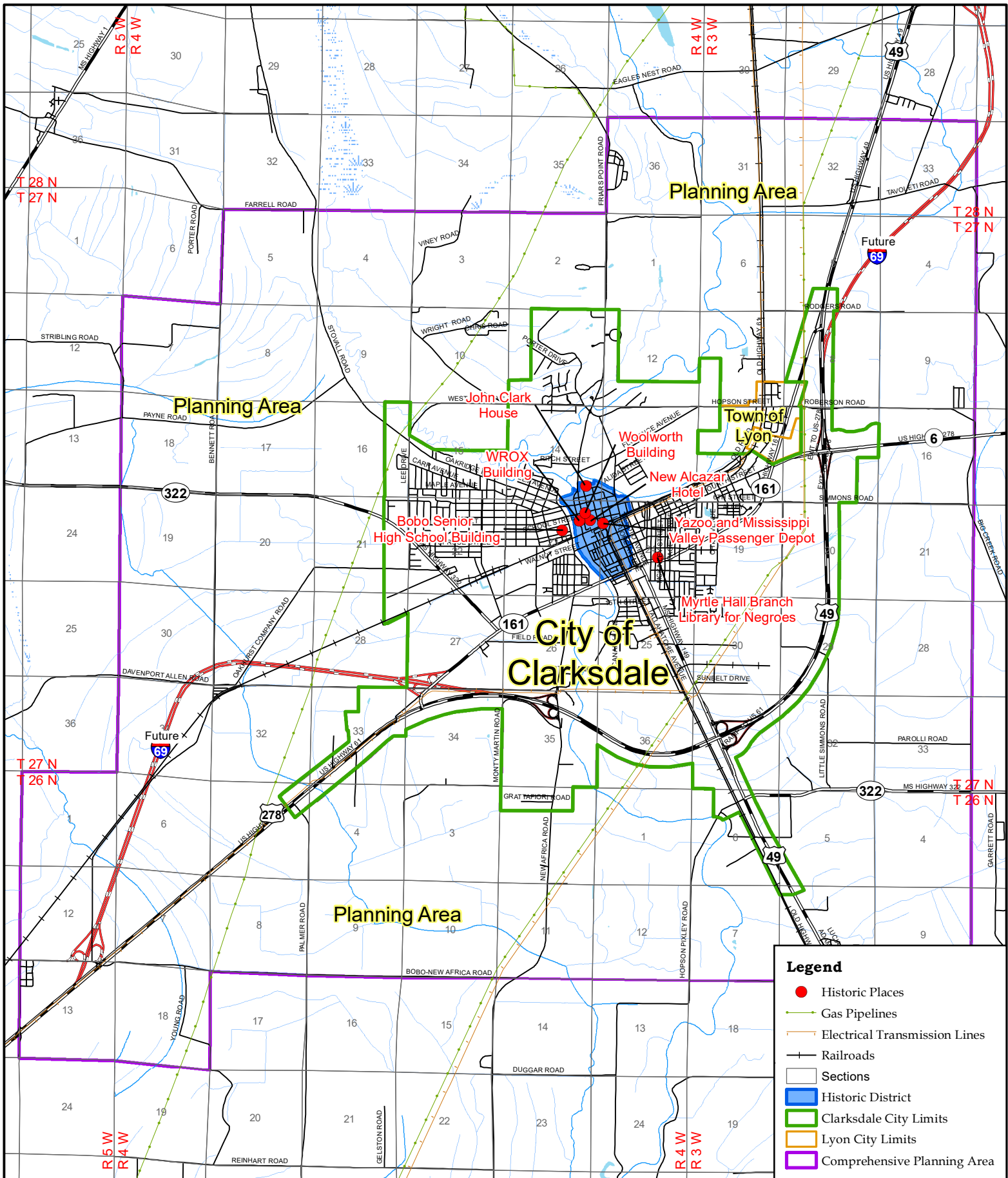
**Legend**

- ● Historic Places
- ⊸ Gas Pipelines
- — Electrical Transmission Lines
- —|— Railroads
- ▫ Sections
- ▪ Historic District
- ▭ Clarksdale City Limits
- ▭ Lyon City Limits
- ▭ Comprehensive Planning Area
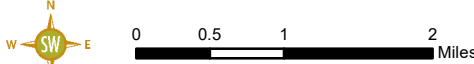
Map 4.3
*National Register of Historic Places Map*

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CITY OF CLARKSDALE MISSISSIPPI

0   0.5   1   2
Miles

Map 4.4
*Septic Tank Suitability*

**Legend**

Gas Pipelines
Electrical Transmission Lines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Septic Tank Suitability**
Very Limited
Somewhat limited
Not Rated
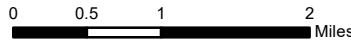
City of Clarksdale

Town of Lyon

Planning Area

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CITY OF CLARKSDALE MISSISSIPPI

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Natural Resources Conservation Service (NCRS).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

**Planning Area**

**City of Clarksdale**

**Town of Lyon**

**Planning Area**

**Planning Area**

**Legend**

Gas Pipelines
Electrical Transmission Lines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Mississippi Wetlands**

Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Lake

Map 4.5
*Wetlands*

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URBAN PLANNING CONSULTANTS

0   0.5   1           2
                    Miles

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
U.S. Fish and Wildlife Service National Wetlands Inventory
Note: This map is accurate for planning purposes only
Date: July 23, 2024

Planning Area

City of
Clarksdale

Town of
Lyon

Planning Area

Planning Area

Future I-69

Future I-69

**Legend**

Electrical Transmission Lines
Gas Pipelines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Severe Slopes**
5-14% Slope
Above 15% Slope

Map 4.6
*Severe Slopes Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
National Resources Conservation Service (NCRS).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

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CITY OF CLARKSDALE MISSISSIPPI

0   0.5   1        2
Miles

R 5 W / R 4 W
R 4 W / R 3 W
T 28 N / T 27 N
T 27 N / T 26 N

MS HIGHWAY
EAGLES NEST ROAD
FRIARS POINT ROAD
TAVOVETI ROAD
FARRELL ROAD
VINEY ROAD
PORTER ROAD
STOVALL ROAD
RODGERS ROAD
HOPSON STREET
ROBERSON ROAD
STRIBLING ROAD
WRIGHT ROAD
OLINE ROAD
PORTER DRIVE
WEST LEE DRIVE
PAYNE ROAD
BENNETT ROAD
LEE DRIVE
OAKRIDGE ROAD
CARR AVENUE
MAPLE AVENUE
RITCH STREET
FLORENCE AVENUE
ALCAZAR STREET
FRIARS POINT
SIMMONS ROAD
322
AMOS STREET
SPRUCE STREET
4TH STREET
9TH STREET
CHESTER AVENUE
US HIGHWAY 6 278
OAKHURST COMPANY ROAD
161
FIELD ROAD
LUSTER LANE
SUNBELT DRIVE
LITTLE SIMMONS ROAD
PAROLLI ROAD
DAVENPORT ALLEN ROAD
49
US HIGHWAY 61
MONTY MARTIN ROAD
NEW AFRICA ROAD
GRATTAPORT ROAD
PALMER ROAD
GARRETT ROAD
MS HIGHWAY 322
OLD HIGHWAY
BOBO-NEW AFRICA ROAD
YOUNG ROAD
DUGGAR ROAD
GELSTON ROAD
REINHART ROAD
278
322

Planning Area

City of Clarksdale

Town of Lyon

Planning Area

Planning Area

Future I-69

Future I-69

**Legend**

—•— Gas Pipelines
——— Electrical Transmission Lines
—+— Railroads
☐ Sections
☐ Parcels
☐ Clarksdale City Limits
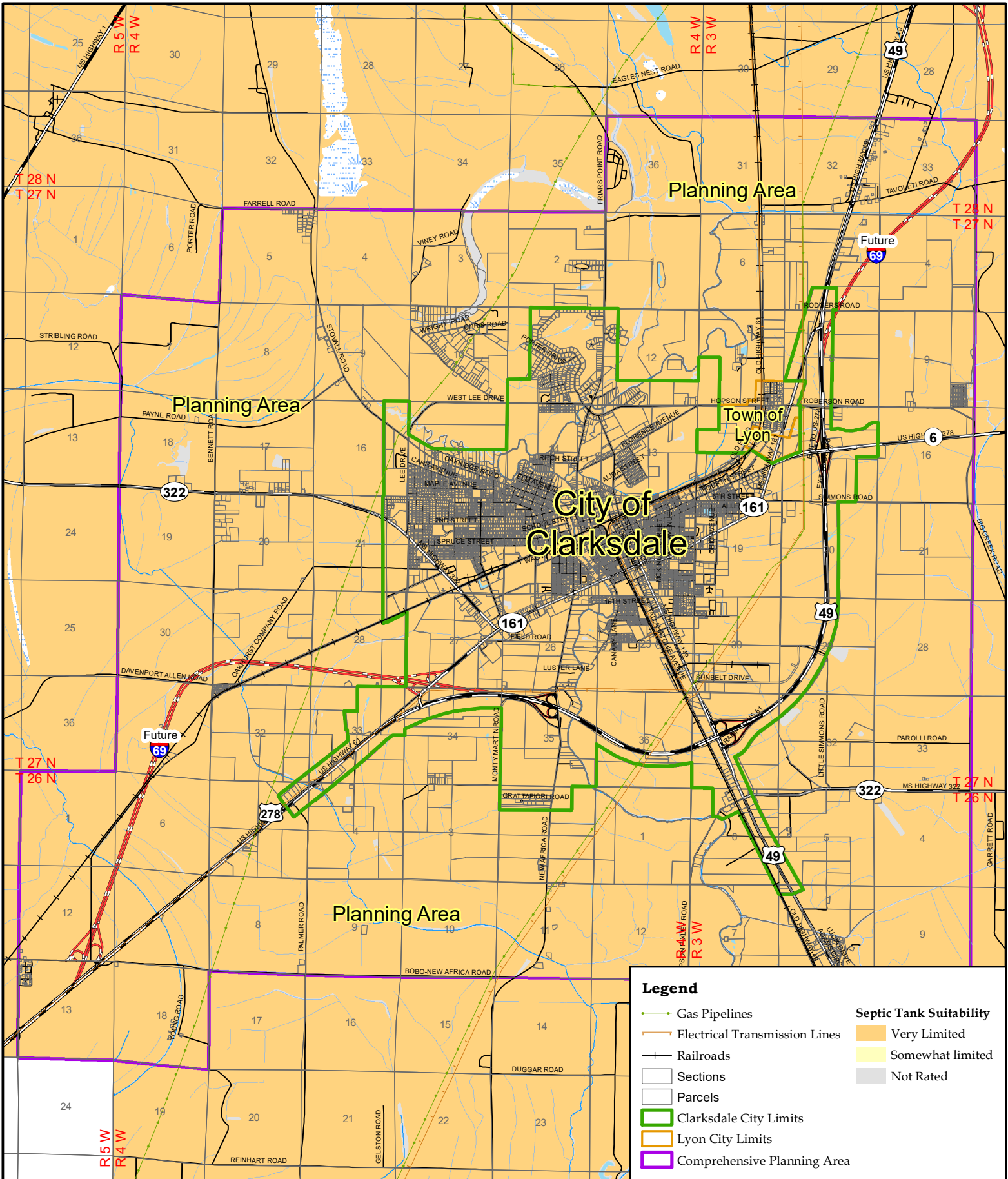☐ Lyon City Limits
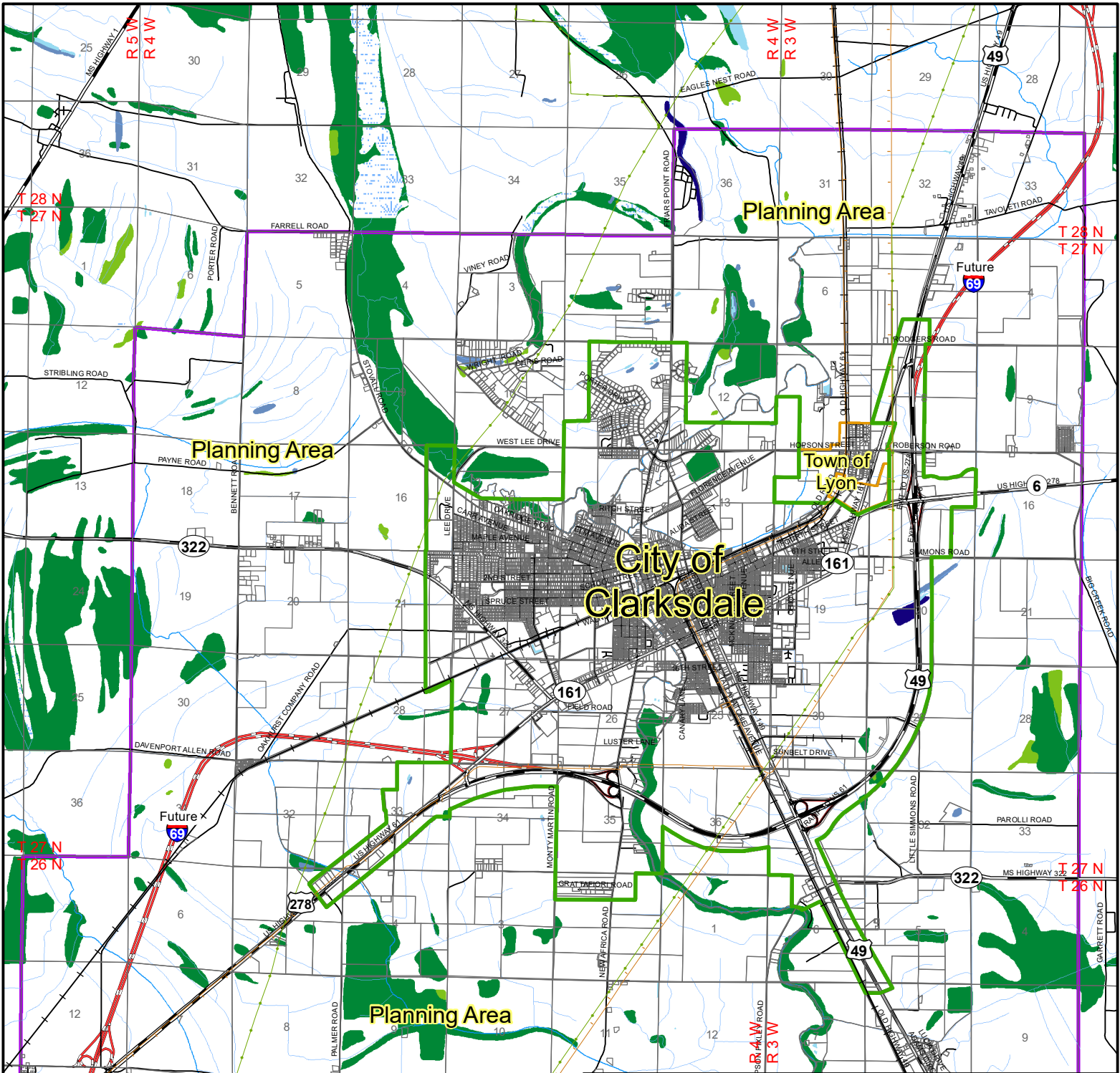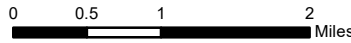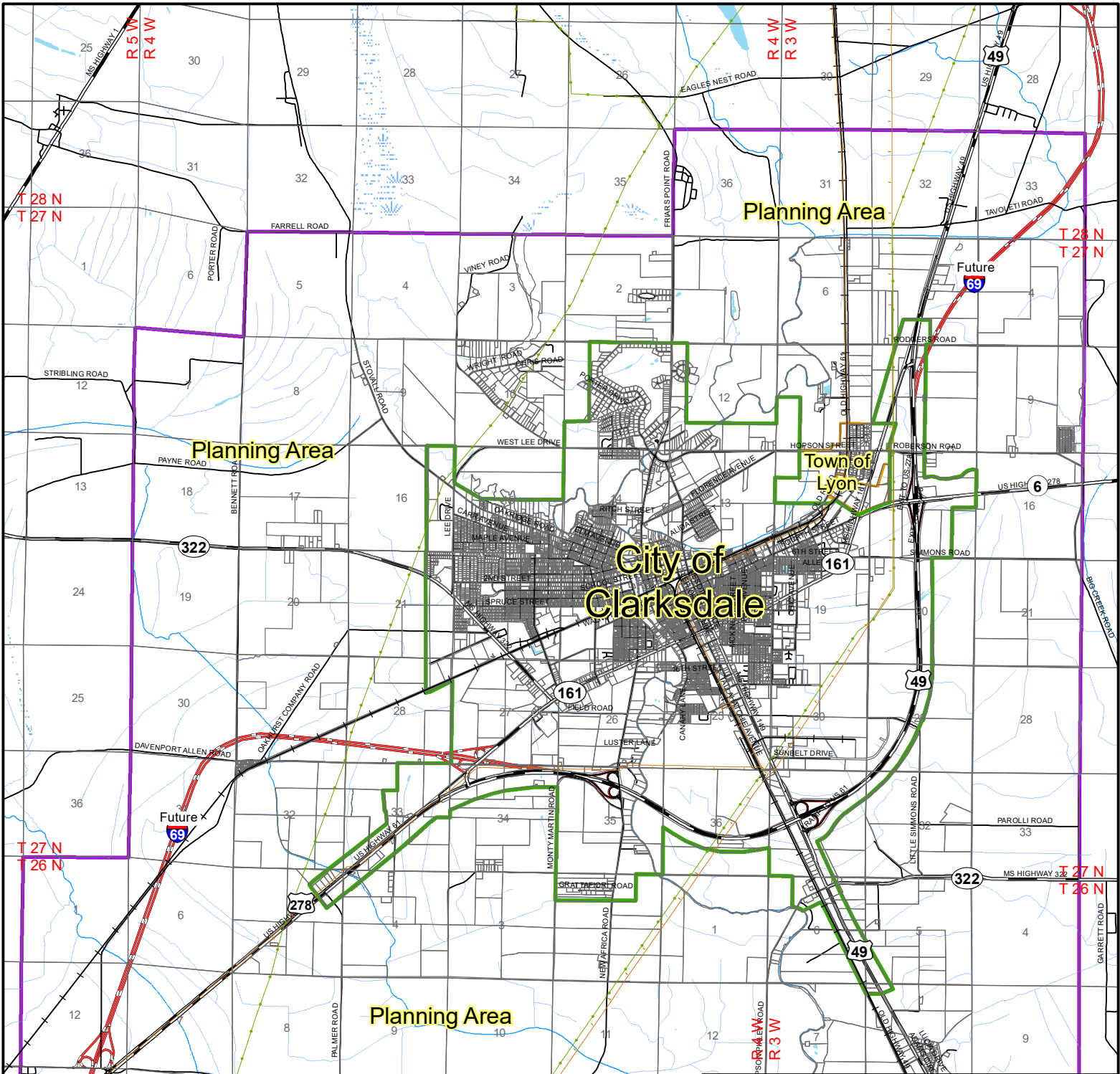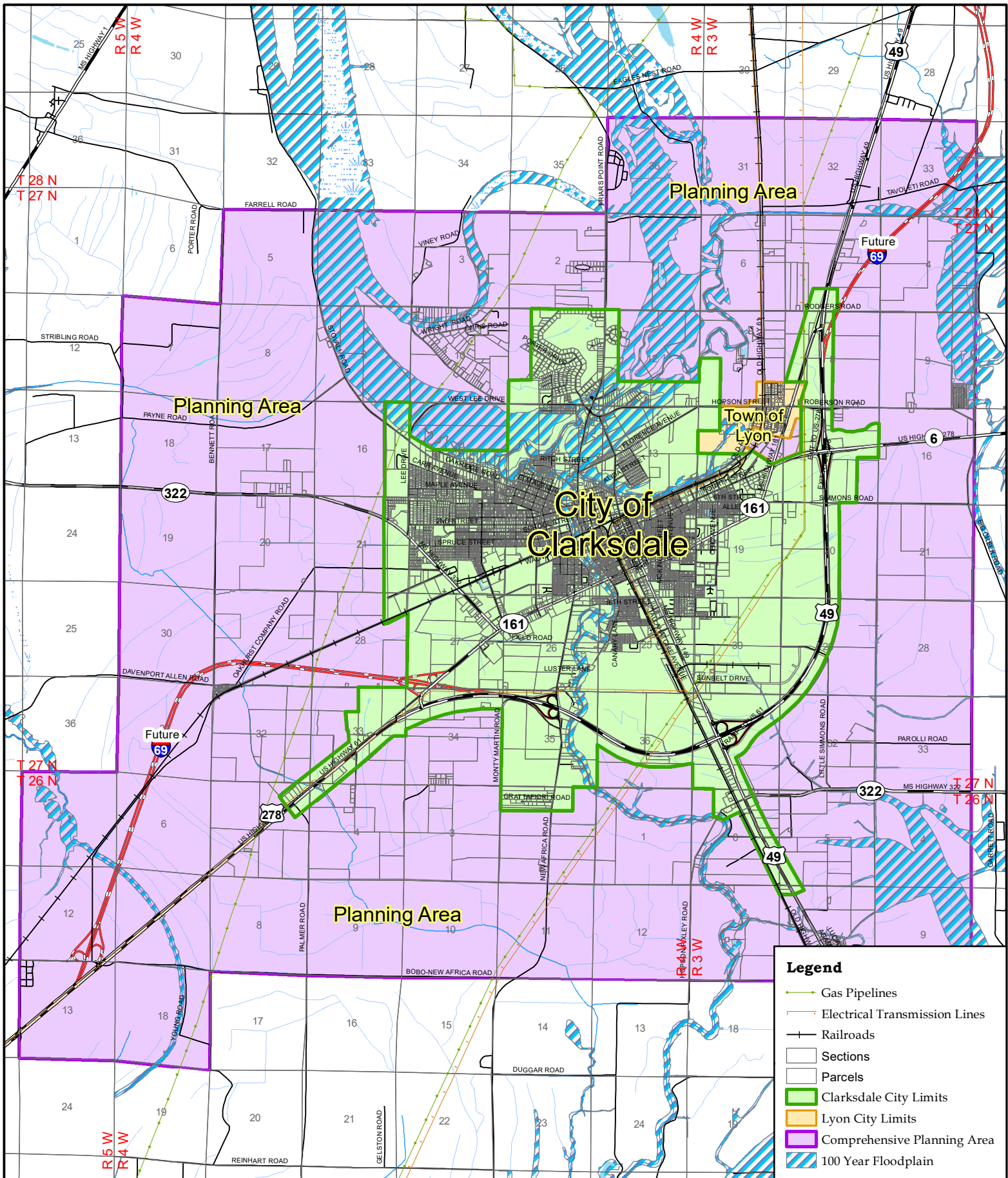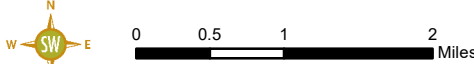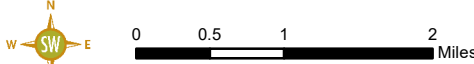☐ Comprehensive Planning Area
☐ 100 Year Floodplain

Map 4.7
*100-Year Floodplains Map*

0   0.5   1   2
Miles

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CITY OF CLARKSDALE MISSISSIPPI

# CHAPTER 5: FUTURE LAND USE PLAN

To comply with Mississippi enabling legislation, the future land use plan must designate the proposed general distribution and extent of proposed land uses in a map or policy form. The future land use plan serves two purposes: first, it provides for the general physical location of expected future development, and second, it creates order among the existing land uses.

A necessary step in preparing a future land use plan is to consider environmentally sensitive areas. Some may see these areas as worthy of some degree of preservation, while others may see them as a constraint to development. Using good design techniques, some of these environmentally restricted areas may be developed while preserving their sensitive nature. The existing land use chapter talks in detail about specific constraints that assisted in preparing this future land use plan.

This section establishes policies that will shape how and where future development occurs. These policies cannot prevent all negative things or incompatible uses from happening, but hopefully, they will introduce some control and guide future decisions. This section, along with the entire Comprehensive Plan, can promote these ideals even further. This chapter focuses on the ideal location for specific land uses, the ideal mixture of land uses, and the ideal intensity of land uses by translating portions of the previous chapter into map form.

Some general guiding statements should be presented regarding some types of future land use no matter where it is in Clarksdale:

- ❖ Intense development of any type in the planning area needs central water and sewer and an adequate transportation system
- ❖ Any new development inside the city limits should be required to connect to city water and sewer
- ❖ All parcels should have frontage on a public road.

Several potentially undesirable or "obnoxious neighbor" land uses need to be addressed by specific policies that define and control these uses. Some of these uses overburden the city resources, such as heavy-haul trucking, or other uses that are inconvenient or potentially hazardous to adjacent neighbors, such as junkyards, gravel pits, or concrete plants. When activities on one property "spill over" and cause a burden and danger to adjacent property owners, the government is authorized and required to regulate it. This is not "taking away" property rights, but a requirement to hold property owners accountable for their land use activities. For example, requiring a junkyard to build a fence and keep the property mowed protects the safety and welfare of nearby residents.

Clarksdale must identify potentially hazardous land uses and use regulations and codes to mitigate potential harm to the community.

# 5.1 FUTURE LAND USE CATEGORIES

The Future Land Use Map illustrates different land use categories. These categories are color-coded according to the map legend and are represented by the descriptions below.

The Clarksdale Future Land Use Plan categorizes land uses in the following manner:

1. Agricultural
2. Low Density Residential
3. Medium Density Residential
4. High Density Residential
5. Neighborhood Commercial
6. Highway Commercial
7. Central Business District
8. Industrial
9. Public/Semi-Public
10. Parks

Below are specific definitions of the land use designations from Maps 5.1 and 5.2.

## Agricultural

This land use category depicts areas expected to remain predominantly agricultural or undeveloped with no significant residential, commercial, industrial, or other development concentrations.

## Low Density Residential

This category primarily consists of single-family detached residences, generally large-lot residences and subdivisions.

## Medium Density Residential

This category is for areas of very dense detached single-family residences, attached single-family residences (townhouses), and duplexes, but not multi-family apartments. These areas should be located near the center of the city.

## High Density Residential

This category is for multi-family apartment complexes. These should only be in areas with adequate transportation infrastructure.

### Neighborhood Commercial

These are areas of limited retail and office space situated inside established neighborhoods. Commercial enterprises in these areas should generate traffic equal to or less than that which a residential neighborhood would typically experience. The target consumers for these businesses should live relatively close to the business.

### Highway Commercial

These are for areas of commercial development that, by their nature, require access to major transportation infrastructure. These uses can be high-intensity commercial such as big box stores or serve highway travelers such as truck stops and hotels.

### Central Business District

The Central Business District is ideally the city's commercial center. This area has a mix of office and retail uses and potentially has second-story residences.

### Industrial

These areas are for manufacturing and warehousing. Manufacturing could be considered "light" if areas do not emit obnoxious odors, sounds, or vibrations. Manufacturing is considered "heavy" if the uses emit loud noises, offensive odors, or vibrations felt off the manufacturing site. These uses could also require large amounts of water, necessitating additional infrastructure. These areas should be located close to or on major transportation corridors and, if possible, railroads.

### Public/Semi-Public

These areas indicate extensive public facilities, such as schools, governmental buildings, etc. that are unlikely to cease to exist in the foreseeable future.

### Park

These areas are reserved for established and potential parks and recreational facilities.

Planning Area

Planning Area

Town of Lyon

Planning Area

City of Clarksdale

Future I-69

Future I-69

## Roads and labels

MS HIGHWAY 49
EAGLES NEST ROAD
TAVOLETI ROAD
FARRELL ROAD
VINEY ROAD
PORTER ROAD
STRIBLING ROAD
WRIGHT ROAD
CHING ROAD
PORTER DRIVE
WEST LEE DRIVE
PAYNE ROAD
BENNETT ROAD
STOVALL ROAD
HOPSON STREET
ROBERSON ROAD
US HIGHWAY 6 278
FLORENCE AVENUE
OAKRIDGE ROAD
RIPLEY STREET
CARR AVENUE
MAPLE AVENUE
ELM AVENUE
ALCAZAR STREET
2ND STREET
SCHOOL STREET
SPRUCE STREET
DAVENPORT ALLEN ROAD
OAK HURST
FIELD ROAD
LUSTER LANE
SUNBELT DRIVE
CANARA
MONTY MARTIN ROAD
LITTLE SIMMONS ROAD
PAROLLI ROAD
US HIGHWAY 61
GRAT TAPIORT ROAD
NEW AFRICA ROAD
MS HIGHWAY 322
GARRETT ROAD
PALMER ROAD
BOBO-NEW AFRICA ROAD
WAKLEY ROAD
OLD HIGHWAY 61
ADAMS DRIVE
BOONE ROAD
YOUNG ROAD
REINHART ROAD
GELSTON ROAD
DUGGAR ROAD
US HIGHWAY 278

## Highway shields
322, 161, 49, 278

## Township/Range labels
T 28 N / T 27 N
R 5 W / R 4 W
R 4 W / R 3 W
T 27 N / T 26 N
R 3 W

## Legend

Legend

- Gas Pipelines
- Electrical Transmission Lines
- Railroads
- Sections
- Clarksdale City Limits
- Lyon City Limits
- Comprehensive Planning Area

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Central Business District
- Neighborhood Commercial
- Highway Commercial
- Industrial
- Public/Semi Public
- Agriculture
- Recreation

0    0.5    1              2
Miles

N S E W
SW

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CITY OF CLARKSDALE
MISSISSIPPI

Map 5.1
*Future Land Use Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
City of Clarksdale, Mississippi
Note: This map is accurate for planning purposes only
Date: July 23, 2024

# Legend

- Gas Pipelines
- Electrical Transmission Lines
- Railroads
- Sections
- Clarksdale City Limits
- Lyon City Limits
- Comprehensive Planning Area

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Central Business District
- Neighborhood Commercial
- Highway Commercial
- Industrial
- Public/Semi Public
- Agriculture
- Recreation

**City of Clarksdale**

Planning Area

Town of Lyon

Future I-69

Future I-69

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CITY OF CLARKSDALE MISSISSIPPI

## Map 5.2
*Future Land Use Map (City Zoom)*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
City of Clarksdale, Mississippi
Note: This map is accurate for planning purposes only
Date: July 23, 2024

0   0.325   0.65   1.3 Miles

# CHAPTER 6: TRANSPORTATION PLAN

Transportation is an essential component of the comprehensive planning process because future development, economic growth, and quality of life are all tied to and influenced by the transportation system. The City of Clarksdale's transportation system consists primarily of vehicular systems, but rail, pedestrian, and cycling all influence the entire system.

Clarksdale's main transportation corridors are U.S. Highways 49, 61, and 278 (Mississippi Highway 6). These highways connect Clarksdale to Tunica and Memphis to the North, Batesville to the East, and Cleveland, Indianola, and Greenwood to the South.

## 6.1 FUNCTIONAL CLASSIFICATION

Functional classification is a method used to group streets and roadways into categories based on the level of transportation service they provide. Functional classification assumes that individual roadways not only carry traffic independently, but collectively work together to form an en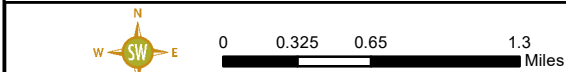tire traffic flow network. This overall network helps assign classifications to separate roadways based on the usage of the road within the traffic flow network.

Transportation planners use three main classifications when determining the level of traffic on roadways: arterial, collector, and local. Arterials and collectors usually have sub-classifications (principal, major, and minor) depending on the specific conditions and entire transportation network within a city or county. The Mississippi Department of Transportation (MDOT) provides a function classification system map for all counties and urban areas in the State. The roads in Coahoma County and the City of Clarksdale are broken into the following classes: principal arterials, minor arterials, major collectors, and minor collectors. Principal arterials are the U.S. Highways and some State Highways. These are the roads with the most vehicle traffic. Minor arterials are mostly State Highways and some County Highways. They have a lot of vehicle traffic, but not as much as principal arterials. Major and minor collectors are roads that connect the local roads to the arterials. Collectors help cycle vehicles throughout the transportation network. Map 6.1 below shows the local roads and the functional classifications of all roads in the City of Clarksdale and the Planning Area.
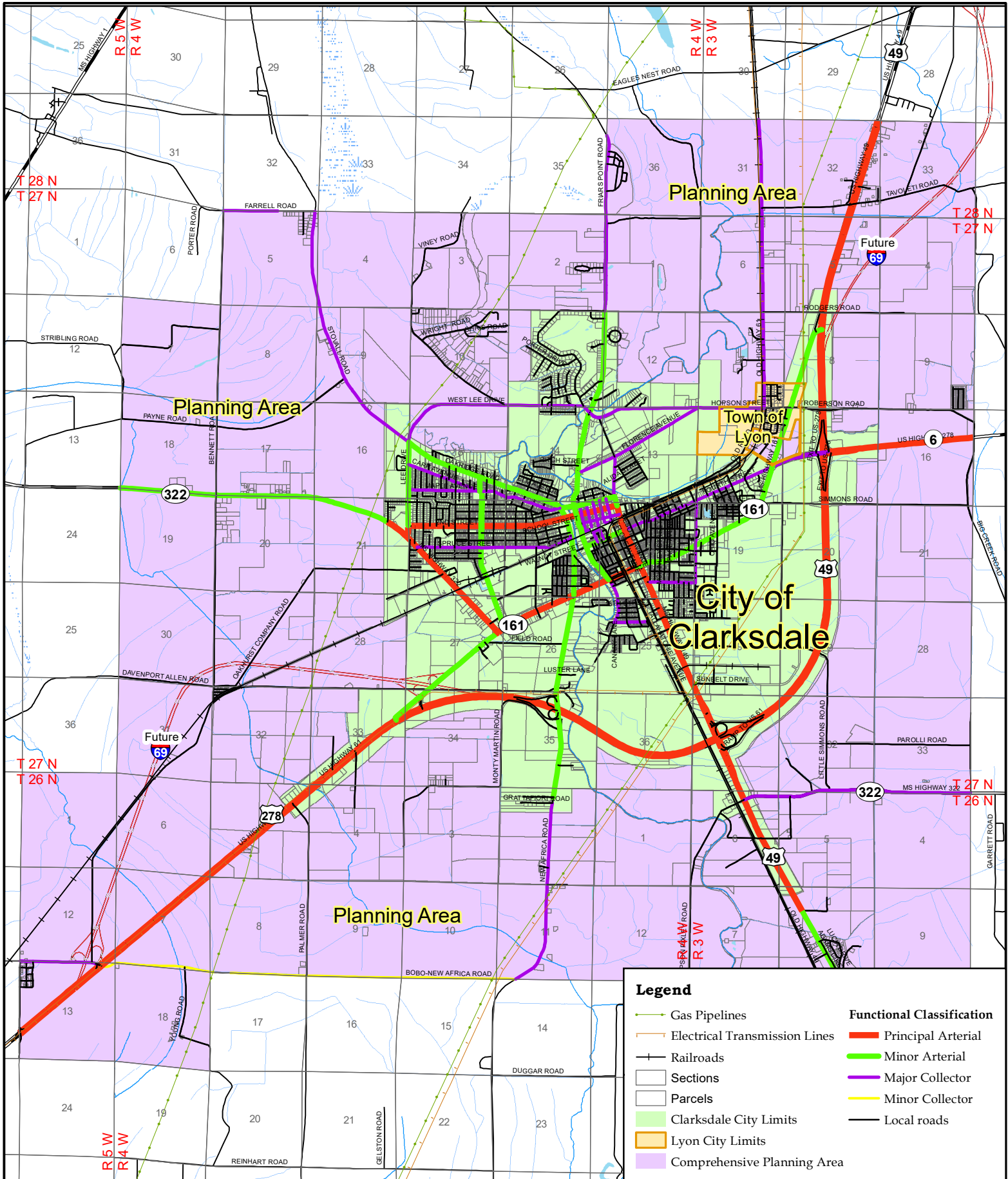
Map 6.1

*Functional Classification Map*

**Legend**

Gas Pipelines
Electrical Transmission Lines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Functional Classification**

Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local roads

City of Clarksdale
Town of Lyon
Planning Area

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
MDOT Functional Classification System
Note: This map is accurate for planning purposes only
Date: July 23, 2024

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CITY OF CLARKSDALE MISSISSIPPI

0   0.5   1         2
Miles

The following are minimum right-of-way widths and surface widths for arterial, collector, and local roads:

**Table 6.1: Minimum Road Standards**

| Type of Street | Minimum Right-of-Way Widths | Minimum Surface Width |
|---|---|---|
| Arterial | 80 feet | 48 feet |
| Collector | 60 feet | 36 feet |
| Local/Minor | 50 feet | 24 feet |
| Marginal Access | 40 feet | 22 feet |
| Alley | 25 feet | 12 feet |

# 6.2 TRAFFIC COUNTS

Mississippi Department of Transportation (MDOT) conducts traffic counts along various roads at various points across the entire State. These counts are generally conducted every three years, and the actual counts are estimated in years in between. From these counts, MDOT computes an Annual Average Daily Traffic (AADT) count, and the AADT is used to help classify roads within the transportation network. Map 6.2 shows the location of traffic counts taken in Clarksdale and the Planning area. Green points show where traffic counts have increased over the previous five years; yellow points show no change; red points show decreasing traffic counts. A detailed traffic counts table can be found in Table 6.2 below.

# Table 6.2 Detailed Traffic Counts

| Map # | Site ID | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | Last 5 Years # Change | Last 5 Years % Change | Last 10 Years # Change | Last 10 Years % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 140740 | 1000 | 1000 | 1100 | 1100 | 1100 | 990 | 1000 | 1000 | 910 | 920 | -70 | -7% | -80 | -8% |
| 2 | 145100 | 4400 | 4800 | 4800 | 4900 | 4500 | 4600 | 4700 | 3800 | 3800 | 3800 | -800 | -17% | -600 | -14% |
| 3 | 141710 | 2600 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2400 | -100 | -4% | -200 | -8% |
| 4 | 140500 | 2500 | 2500 | 2500 | 2300 | 2300 | 2300 | 2100 | 2200 | 2200 | 1800 | -500 | -22% | -700 | -28% |
| 5 | 140120 | 7600 | 8000 | 8000 | 8000 | 8400 | 8500 | 8600 | 8600 | 8700 | 9100 | 600 | 7% | 1500 | 20% |
| 6 | 140177 | 8300 | 5500 | 5500 | 5600 | 5800 | 5800 | 5900 | 5800 | 5800 | 5800 | 0 | 0% | -2500 | -30% |
| 7 | 140230 | 4500 | 4500 | 3600 | 3600 | 3700 | 3500 | 3500 | 3500 | 3000 | 3000 | -500 | -14% | -1500 | -33% |
| 8 | 140110 | 3800 | 3800 | 3800 | 3300 | 3300 | 3400 | 3400 | 3500 | 3500 | 4000 | 600 | 18% | 200 | 5% |
| 9 | 141722 | 2800 | 2800 | 3200 | 3200 | 3200 | 3000 | 3000 | 3000 | 3100 | 3100 | 100 | 3% | 300 | 11% |
| 10 | 145005 | 1700 | 1700 | 1400 | 1400 | 1400 | 1400 | 1400 | 1400 | 1300 | 1300 | -100 | -7% | -400 | -24% |
| 11 | 140480 | 5800 | 5800 | 5800 | 5800 | 5900 | 6000 | 5100 | 5300 | 5400 | 4300 | -1700 | -28% | -1500 | -26% |
| 12 | 140300 | 5700 | 5600 | 5700 | 5700 | 5700 | 5800 | 5800 | 5800 | 5800 | 5700 | -100 | -2% | 0 | 0% |
| 13 | 140180 | 12000 | 12000 | 12000 | 11000 | 11000 | 11000 | 12000 | 12000 | 12000 | 11000 | 0 | 0% | -1000 | -8% |
| 14 | 140210 | 15000 | 15000 | 15000 | 16000 | 16000 | 17000 | 18000 | 18000 | 18000 | 17000 | 0 | 0% | 2000 | 13% |
| 15 | 145045 | 7900 | 8600 | 8700 | 8800 | 8400 | 8500 | 8700 | 7100 | 7200 | 7200 | -1300 | -15% | -700 | -9% |
| 16 | 145170 | 1600 | 1600 | 1600 | 1800 | 1800 | 1800 | 1500 | 1500 | 1500 | 1900 | 100 | 6% | 300 | 19% |
| 17 | 140080 | 7000 | 7000 | 7000 | 8100 | 8200 | 8300 | 8200 | 8400 | 8500 | 7300 | -1000 | -12% | 300 | 4% |
| 18 | 140175 | 4000 | 4000 | 5400 | 5500 | 5600 | 5400 | 5500 | 5500 | 6000 | 6000 | 600 | 11% | 2000 | 50% |
| 19 | 140040 | 4700 | 4600 | 2900 | 2900 | 2900 | 5100 | 5200 | 5200 | 4600 | 4500 | -600 | -12% | -200 | -4% |
| 20 | 140171 | 3100 | 3100 | 3100 | 3100 | 3200 | 3200 | 3300 | 3500 | 3500 | 3400 | 200 | 6% | 300 | 10% |
| 21 | 140420 | 1100 | 1100 | 990 | 990 | 1000 | 990 | 1000 | 1000 | 530 | 530 | -460 | -46% | -570 | -52% |
| 22 | 140650 | 700 | 800 | 800 | 800 | 830 | 840 | 850 | 790 | 800 | 790 | -50 | -6% | 90 | 13% |
| 23 | 140030 | 4400 | 4300 | 4200 | 4100 | 4200 | 4200 | 4300 | 4200 | 4300 | 4100 | -100 | -2% | -300 | -7% |
| 24 | 140170 | 5400 | 5100 | 5400 | 5300 | 5300 | 5600 | 5600 | 5100 | 5100 | 5100 | -500 | -9% | -300 | -6% |
| 25 | 140290 | 1000 | 980 | 960 | 960 | 980 | 960 | 980 | 1000 | 1000 | 1000 | 40 | 4% | 0 | 0% |

Increasing traffic counts

Decreasing traffic counts
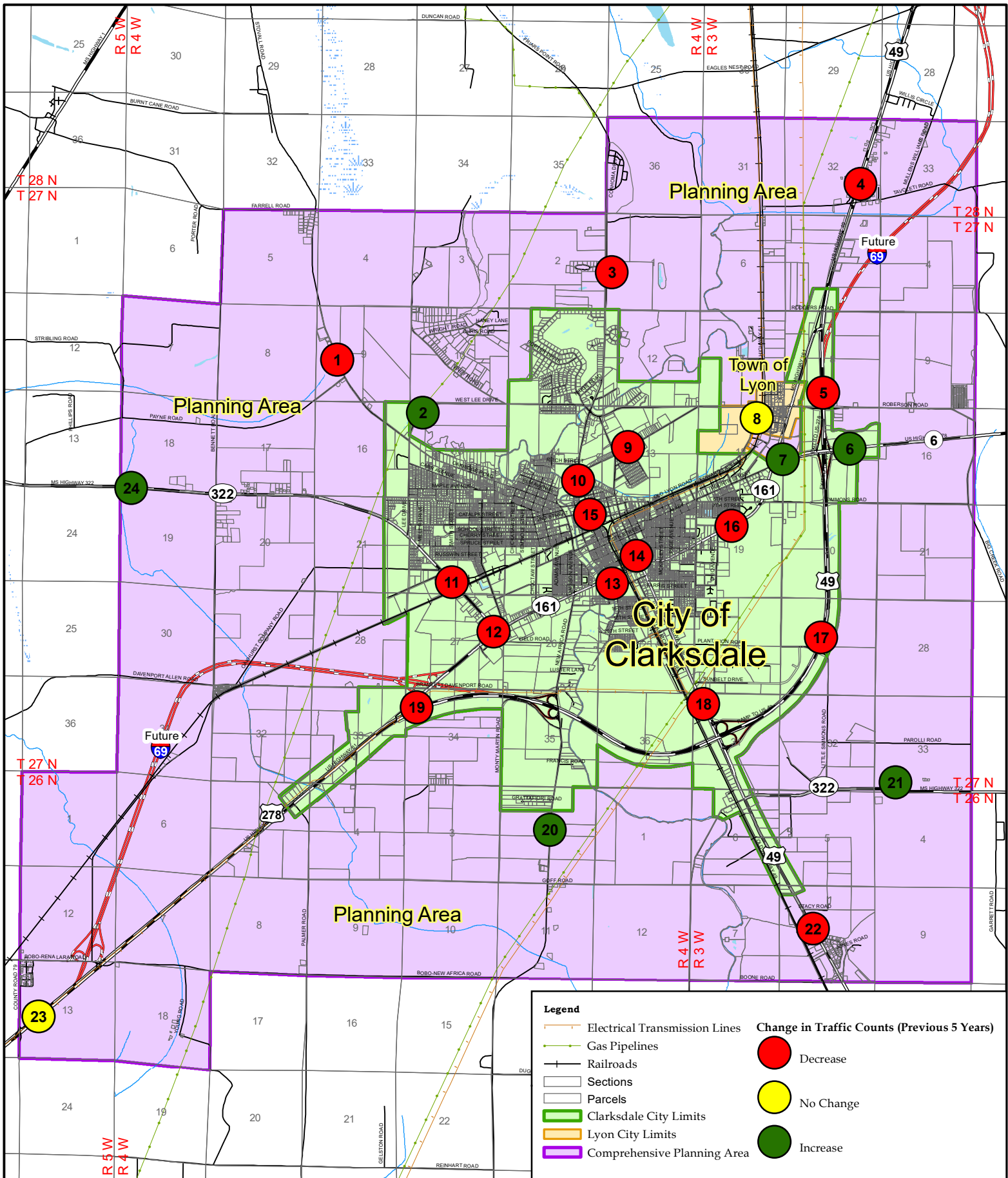
**Note:** Black text indicates estimated counts, Red text indicates actual counts

**Source:** Mississippi Department of Transportation Traffic Count Application

Planning Area

Planning Area

Town of Lyon

City of Clarksdale

Planning Area

Future I-69

Future I-69

**Legend**

| | |
|---|---|
| Electrical Transmission Lines | |
| Gas Pipelines | |
| Railroads | |
| Sections | |
| Parcels | |
| Clarksdale City Limits | |
| Lyon City Limits | |
| Comprehensive Planning Area | |

**Change in Traffic Counts (Previous 5 Years)**

- Red — Decrease
- Yellow — No Change
- Green — Increase

Map 6.2
*Traffic Counts Map*

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Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
MDOT Annual Average Daily Traffic Counts
Note: This map is accurate for planning purposes only
Date: July 23, 2024

## 6.3 CURRENT ROAD CONDITIONS

The current road system for the City of Clarksdale is functioning but also needs some upgrades. For the most part, the average condition of roads is fair, but there are issues with some roads. The city constantly repairs and fixes potholes and quickly responds to resident complaints. The city should continue to fix the roadways and develop a comprehensive road management program that includes a paving schedule for roads.

## 6.4 TRANSPORATION IMPROVEMENT PROJECTS

The City of Clarksdale constantly assesses its roadway needs and has looked to improve the system whenever possible. The transportation improvement projects that the city is currently looking to implement are listed below. This is not an exhaustive list of all future projects but a list of projects that are needed and budgeted for.

1) A new bridge on Friar's Point Road and roadway improvements on either side of the bridge.

2) The 2nd Street Bridge needs Repairs, as it is one of the most widely traveled entrances to Downtown.

3) Constructing sidewalks and decorative street lighting along DeSoto Avenue and Madison Avenue.

4) Street overlay and improvements on roads throughout the city.

## 6.5 WORKER FLOWS

The Census Bureau collects data on "LEHD Origin-Destination Employment Statistics" (LODES), which is data on where workers live and where they work. The Census Bureau also runs a program called 'On the Map' that displays much of the data that the Bureau collects, including LODES. Below is a visualization of the worker flows for Clarksdale, prepared with the 'On the Map' tool. Data after 2018 is incomplete for this tool, but it is still able to give insight into commuting patterns for Clarksdale residents. According to Figure 6.1 below, there were estimated to be 6,046 jobs located within the city limits. About 59.7% of the jobs are held by workers living outside the city limits, while 40.3% are held by workers who also live within the city limits. Also, of the estimated 6,385 Clarksdale residents, about 61.9% are employed outside the city limits, while about 38.1% are employed within the city limits. Because of this, particular attention needs to be paid to the primary entrances and exits from the city, as most people come to Clarksdale for work in the mornings or come home to Clarksdale in the evenings. Also, because there are approximately 3,612 people who have jobs within the city limits but do not live in Clarksdale, finding ways to attract those workers to the city will help stabilize the population of the city.

**Figure 6.1 Clarksdale's Worker Flows**



Inflow/Outflow Counts of All Jobs for Selection Area in 2018

All Workers

| Worker Totals and Flows | 2018 | |
| --- | --- | --- |
| | Count | Share |
| Employed in the Selection Area | 6,046 | 100.0 |
| Employed in the Selection Area but Living Outside | 3,612 | 59.7 |
| Employed and Living in the Selection Area | 2,434 | 40.3 |
| | | |
| Living in the Selection Area | 6,385 | 100.0 |
| Living in the Selection Area but Employed Outside | 3,951 | 61.9 |
| Living and Employed in the Selection Area | 2,434 | 38.1 |

**Source: US Census Bureau OnTheMap application**

## Non-Motorized Transportation

Pedestrian and bicycle systems are becoming of greater interest to cities of all sizes around the State. Clarksdale is no exception and should continue to attempt to find the right balance between automobiles and other forms of transportation. The current system is built primarily for motorized traffic, making other transportation forms more difficult.

Clarksdale should continue to evaluate the condition of its non-motorized circulation system (bike lanes and sidewalks), especially those near schools. This evaluation would consist of an inventory and condition analysis of the current sidewalk system and an inventory of roads that could possibly accommodate new bike lanes. This process would reveal target areas for improvements to pedestrian-friendly facilities. For upgrades to sidewalks, it is important to separate pedestrians from motorized traffic as much as possible.

The city is currently looking to add a sidewalk network that will connect downtown to New Africa Road, the Crossroads, and along Sunflower Avenue. An updated sidewalk system is a great resource for those who do not own a car, as it potentially makes it easier for them to access places they frequent (such as jobs, stores, and restaurants). A sidewalk system can also facilitate an active lifestyle and help residents stay healthy. Map 6.3 below shows the location of the proposed new sidewalks.

Funding opportunities, such as grants from MDOT, are available, and the city should actively seek new funding to improve the non-motorized transportation network. Better mobility networks tend to spur new development and reinvestment, which would significantly impact the Downtown area. Funding opportunities exist at the state and federal levels and through private organizations.
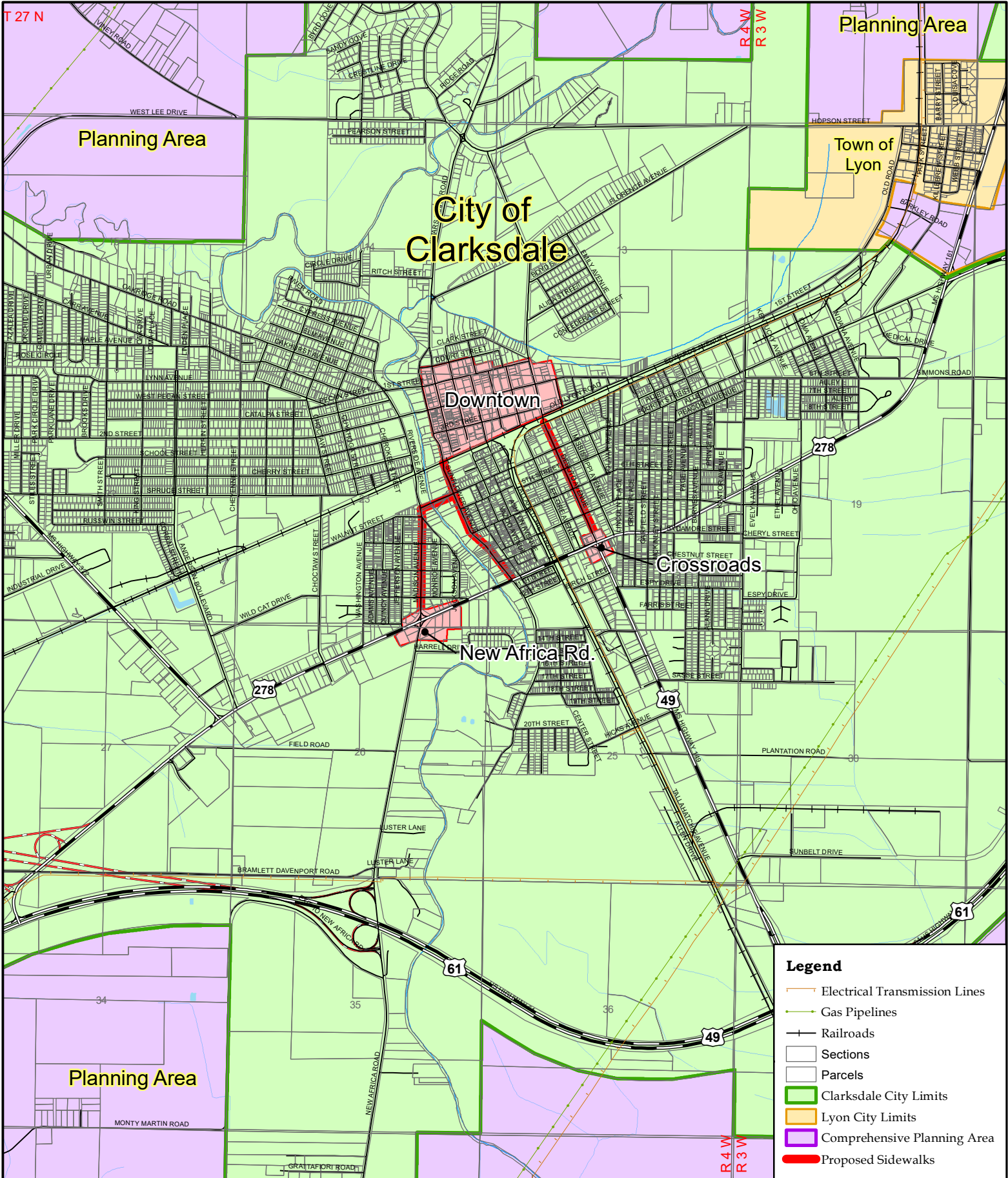
# City of Clarksdale

Downtown

Crossroads

New Africa Rd.

Planning Area

Planning Area

Planning Area

Town of Lyon

T 27 N

R 4 W | R 3 W

R 4 W | R 3 W

## Legend

— Electrical Transmission Lines
— Gas Pipelines
—|— Railroads
☐ Sections
☐ Parcels
☐ Clarksdale City Limits
☐ Lyon City Limits
☐ Comprehensive Planning Area
— Proposed Sidewalks

### Map 6.3
*Proposed Sidewalk Plan Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.

Note: This map is accurate for planning purposes only
Date: July 23, 2024

0   0.175   0.35          0.7
⣿⣿⣿⣿⣿⣿⣿⣿⣿⣿⣿⣿ Miles

N
W ⊕SW E
S

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CITY OF CLARKSDALE
MISSISSIPPI
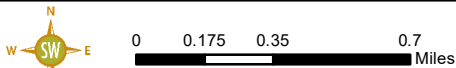
# CHAPTER 7: COMMUNITY FACILITIES PLAN

Community facilities are services and buildings provided by local governments and some private enterprises to benefit the public. Examples include public schools, libraries, parks, cemeteries, water and sewer services, trash disposal, fire stations and fire protection, ambulance services, police protection, and court systems. This chapter lays out a brief inventory and analysis of the existing community facilities in Clarksdale. This chapter can also be used to facilitate the development of future capital improvements.

## 7.1 GENERAL GOVERNMENT OPERATIONS

The City of Clarksdale's governmental and administration services, including the mayor's office and all city departments (except the Fire Department), operate out of City Hall, located at 121 Sunflower Avenue in Downtown. While the current facility adequately serves the needs of the administrative employees and citizens of Clarksdale, the city should continue to look to improve operations for Clarksdale residents.

## 7.2 POLICE DEPARTMENT

The Clarksdale Police Department, located at 121 Sunflower Avenue, is served by 21 sworn officers and two administrators. The standard measure for police protection is the number of officers per 1,000 population. Clarksdale has approximately 1.4 officers per 1,000 population, which is lower than the 1.9 FBI national average for cities with a population between 10,000-24,999 residents. Because Clarksdale has a lower officer ratio than the national average, the city needs additional officers. Increasing the number of officers from 21 to 40 would increase the number of officers per 1,000 from 1.4 to 2.7, providing even greater police protection to the city. Similarly, the city should add a K-9 officer and unit to help with everyday policing.

The Clarksdale Police Department needs more room at its current station to hold in-house training. A standalone building to house the Department and provide space to conduct training could help the department operate more efficiently. There is a need for increased and improved training, and training resources at a single site would aid in those goals. The new site could include amenities such as an indoor firing range, classrooms, a fitness center, and a cafeteria.

The Clarksdale Police Department should continually strive to increase its capabilities to provide law enforcement services and to fight crime in the community. These increased capabilities include equipping patrol cars with computers and dash cams, upgrading to a server/database to store data from body cameras and patrol car computers, and an increasing number of Sky Cops around the city. The city needs additional patrol cars, as

the current cars are used 24/7.  A city shop with mechanics to work on the additional and current patrol cars would help keep the cars on the road longer and save the city money in the long term. The city should also look to purchase better vehicles if the current ones are not holding up. The city should also consider revising shift schedules to help retain officers. Overall, the City of Clarksdale should continue to strive to maintain a positive public perception regarding the community's safety and work alongside the community to further the city's goals.  The city is committed to having police officers who are respectful of residents and officers who make a point to be seen by the community to create an atmosphere of transparency and safety.

# 7.3 FIRE DEPARTMENT

The City of Clarksdale operates a professional fire department out of three fire stations. Central Fire Station is the department's principal office located at 221 Desoto Avenue downtown.  The other Fire Stations are at 602 Sasse Street in South Clarksdale and 1300 Lee Drive in West Clarksdale, near Coahoma County High School. The stations are shown on Map 7.1 below. The city currently has 35 firefighters. Even though that number is adequate for the time being, an additional 15 firefighters (a total of 50) are needed to provide a higher level of service for the city.

Mississippi State Rating Bureau (MSRB) is a non-profit corporation with leadership and membership comprising insurance companies that write fire protection policies. MSRB provides services related to grading public fire protection and services in connection to insurance rates in the State of Mississippi. MSRB has recently given the City of Clarksdale a Class 4 fire rating, and they are close to receiving a class 3 rating. The inspection system is based on a point schedule with credit in several categories related to firefighting and protecting property from fire damage. These categories include the age of firefighting equipment, the water available to fight fires, the average number of firefighters responding per call, and the distance the firefighting equipment must travel to reach a fire (run distance). The city is working towards an even lower rating, which will benefit the entire city.

The City of Clarksdale's Fire Department's trucks are currently in good working order; however, the department and city officials should continually assess the adequacy of firefighting equipment and develop a program to replace that which has aged beyond its useful life. An additional Class A pumper is also needed to provide even better firefighting capabilities, as well as a ladder truck. An additional engine will be needed to replace an existing engine.

Water supply is a significant part of the city's firefighting capabilities. The Fire Department should continue to work with Clarksdale Public Utilities to identify areas that need fire hydrants and water pressure improvements. Fire hydrants are needed in the newly annexed areas, as shown on Map 7.2 below. The city should also take

preemptive measures in city ordinances, such as improving subdivision regulations to ensure that as new development occurs, developers make the necessary improvements to maintain a high level of fire protection. Because the city needs to change and evolve, the city's administration should routinely meet with and discuss personnel and equipment needs for the functional future of the Clarksdale Fire Department. One such need is to consider revising the shift schedules to help retain and attract firefighters.

The Clarksdale Fire Department is currently meeting the needs of the residents and business owners of Clarksdale. However, an additional fire station is needed in the newly annexed area near Highway 49/61 bypass. Along with an additional station, upgrades to the current training facility are needed, such as adding a smoke/heat house and an agility training course. The training program is currently adequate but could be improved.

## 7.4 EMERGENCY MANAGEMENT

Emergency management services are currently directed by the Coahoma County Emergency Management Agency. While this is not a city department, it does provide vital services to the city and helps organize the initial response in the event of disaster. As such, it is vital that the city continue to work closely with County EMA to plan and prepare for disaster and build resiliency to mitigate disaster when it strikes.

## 7.5 ANIMAL SHELTER

The City of Clarksdale does not operate an animal shelter. Instead, the city pays money to Clarksdale Animal Rescue Effort and Shelter, which allows the city to bring animals to it. The city should continue to budget funds for this shelter's maintenance and upkeep to ensure there is a place for stray dogs and cats to go. The city should also investigate additional Animal Control officers who can work with the shelter and bring animals to it safely and efficiently.

## 7.6 PARKS AND RECREATION

Clarksdale's Parks and Recreation Department is responsible for a wide range of recreational and cultural opportunities in the city, including competitive sports and community facilities. Currently, the city has 25 facilities that provide a wide range of recreation opportunities to the community, including walking trails, baseball fields, softball fields, playgrounds, and various other opportunities. A map showing the park and recreation facilities is shown on Map 7.3 below.
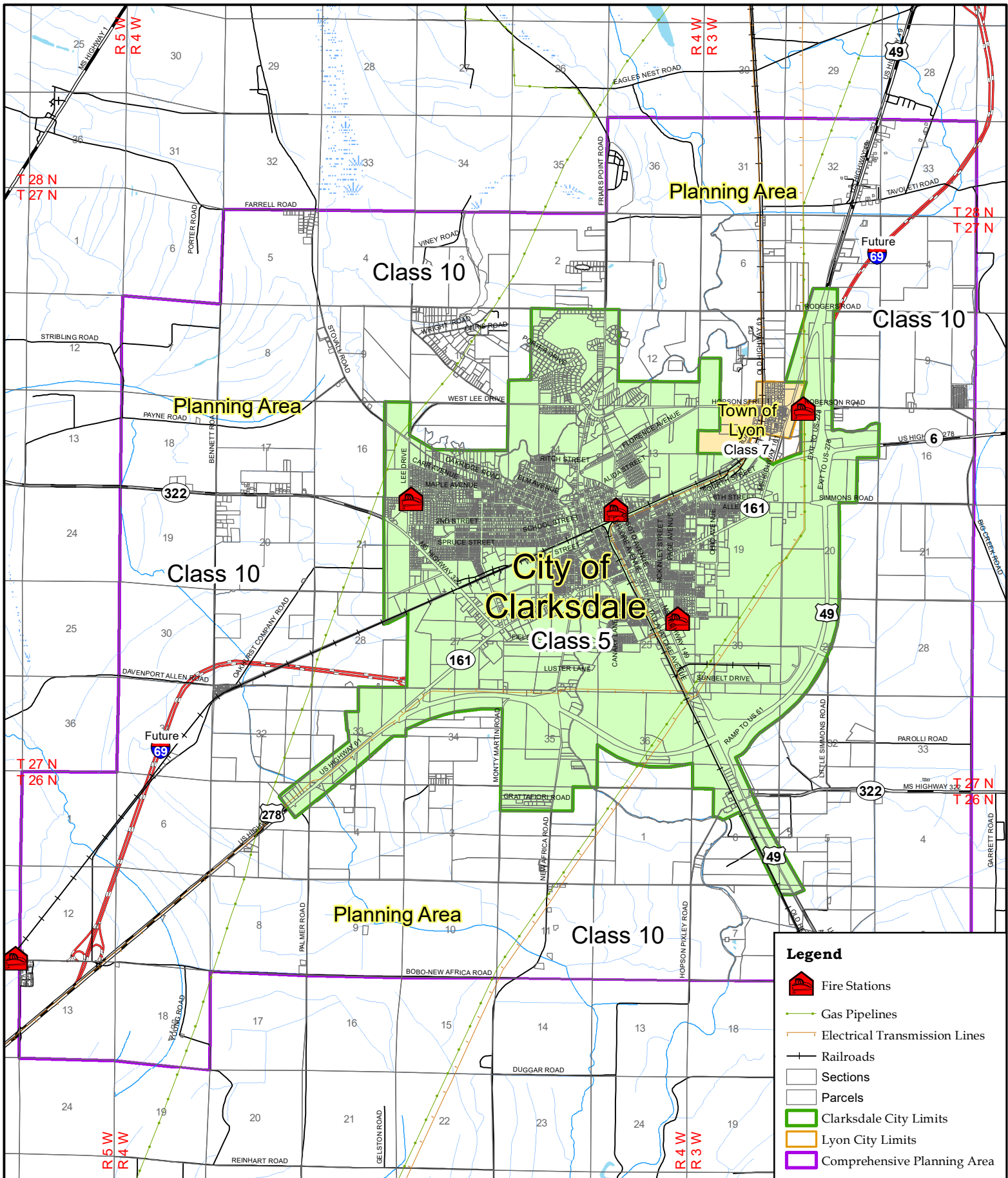
# Legend

- 🏠 Fire Stations
- ╾╼ Gas Pipelines
- ─── Electrical Transmission Lines
- ─┼─ Railroads
- ☐ Sections
- ☐ Parcels
- ▭ Clarksdale City Limits
- ▭ Lyon City Limits
- ▭ Comprehensive Planning Area

## Map 7.1
*Fire Districts, Ratings, and Stations Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Mississippi State Rating Bureau (MSRB).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

SLAUGHTER&WILLINGHAM
URBAN PLANNING CONSULTANTS

Class 10

Planning Area

City of
Clarksdale
Class 5

Town of
Lyon
Class 7

0    0.5    1              2
Miles
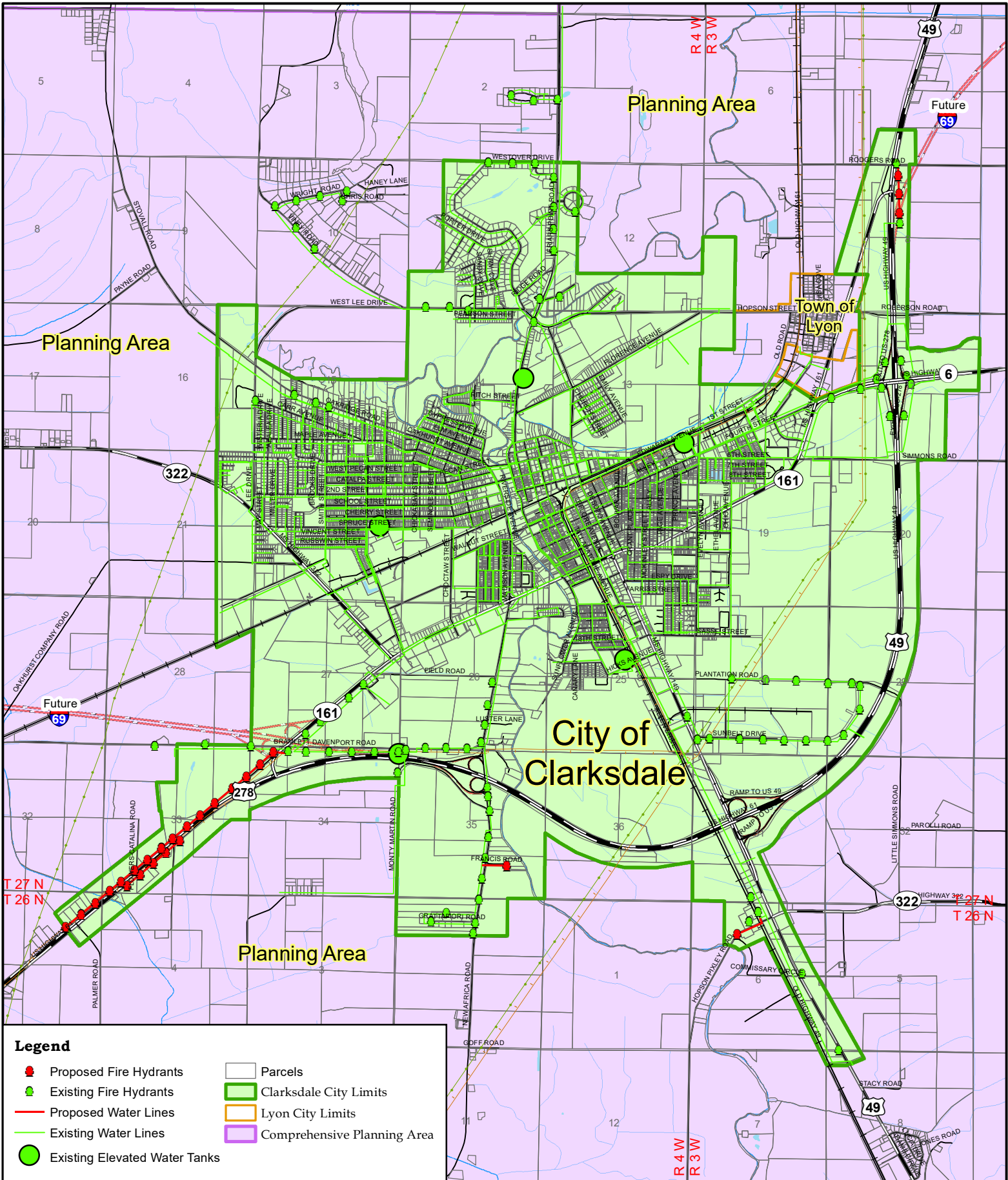
**Legend**

- Proposed Fire Hydrants
- Existing Fire Hydrants
- Proposed Water Lines
- Existing Water Lines
- Existing Elevated Water Tanks
- Parcels
- Clarksdale City Limits
- Lyon City Limits
- Comprehensive Planning Area
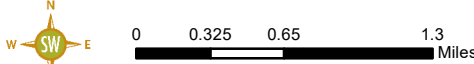
Map 7.2

*Fire Hydrant Plan*

SLAUGHTER&WILLINGHAM
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CITY OF CLARKSDALE MISSISSIPPI

0    0.325    0.65    1.3 Miles

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.

Note: This map is accurate for planning purposes only
Date: October 10, 2024
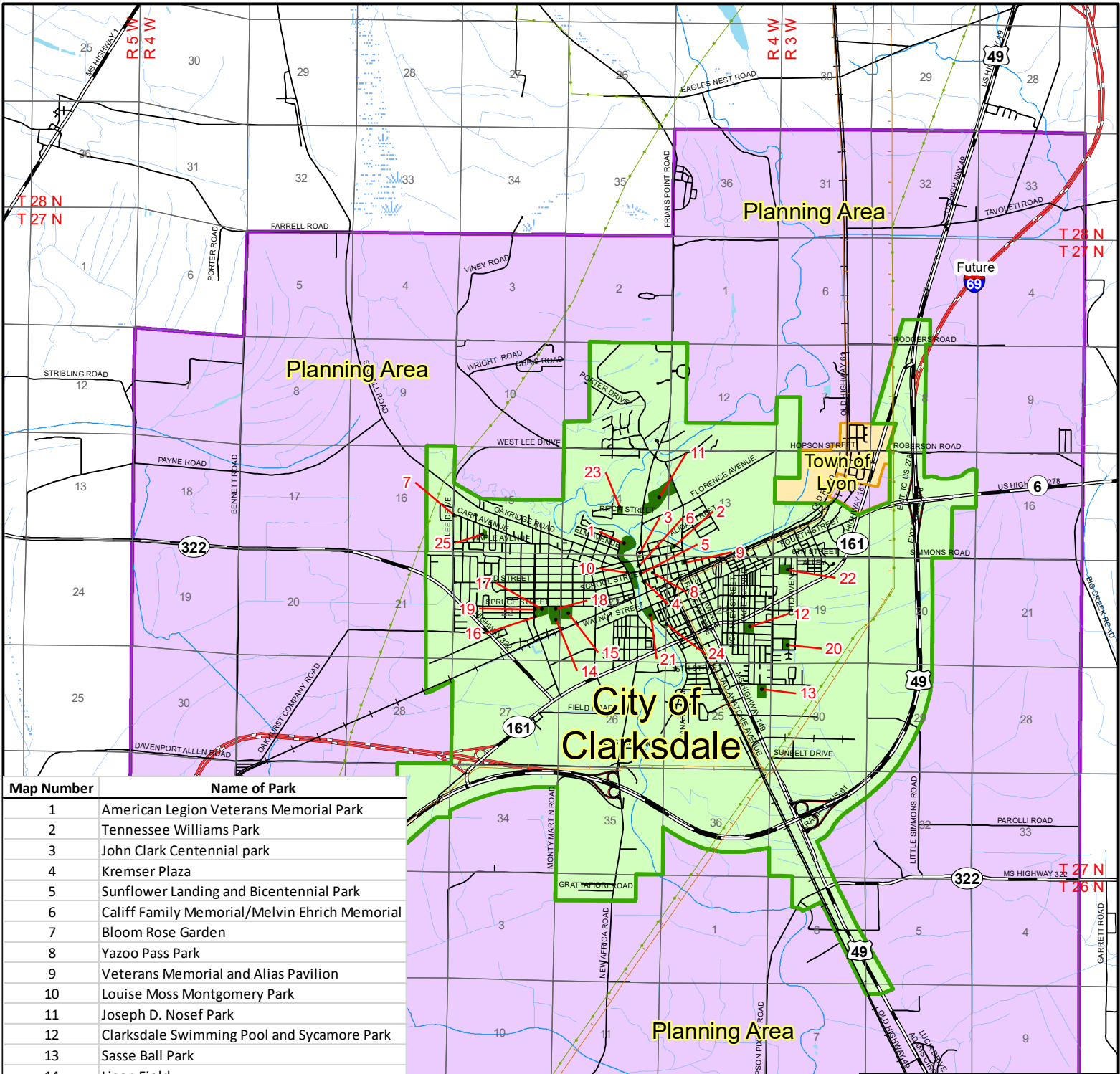
| Map Number | Name of Park |
|---|---|
| 1 | American Legion Veterans Memorial Park |
| 2 | Tennessee Williams Park |
| 3 | John Clark Centennial park |
| 4 | Kremser Plaza |
| 5 | Sunflower Landing and Bicentennial Park |
| 6 | Califf Family Memorial/Melvin Ehrich Memorial |
| 7 | Bloom Rose Garden |
| 8 | Yazoo Pass Park |
| 9 | Veterans Memorial and Alias Pavilion |
| 10 | Louise Moss Montgomery Park |
| 11 | Joseph D. Nosef Park |
| 12 | Clarksdale Swimming Pool and Sycamore Park |
| 13 | Sasse Ball Park |
| 14 | Ligon Field |
| 15 | John Camerato Fields |
| 16 | Young Life Building |
| 17 | Anderson Park |
| 18 | George Farris Field |
| 19 | Renaldo Ball Field |
| 20 | David Self Park |
| 21 | Kaboom Park |
| 22 | Ford Park |
| 23 | Rudy Monty Park |
| 24 | McLauren Park |
| 25 | Vickie Reardon Park |

**Legend**

⎯ Electrical Transmission Lines

⎯ Gas Pipelines

⎯ Railroads

▢ Sections

▢ Clarksdale City Limits

▢ Lyon City Limits

▢ Comprehensive Planning Area
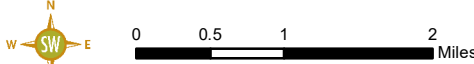
▢ Parks and Recreation Facilities

Map 7.3

*Parks and Recreation Facilities Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
City of Clarksdale, Mississippi
Note: This map is accurate for planning purposes only
Date: July 23, 2024

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**URBAN PLANNING CONSULTANTS**

## 7.7 PUBLIC UTILITIES

Like all cities, Clarksdale is tasked with providing adequate public utility service to its citizens. While the infrastructure to provide these services is not cheap, it constantly needs repair and maintenance to maintain proper function. The City of Clarksdale should take steps to continue offering a high level of service to its citizens by continually ensuring that all infrastructure is monitored, upgraded, and replaced when necessary. The city should investigate the best materials and practices for providing its infrastructure.

### Electric (Map 7.4)

Clarksdale Public Utilities (CPU), Entergy Mississippi, and the Coahoma Electric Power Association (EPA) provide electricity to the city. CPU should continue to focus on upgrading and improving its electrical system to benefit residents and business owners. Upgrades to CPU's electrical system can also boost residents' and business owners' desire to locate downtown Clarksdale, which will help redevelop downtown Clarksdale. The city should also partner with Entergy Mississippi and Coahoma EPA to make sure the electrical system in the parts of the city they serve is efficient and dependable.

### Gas (Map 7.5)

Atmos Energy Corporation provides natural gas service to the city, while Mississippi Valley Gas Company provides service to the portion of the Planning Area near Coahoma Community College. The gas system is in good shape, and no significant repairs or improvements are anticipated over the life of this plan. The city should continue to support and anticipate Atmos Energy's future needs.

### Water (Map 7.6)

Clarksdale Public Utilities (CPU) provides water service to the city. In the Planning Area, water service is also provided by the Coahoma County Utility District, Moore Bayou Water Association, Pine Grove Community Water Association, Lurand Utility District, Green Acres Water Association, and Coahoma Community College. The current water needs for the city are being met, but the entire system is quickly aging. Therefore, fixing and replacing lines is the most pressing issue for the CPU. Because of Clarksdale's 2019 annexation, new water lines are needed in those newer areas of the city, especially in the southern portions of the city, as well as new fire hydrants. Outside of extending water lines into those annexed areas, Clarksdale should focus on upgrading the current system. The city is running smoke tests to find broken lines and plans to use cameras to identify other problem areas. The city should create a schedule for replacing water lines, focusing on areas the city wants to redevelop (like downtown). Staying ahead of schedule and being proactive about aging lines will benefit the city and help avoid lines constantly

breaking down. A cost-benefit analysis to compare the cost of repairing lines versus replacing lines is warranted.

## Sewer (Map 7.7)

Clarksdale Public Utilities (CPU) provides sewer service to the city. The Planning Area is served by the Coahoma County Utility District, Lurand Utility District, Green Acres Water Association, Coahoma Community College, and Martin Subdivision Sewer Association. Much like the water system, the sewer system in Clarksdale is rapidly aging and needs repairs. Creating a schedule of needed repairs can help the city avoid sewer lines breaking down frequently. One issue the sewer system must deal with is the infiltration of stormwater in the system. This inundation of stormwater into the sewer system stresses the lines and requires more frequent fixes.
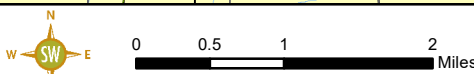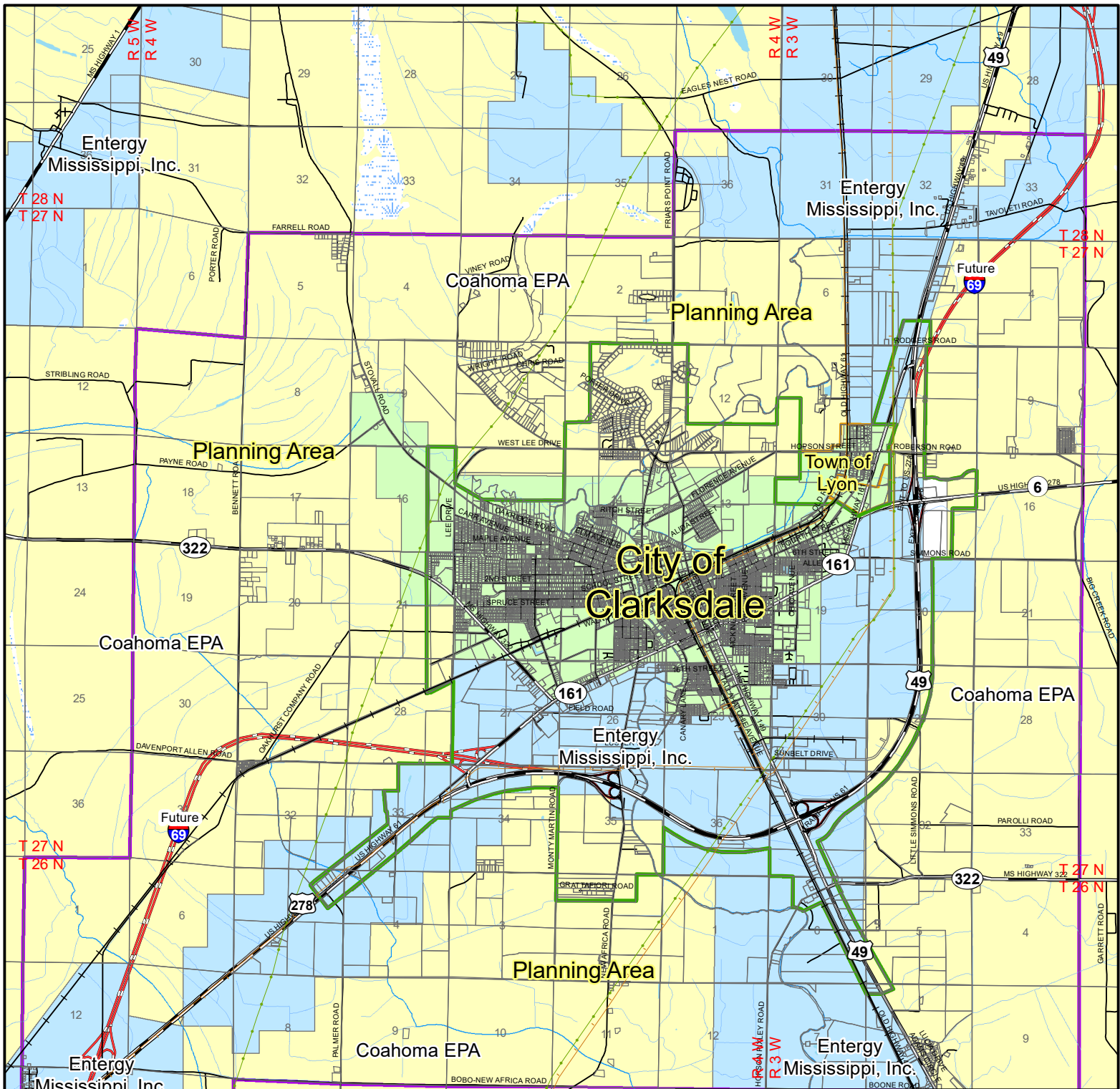
Entergy Mississippi, Inc.

Coahoma EPA

Planning Area

Entergy Mississippi, Inc.

Planning Area

Town of Lyon

City of Clarksdale

Coahoma EPA

Coahoma EPA

Entergy Mississippi, Inc.

Planning Area

Coahoma EPA

Entergy Mississippi, Inc.

Future I-69

Future I-69

**Legend**

Electrical Transmission Lines
Gas Pipelines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Electric Certificated Areas**

City of Clarksdale
Coahoma EPA
Entergy Mississippi Inc.

Map 7.4
*Electric Certificated Areas Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Public Service Commission (PSC).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

0   0.5   1        2
                Miles

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CITY OF CLARKSDALE MISSISSIPPI

**Map 7.5**
*Gas Certificated Areas Map*
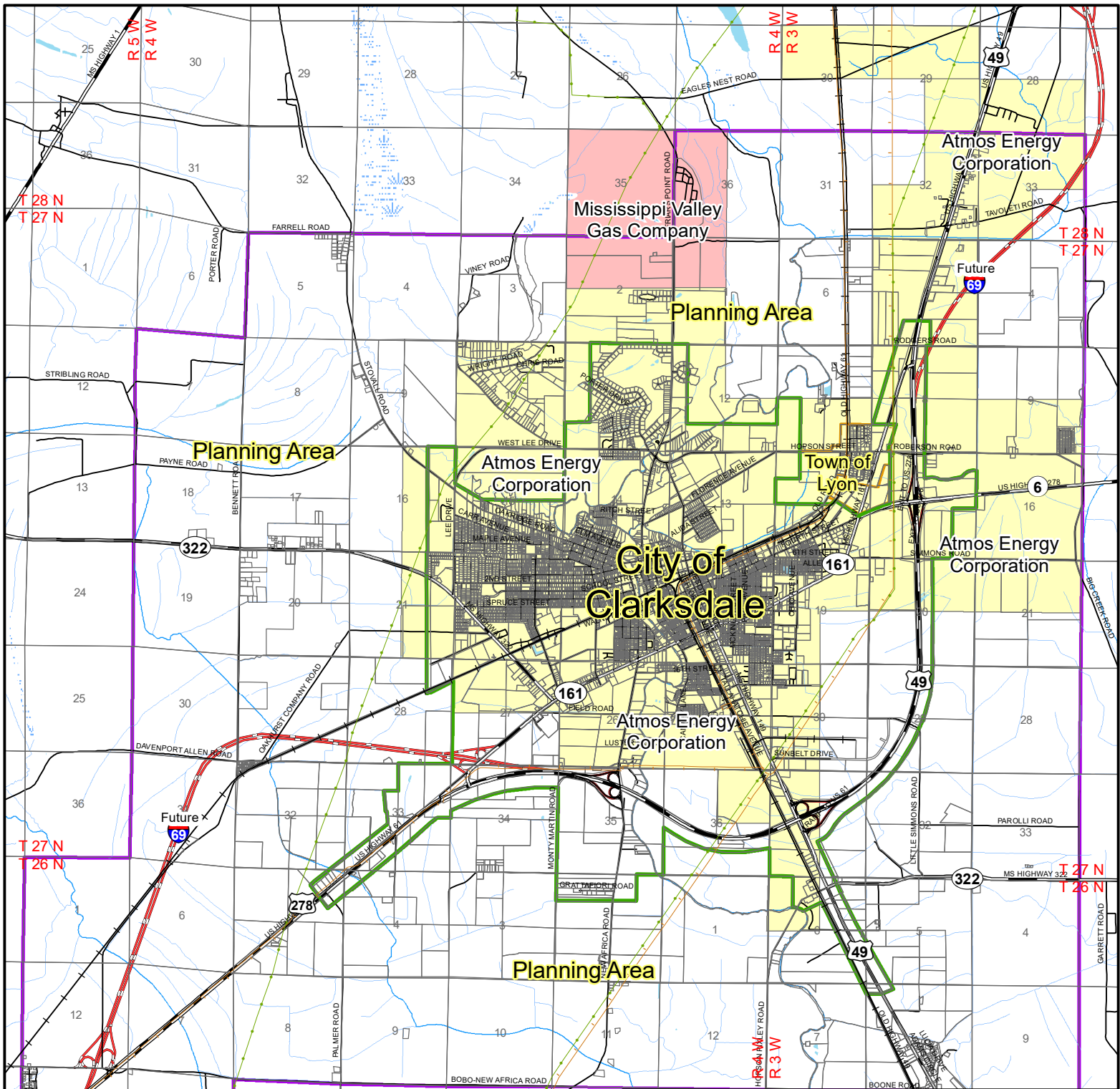
**Legend**

Electrical Transmission Lines
Gas Pipelines
Railroads
Sections
Parcels
Clarksdale City Limits
Lyon City Limits
Comprehensive Planning Area

**Gas Certificated Areas**
Atmos Energy Corporation
Mississippi Valley Gas Company

City of Clarksdale

Mississippi Valley Gas Company

Atmos Energy Corporation

Town of Lyon

Planning Area

**SLAUGHTER&WILLINGHAM**
**URBAN PLANNING CONSULTANTS**

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.
Public Service Commission (PSC).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

0    0.5    1         2
Miles

Moore Bayou Water Association, Inc.

Coahoma County Utility District

Green Acres Water Association, Inc.

Coahoma Community College

Planning Area

Planning Area

City of Clarksdale

Town of Lyon

Moore Bayou Water Association, Inc.

Coahoma County Utility District

Future I-69

Coahoma County Utility District

Moore Bayou Water Association, Inc.

Lurand Utility District

Planning Area

Pine Grove Community Water Association, Inc.

Future I-69

**Legend**

— Electrical Transmission Lines
— Gas Pipelines
+— Railroads
▢ Sections
▢ Parcels
▢ Clarksdale City Limits
▢ Lyon City Limits
▢ Comprehensive Planning Area

**Water Certificated Areas**
▢ City of Clarksdale
▢ Coahoma Community College
▢ Coahoma County Utility District
▢ Green Acres Water Assn., Inc.
▢ Lurand Utility District
▢ Town of Lyon
▢ Moore Bayou Water Assn., Inc.
▢ Pine Grove Community Water Assn., Inc.

0   0.5   1   2 Miles

**Map 7.6**
*Water Certificated Areas Map*

Source(s): Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.
Public Service Commission (PSC).
Note: This map is accurate for planning purposes only
Date: July 23, 2024

SLAUGHTER&WILLINGHAM
URBAN PLANNING CONSULTANTS

CITY OF CLARKSDALE MISSISSIPPI

# Map 7.7
*Sewer Certificated Areas Map*

**City of Clarksdale**

Town of Lyon

Coahoma County Utility District

Coahoma Community College

Green Acres Water Association, Inc.

Green Acres Water Association, Inc.

Coahoma County Utility District

Martin Subdivision Sewer Association

Lurand Utility District

Planning Area

Planning Area

Planning Area
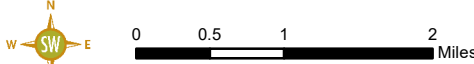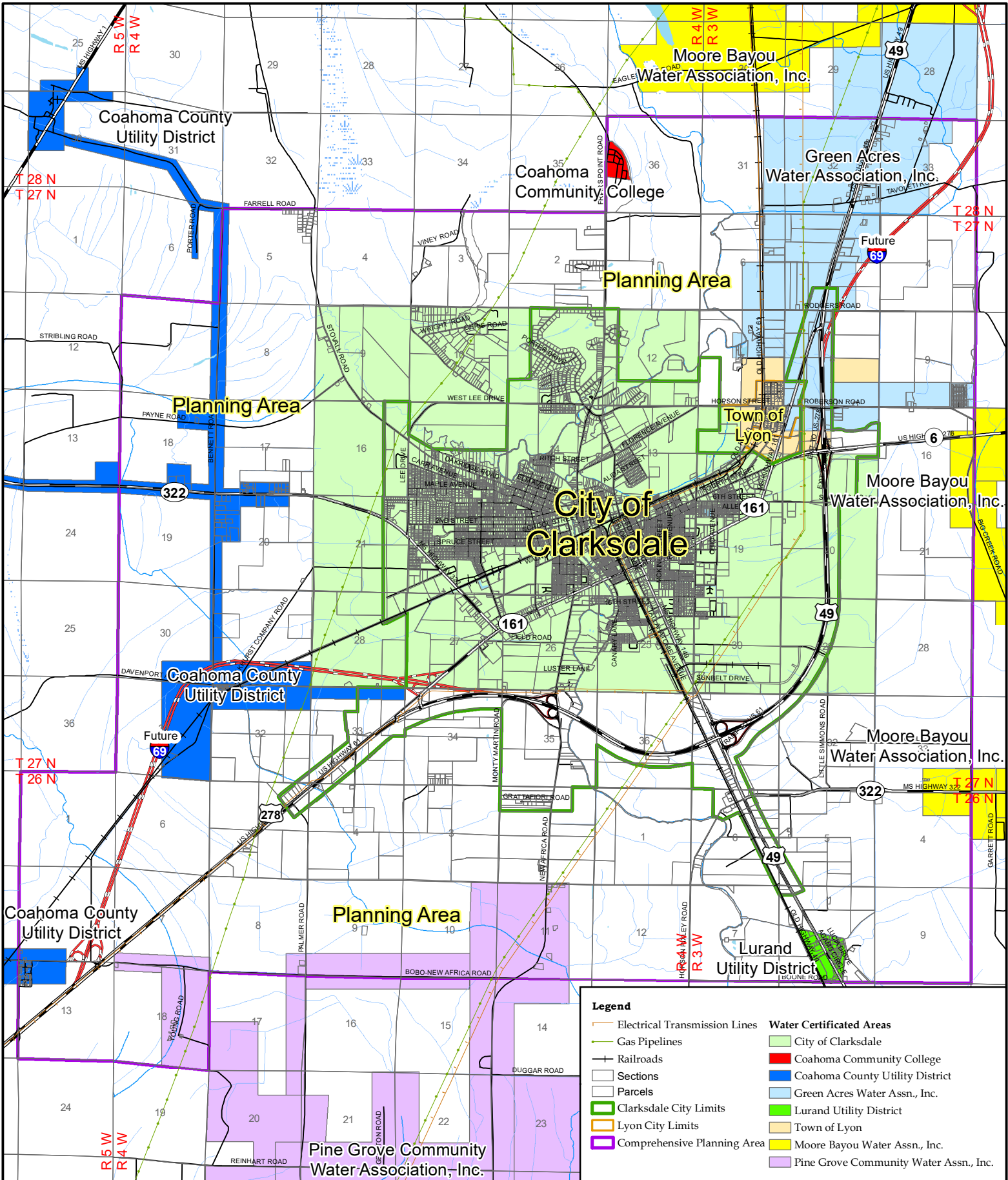
Planning Area

Future I-69

Future I-69

Future

## Legend
- Electrical Transmission Lines
- Gas Pipelines
- Railroads
- Sections
- Parcels
- Clarksdale City Limits
- Lyon City Limits
- Comprehensive Planning Area
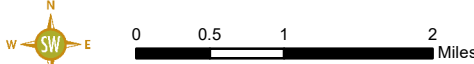
**Sewer Certificated Areas**
- Coahoma Community College
- Coahoma County Utility District
- Green Acres Water Assn., Inc.
- Lurand Utility District
- Martin Subdivision Sewer Assn.

Roads referenced: MS Highway 1, Eagles Nest Road, US Highway 49, Farrell Road, Viney Road, Tavoveti Road, Friars Point Road, Stribling Road, Porter Road, Stovall Road, Wright Road, Celine Road, Rodgers Road, West Lee Drive, Hopson Street, Roberson Road, US Highway 6/278, Payne Road, Bennett Road, Lee Drive, Carr Avenue, Oakridge Road, Maple Avenue, Ritch Street, Florence Avenue, Aupas Street, Simmons Road, 322, 161, 49, 2nd Street, Spruce Street, Hurst Company Road, Davenport, Field Road, Luster Lane, Canary Ann, Chief Drive, Sunbelt Drive, Little Simmons Road, Parolli Road, US Highway 278, Monty Martin Road, Grattaport Road, New Africa Road, Palmer Road, Duggar Road, Horson Maley Road, Boone Road, Garrett Road, Reinhart Road, Gelston Road, Bobo-New Africa Road

Township/Range markers: T 28 N, T 27 N, T 26 N, R 5 W, R 4 W, R 3 W

Scale: 0   0.5   1   2 Miles

N W E S SW

## 7.8 PUBLIC WORKS

The Clarksdale Public Works Department includes the Street Department, Inspections Department, and Waste Collection Department, among others. The Department helps maintain streets, gutters, and ditches. This maintenance includes patching potholes and cuts in the roads where utility repairs are made. In addition to maintaining the streets, the department is also responsible for clipping limbs, mowing downtown areas and roadways, cleaning storm drains and roadside drainage ditches, installing and replacing street signs, maintaining streetlights, and maintaining city buildings. Additional personnel is needed, especially a building inspector and two code enforcers. The City should also consider revising the shift schedules to help retain workers. The City should also consider improving the Waste Collection Department, with a focus on removing litter and trash throughout the city.
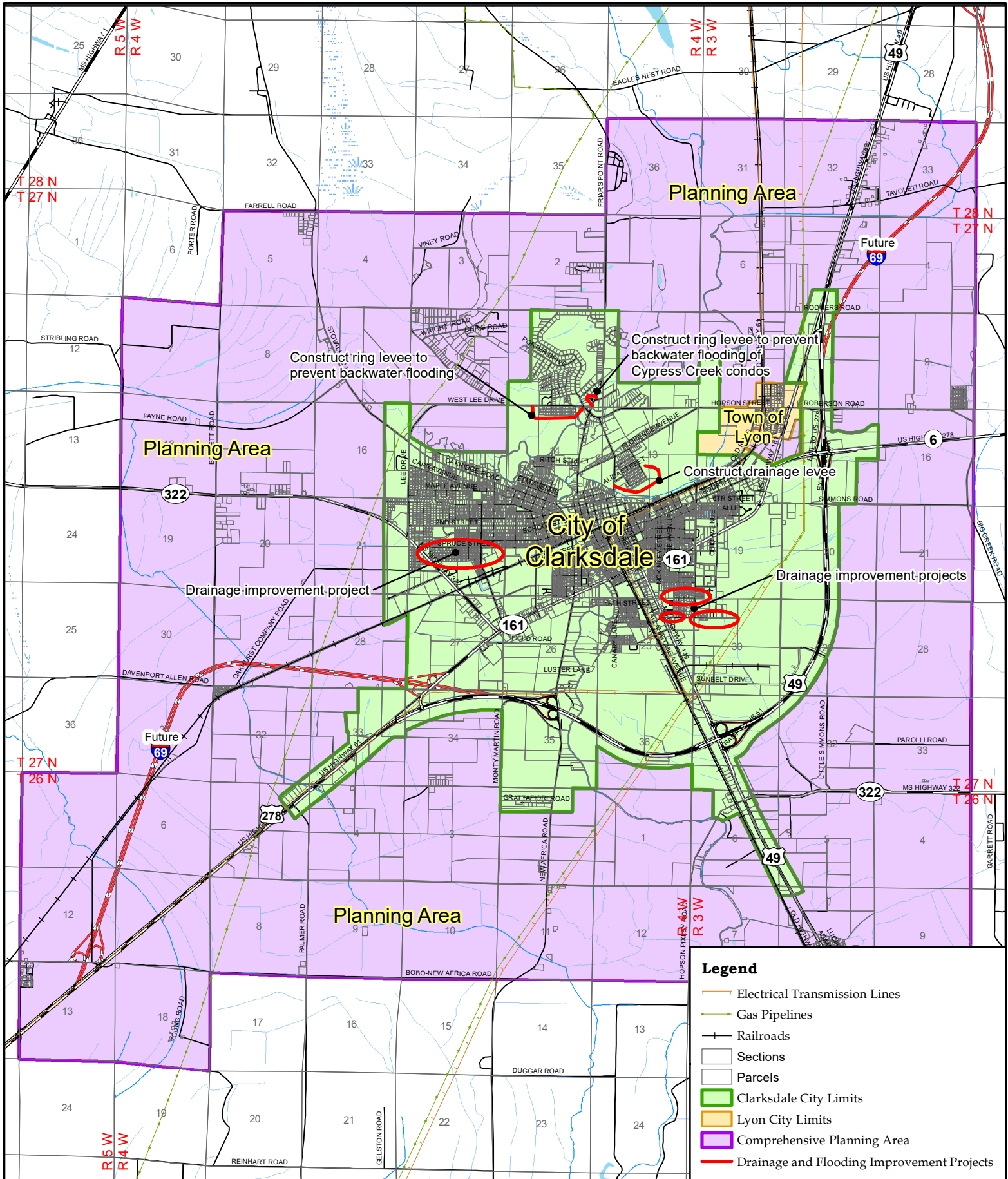
The city has recently passed an Urban Renewal Bond, which has allowed the Public Works Department to move forward with planned projects. These projects include drainage projects, bridge projects, and sidewalk projects. These projects are shown on Maps 7.7 and 7.8 below.

## 7.9 INDUSTRY

Industrial uses account for approximately 3.4% of the city's land area. This development is mainly in the two industrial parks. Leonard Pharr Industrial Park is in West Clarksdale and is close to U.S. Highway 61. Sunbelt Industrial Park is in South Clarksdale, just off U.S. Highway 49 and 61 (approximately 0.5 miles from the exit ramp), making it easily accessible by truck.

The Crossroads Economic Partnership was created in December 2020 as a rebranding of the old Chamber of Commerce and Economic Development Authority of Coahoma County. This new organization is focused on attracting businesses, workers, and resources to Clarksdale and Coahoma County. Because of the lots available at the two industrial parks, the city should continue to work with the Crossroads Economic Partnership to help attract industries to those lots.

Planning Area

R 5 W | R 4 W
T 28 N | T 27 N

25 30 29 28 27 26

R 4 W | R 3 W
Planning Area

MS HIGHWAY

49

29 28

EAGLES NEST ROAD

36 31 32 33 34 35 36 31 32 33

TAVOYETI ROAD

Future
I-69

T 28 N | T 27 N

FARRELL ROAD

PORTER ROAD

1 6 5 4 3 2 6 9

VINEY ROAD

STRIBLING ROAD

WRIGHT ROAD

RODGERS ROAD

Construct ring levee to prevent backwater flooding of Cypress Creek condos

12 8 7 9

Construct ring levee to prevent backwater flooding

WEST LEE DRIVE

HOPSON STREET

ROBERSON ROAD

Town of Lyon

US HIGH 6 278

PAYNE ROAD

13 16 FLORENCE AVENUE 13 16

Planning Area

322

LEE DRIVE
CARR AVENUE
OAKRIDGE ROAD
MAPLE AVENUE

RITCH STREET

ALIPAS STREET

Construct drainage levee

SIMMONS ROAD

24 19 20 21 2ND STREET 19 21

City of Clarksdale

SPRUCE STREET 161

BIG CREEK ROAD

Drainage improvement project

Drainage improvement projects

25 30 28 161 27 26 30 29 28

PAROLLI ROAD

FIELD ROAD

LUSTER LANE

SUNBELT DRIVE

49

Future
I-69

DAVENPORT ALLEN ROAD
OAK FOREST COMPANY ROAD

322

T 27 N | T 26 N

36 31 32 33 34 35 36 33 4

278

MONTY MARTIN ROAD

GRATTA PORT ROAD

NEW AFRICA ROAD

LITTLE SIMMONS ROAD

OLD HIGHWAY

49

GARRETT ROAD

T 27 N | T 26 N

Planning Area

1 6 5 4 3 2 1 12 7 9

Future
I-69

PALMER ROAD

BOBO-NEW AFRICA ROAD

HOPSON PIKE | R 4 W | R 3 W

YOUNG ROAD

DUGGAR ROAD

GELSTON ROAD

REINHART ROAD

R 5 W | R 4 W

13 18 17 16 15 14 13 24

24 19 20 21 22 23 24

**Legend**

— Electrical Transmission Lines
—•— Gas Pipelines
—+— Railroads
☐ Sections
☐ Parcels
☐ Clarksdale City Limits
☐ Lyon City Limits
☐ Comprehensive Planning Area
— Drainage and Flooding Improvement Projects
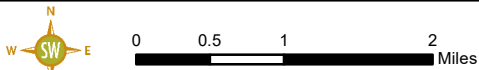
N
W — SW — E
S

0  0.5  1  2 Miles

SLAUGHTER&WILLINGHAM
URBAN PLANNING CONSULTANTS
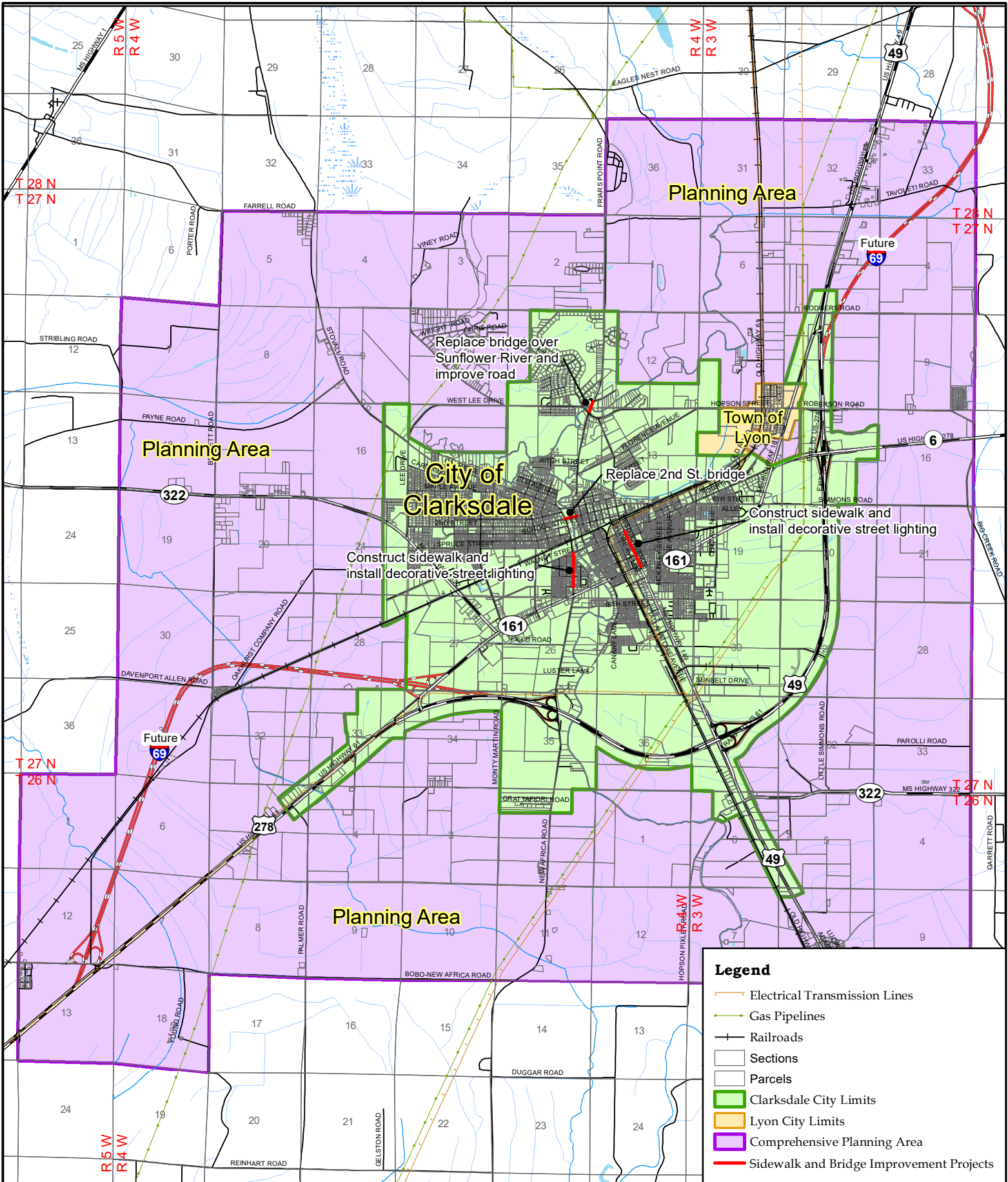
CITY OF CLARKSDALE
MISSISSIPPI

Map 7.8
*Drainage and Flooding Improvement Projects Map*

Source(s): Mississippi Automated Resource
Information System (MARIS);
US Census Bureau TIGER Line Files.

Note: This map is accurate for planning purposes only
Date: July 23, 2024

Planning Area

Planning Area

Planning Area

Replace bridge over Sunflower River and improve road

City of Clarksdale

Replace 2nd St. bridge

Town of Lyon

Construct sidewalk and install decorative street lighting

Construct sidewalk and install decorative street lighting

Future I-69

Future I-69

**Legend**

— Electrical Transmission Lines

— Gas Pipelines

—|— Railroads

☐ Sections

☐ Parcels

☐ Clarksdale City Limits

☐ Lyon City Limits

☐ Comprehensive Planning Area

— Sidewalk and Bridge Improvement Projects

Map 7.9

*Sidewalk and Bridge Improvement Projects Map*

Source(s): Mississippi Automated Resource Information System (MARIS); US Census Bureau TIGER Line Files.

Note: This map is accurate for planning purposes only
Date: July 23, 2024

0   0.5   1           2 Miles

**SLAUGHTER&WILLINGHAM**
**URBAN PLANNING CONSULTANTS**

## 7.10 EDUCATIONAL RESOURCES

### Clarksdale School District

The Clarksdale School District includes nine schools: George H. Oliver, Heidelberg, Kirkpatrick, Booker T. Washington, Oakhurst, W.A. Higgins, J.W. Stampley, Carl Keen, and Clarksdale High School. Each school offers superior academic instruction and art, music, physical education, and technology classes. Students at Clarksdale High School have numerous academic courses and electives available to enhance their educational experience.

Apart from Clarksdale School District, there are other educational opportunities in the city. Lee Academy is a private school for grades 7-12 in North Clarksdale. A relatively new opportunity is Clarksdale Collegiate, a public charter school located in West Clarksdale. Clarksdale Collegiate has grown quickly and currently has 450 students with 140 staff.

The City of Clarksdale should continue to work with the Clarksdale School District to maintain the high-quality education the district provides. The city should also work with Lee Academy and Clarksdale Collegiate to provide the best education for Clarksdale students.

## 7.11 HISTORIC AND CULTURAL RESOURCES

The City of Clarksdale has numerous historic and cultural resources for residents and visitors alike. Clarksdale has two museums: the Tennessee Williams Rectory Museum and the Delta Blues Museum. The Tennessee Williams Rectory Museum is in downtown Clarksdale, where he used to live with his grandparents, and the museum is housed in the four upstairs bedrooms of the former rectory of St. George's Episcopal church. The Delta Blues Museum is in downtown Clarksdale in the renovated freight depot. It was also the world's first museum dedicated to the Blues. The city should continue to work with these museums as they help drive tourism in Clarksdale.

In addition to museums, Clarksdale has numerous trails and markers throughout the city for tourists to follow. The Mississippi Blues Trail, Mississippi Freedom Trail, and the Mississippi Writers Trail all wind through Clarksdale and showcase the city's history. Clarksdale is also rich in the arts, including different art galleries and various music venues. Clarksdale's history and arts scene help keep the city vibrant and continue to attract tourists from all over the world. The city should continue to utilize these critical resources to help grow and develop downtown and the entire city.

## 7.12 HOUSING

Clarksdale's housing stock is generally in good shape, but some parts of the city have dilapidated and unsafe structures. The Public Works Department has a code enforcer to help deal with structures that become dangerous or unsightly. According to 2022 U.S. Census American Community Survey (ACS) data, approximately 51.9% of housing units in Clarksdale are rental units. It is essential to ensure rental units are kept in good shape, as rental units usually become dilapidated more quickly than owner-occupied housing units.

Like many cities in Mississippi, Clarksdale is experiencing a need for newer, moderately priced housing developments. Many of the newly built homes (and even older homes) is for either end of the economic spectrum: low-income rentals or higher end, large homes. With almost 77% of the housing stock in Clarksdale being constructed before 1980, new housing priced to attract workforce residents is a must. Also, because Clarksdale has a generally old housing stock, providing grants to residents to maintain their homes would benefit residents and the city, as it would be able to keep historic houses standing.

# CHAPTER 8: IMPLEMENTATION AND PLAN MAINTENANCE

Implementing the Comprehensive Plan is critical to achieving the goals and recommendations set forth in the document. Several implementation tools are available to carry out different portions of this plan. The following information provides a brief description of some of the common implementation tools. This plan can also be a guide for many different city decisions and should be referred to periodically for guidance and periodically updated as needed.

## 8.1 IMPLEMENTATION TOOLS

### Annual Budget

The annual budget is a process in which the city reviews needs and decides to fund certain services, programs, capital expenditures, etc. Many local governments incorporate recommendations or policies from the comprehensive plan into the budgetary process. Including elements of the comprehensive plan in the budget discussions can ensure that the needs or goals outlined are reviewed annually and considered for implementation.

### Capital Improvements Program (CIP)

A capital improvements program is a budgeting process that plans and projects costs and expenditures for significant public investments over five years. This effectively concentrates on significant investments such as wastewater plants, sewer lines, water lines, fire trucks, equipment, etc. It identifies investment goals and helps the city focus on specific needs and objectives. A CIP can also alleviate monetary stresses if projects are spaced over time. Spreading costs over several years can also reduce dramatic changes in the city's tax structure.

### Intergovernmental Agreements

Intergovernmental agreements between local government entities can help to spread the burden of services by sharing some responsibility to benefit the community. This comprehensive plan does not recommend any specific agreements. However, the city currently utilizes this tool for the following services: fire, schools, library, and the airport. The continued use of this tool can be effective and beneficial for the residents of Clarksdale, the planning area, and even Coahoma County as a whole.

## Zoning Ordinances

Zoning is a common implementation tool for carrying out the future land use portion of the comprehensive plan. It regulates land uses and is intended to guide development into compatible land use patterns. It protects individual landowners and preserves and establishes a community's character. Updating and strictly enforcing the current Zoning Ordinance for the City of Clarksdale is one effective way to implement elements of this comprehensive plan.

## Building, Construction, and Fire Codes

Construction, building, and fire codes, including electrical, mechanical, plumbing, etc., provide a standard upon which to build safe structures. Continued adoption of up-to-date versions of the International Building Code, International Property Maintenance Code, and other codes from the International Code Council family of codes will greatly assist Clarksdale in efforts to ensure safe housing and buildings. However, with the adoption of such codes comes the responsibility to make inspections to ensure that the codes are being complied with.

## Subdivision Regulations

Subdivision regulations control the process of land division and establish design standards for property improvements. These regulations ensure that property owners have adequate public utilities and roadways. Subdivision regulations can also further the goals of the comprehensive plan, such as transportation improvements or water and sewer facilities.

## Community Design and Appearance

The city should consider adopting design standards that establish consistent appearance guidelines for commercial areas downtown or historic districts. These standards or guidelines often include structural elements, exterior facades, exterior materials, etc.

Sign regulations, unkempt property ordinances, and landscaping guidelines are other ordinances that can help create the community's intended appearance. These can be separate ordinances or are often included in the zoning ordinance. The city currently has a sign ordinance as part of the Zoning Ordinance. Landscaping standards and an unkempt property ordinance may be of interest in the future.

## Day-to-Day Policy Enforcement

Many of Clarksdale's goals and strategies involve setting or updating policies and then enforcing those policies. This usually involves city staff processing complaints that have been raised with or identified by elected officials. The city will need to develop additional capacity for day-to-day policy enforcement to raise the level of service.

## 8.2 PLAN MAINTENANCE

Maintaining the Comprehensive Plan is as important as implementing it. Many factors, including new developments or emerging economic or population shifts, can lead to the need for revisions in the Comprehensive Plan.

### Amendments

This plan, along with all its elements, is designed to guide Clarksdale's long-term development. Significant investments, both local and from outside, and local, national, and international market conditions can significantly shift growth patterns and influence land use in ways that cannot be foreseen. To adapt to these changes, the city should set up a process for amending elements in this document. As a warning, multiple amendments can unintentionally alter the policies based on this plan; **amendments should be limited and well-justified.**

### Plan Review and Future Updates

The Comprehensive Plan is a dynamic document. Periodic review and update of the Comprehensive Plan is essential to reflect the city's changes accurately. A yearly review is crucial to keep the Plan current on any topics or influences affecting the city. Every three to five years is the minimum time frame for a review of significant land use changes, but if drastic changes occur in the city, a Plan review and update may be needed sooner than that. During the review, the Board of Alderman, Planning Commission, or a Comprehensive Planning Committee should examine the success of implementing the current plan before making any changes. After all elements, goals, and objectives have been updated as necessary, a draft of the revised Plan must be viewed at a public hearing before being adopted and incorporated into the Comprehensive Plan.