



**FOCUS AREA 6- SOUTHEAST RIDGELAND REDEVELOPMENT**

**Extents:**

Eastern Redevelopment Area  
 Lake Harbour Road to County Line Road (approximate)  
 Northpark Drive and Woodlands Parkway to east City Limits Line (approximate)

**The Challenge:**

To provide concepts that will stimulate redevelopment in these declining residential neighborhoods that take advantage of their proximity to schools and shopping and that help reverse declining property values by returning these areas to compliance with local codes.

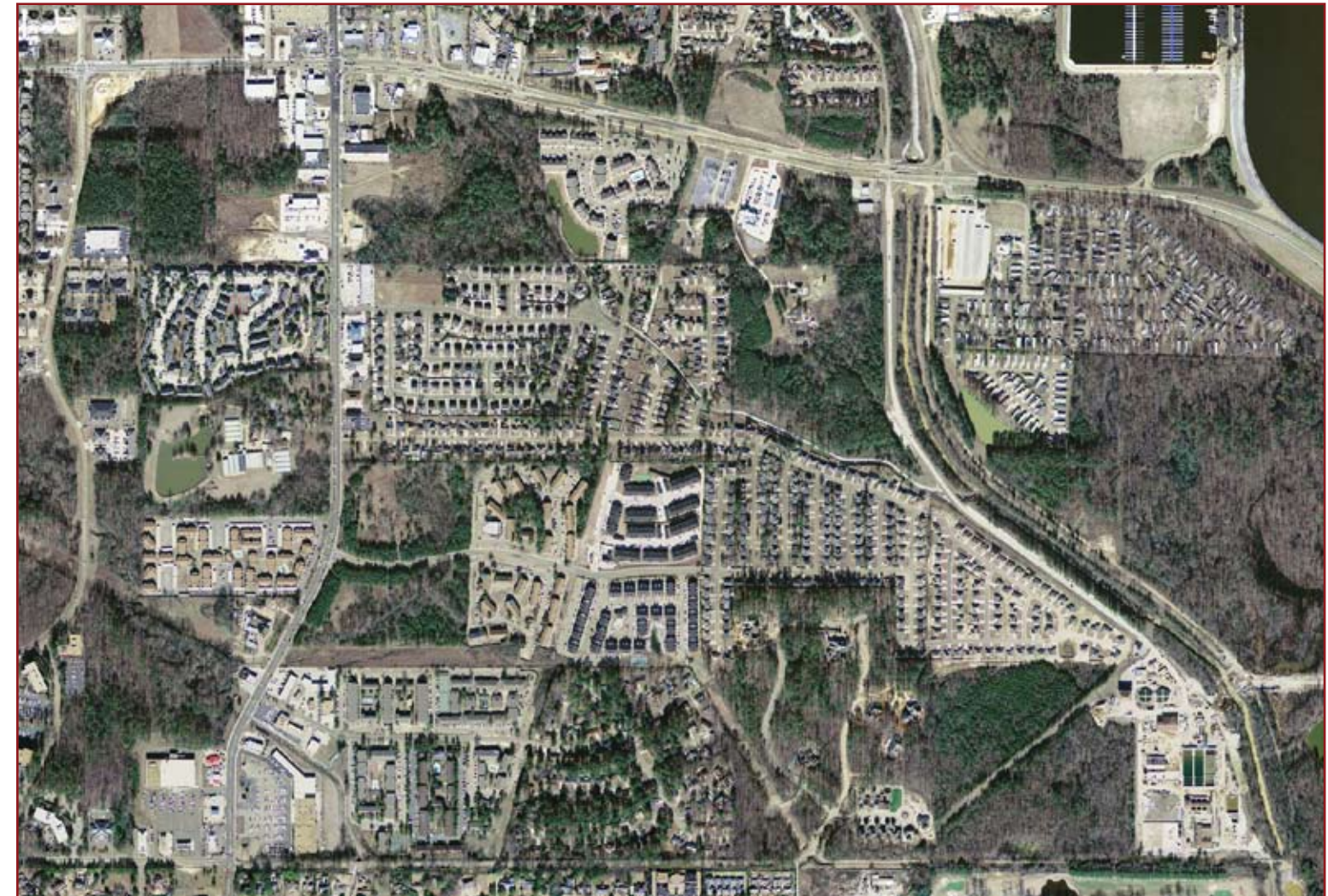
**Background:**

The Eastern Redevelopment Area lies between the Shopping Core Area and the future Harbor Walk major retail node on the lake front. Forming a majority of the southeastern corner of the city, this area is seen to have a symbiotic relationship with its adjacent Core Areas. While less well connected to other city assets, the area does have the advantage of proximity to the lake. Connectivity with the rest of the City and between neighborhoods must be addressed, however. The concepts should de-emphasize apartments and emphasize moderately-priced homes.

The Eastern Redevelopment Area extends from Old Canton Road to the eastern city limits and from south of Lake Harbour to the southern city limits. Comprised of approximately an even mixture of single family, duplex and apartment residential, the area is densely populated with few livability assets. Most of the apartments are older and some are in a very poor state of disrepair. Their age, condition and relatively low rental rates, are having an adverse affect on adjacent property values. Single-family areas are generally newer and, while small, are very nice. But they suffer from association with the poorly maintained apartment areas. The high cost of apartment properties has had a prohibitive effect on redevelopment.

Concepts for this area should include reconfiguring the area to allow for redevelopment of apartment areas into other residential uses and/or redevelopment into newer apartments/condominiums with a concentration on livability assets. An emphasis should be placed on creating connections to the Shopping District, the lake, and to the minor node at Lake Harbour and Old Canton. Additionally, new connectivity should be considered by extending Lincolnshire west to Northpark Drive and east to Lake Harbour along Brashear Creek. Trails connections should also be a priority along with significantly increasing amenities in the public realm (streetscapes, parks, etc.)

Focus area planning should explore possible zoning changes, development patterns and incentives which will provide momentum to the redevelopment of these areas. A special redevelopment district may be involved.



AERIAL IMAGE

**GOALS CHECKLIST**

How can we:

- Preserve/conserves/create green space?
- Promote a relaxed atmosphere?
- Improve non-auto connectivity?
- Improve image of Ridgeland?
- Help to promote Ridgeland heritage and culture?
- Promote quality development?
- Encourage redevelopment in declining areas?

**QUALITY OF LIFE ELEMENTS CHECKLIST**

How can we help improve the balance between:

- Infrastructure
- Education
- Livability
- Economic Development



EASTERN REDEVELOPMENT AREA



LOCATOR MAP



**SOUTHEAST RIDGELAND REDEVELOPMENT - EAST**

**Analysis:**

The difficulties in this area stem from its fractured nature. Despite the roadways, it is divided into a number of small pieces by drainage ways and utility corridors. The disconnection between parcels limits the sense of community and ability to implement community-wide enhancing amenities. Apartment complexes were built focusing on interior function and not community integration. This lack of integration has evolved into substandard care, negatively effecting surrounding property values. Another asset not integrated into the community was the drainage system. Treated as a utility and not a resource, the drainage system was deemed wasted property when it could have been creatively integrated to provide an amenity and functional service. The area does contain several large undeveloped tracts which can be used as catalysts for a more integrated redevelopment of the area.

**Response:**

The proposed strategy stresses redevelopment of aging apartments and development of new properties with innovative cottage clusters. Using conservation practices and incorporating greenways in drainage areas, much of the area can be redeveloped into high-value moderately-priced housing that compliments existing quality development and provides community amenities and high connectivity to surrounding assets. The strategy complies with the Master Plan Goals as follows:

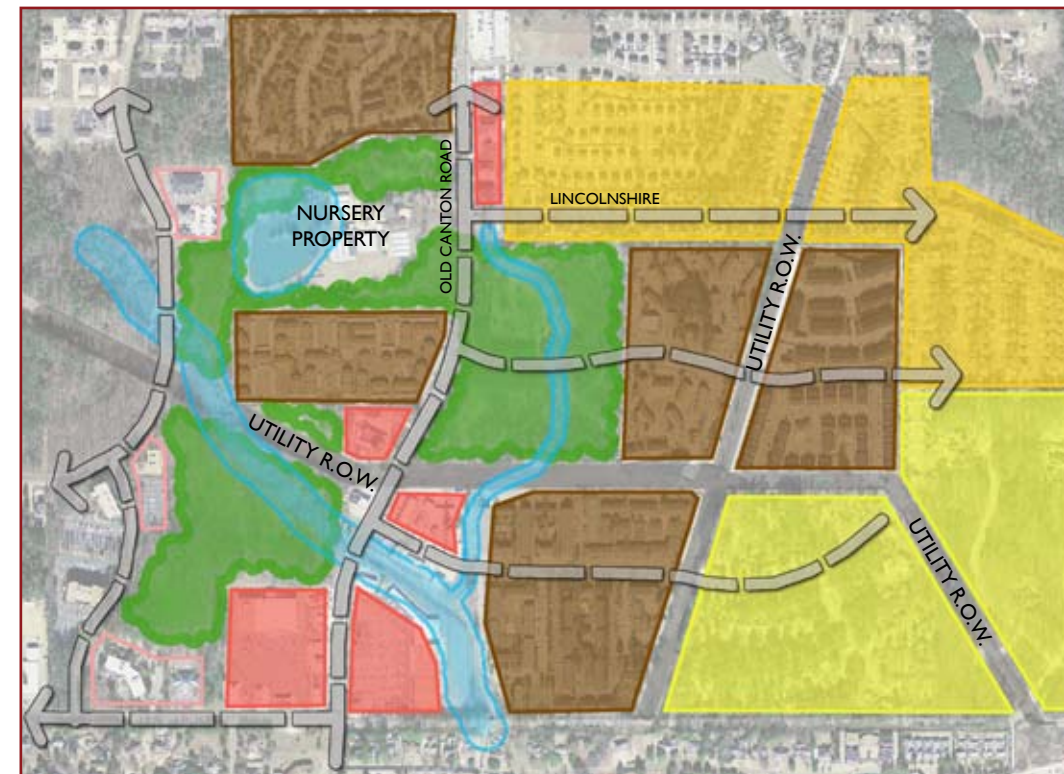
Goal 1- Designation of undeveloped land and drainageways as Conservation Areas and public open space combined with rezoning the area for Cottage Cluster development provides maximum density with minimum impact on the land. Trees are preserved to provide shade, natural beauty, wildlife habitat and to filter runoff and preserve water quality. Road infrastructure is reduced through shared driveways.

Goal 2 - Aging apartments are replaced by new single-family residential developments as extensions of existing stable neighborhoods or as cottage clusters. A new category for Cottage Clusters will need to be added to the Zoning Code and will specify quality and design requirements.

Goal 3 - Connectivity is improved through the creation of pedestrian/bike trails along drainage corridors as well as extension of the existing Old Canton Road bikeway. These trails will then connect to other trails to the Shopping District to the west. Auto connectivity is improved via a loop connection between Lincolnshire and Pine Knoll west of Old Canton and a connection to Northpark Drive. These improvements will provide direct access to these neighborhoods to major arterials as well as to interior roads west of Old Canton.

Goal 4 - Image is greatly improved through the removal of deteriorating apartment properties and replacing them with new medium density residential properties. Open space is preserved and proposed improvements to streetscape amenities (street lighting, underground utilities, street tree plantings, sidewalks and, where possible, median plantings) will greatly enhance the image quality of the area while adding to property values and revitalizing the entire southeastern corner of the City.

**EXISTING CONDITIONS**



- APARTMENTS
- RETAIL
- OFFICE
- SINGLE FAMILY RESIDENTIAL
- MED. DENSITY RESIDENTIAL
- FLOODWAY
- UNDEVELOPED

**SCORECARD**

- 1. CONSERVATION GOAL** ✓

To improve the relaxed, small-town atmosphere of Ridgeland with an emphasis on conservation, and expansion of parks, trails and open space.
- 2. QUALITY GOAL** ✓

To insist only on high-quality residential and commercial development reinforced by stringent code enforcement and redevelopment initiatives for declining areas.
- 3. CONNECTIVITY GOAL** ✓

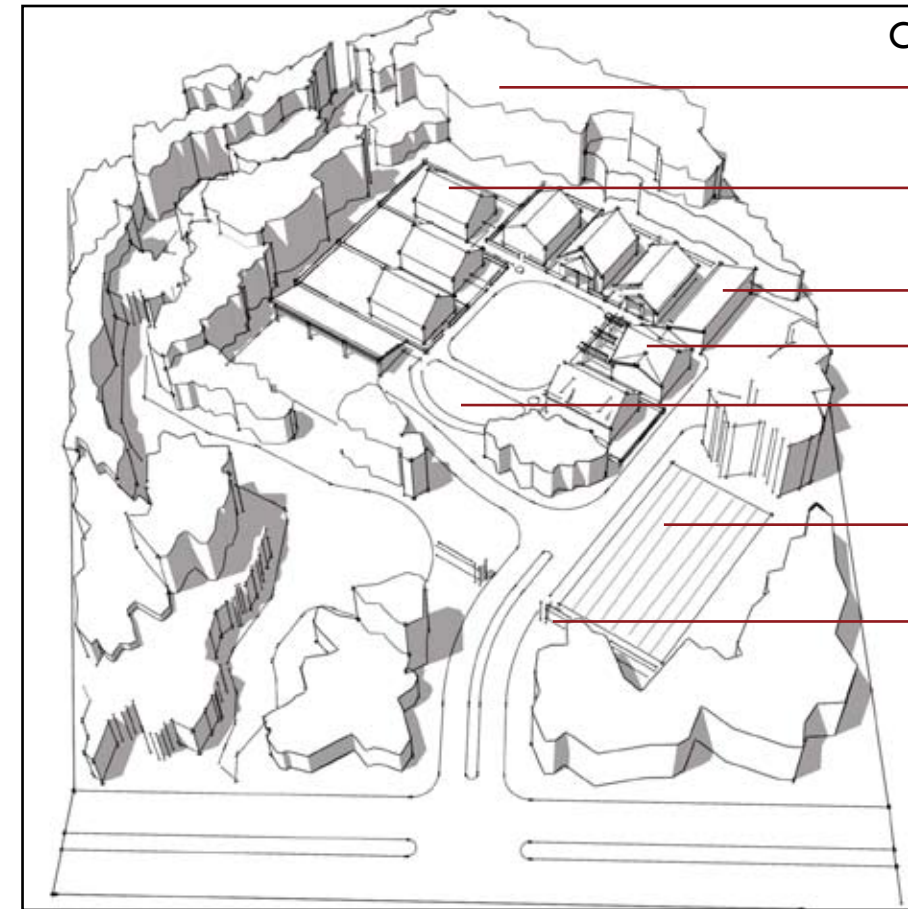
To preserve, improve and take advantage of Ridgeland's convenient access to the surrounding communities while improving internal connectivity and ease of movement.
- 4. IMAGE GOAL** ✓

To establish a strong identity through the development and implementation of a city-center complex and a positive image that communicates the true character of our city.

**PROPOSED STRATEGY**



- RE-CONFIGURED STREETS  
-With Median & Landscaping
- NEIGHBORHOOD COMMERCIAL
- SINGLE FAMILY RESIDENTIAL
- GREEN WAY/TRAILS  
-Protected Watershed  
-Value added to residential
- COTTAGE RESIDENTIAL  
-Clustered to preserve trees and natural features  
-High density small units  
-Retirement / Small family



COTTAGE RESIDENTIAL CONCEPT

- PRESERVED TREES AND WATERWAYS
- SINGLE UNITS W/SMALL PRIVATE FENCED OPEN SPACE
- COVERED PARKING
- COMMON USE BUILDING
- COMMON OPEN SPACE- COMMUNITY "FRONTYARD"
- COMMUNITY GARDEN
- CAN BE GATED FOR SECURITY



**COTTAGE CLUSTERS**

Research and surveys indicate that more than 85 percent of Americans living in multi-family housing would prefer to live in a detached house, and they would make major sacrifices to do so. One way to meet this need is to offer housing types that address the values that drive demand for detached, single family housing, but with smaller spaces and smaller price tags.

Cottage developments have been successful across the U.S. by offering an affordable housing option while providing privacy and the personal space of a detached house in a smaller and less costly unit. Built in clusters, they provide an alternative to single family homes, apartments and condominiums for those who wish to trade quantity of space for quality of space.

Cottages are generally built in clusters, close together, share a common area, and have detached, covered parking. Small cottages range from 500-700 square feet while large cottages range from 1,600-1,800 square feet, some including a loft. Single family neighborhoods are the optimum location for cottage clusters, because of the economics of land cost and to achieve the promise of a single-family feel at multi-family prices. Cottages don't mix well with multi-family zones where taller, bulkier structures overwhelm them. Cottages work best when clustered together around a common open space. To maximize good social atmosphere in a cottage cluster, it is good to have at least four and less than twelve units in a cluster. To preserve both the original feel of the neighborhood as well as the special atmosphere of cottages, clusters should not be built too close together in the same area. Cottages increase efficiency of land use by clustering the cottages

closely, allowing preservation of existing trees and waterways. Density can range from 12 units/acre to 26 units/acre. A successful cluster must visually blend well into its surroundings mirroring the craftsmanship of surrounding architecture, paying close attention to design and creative landscaping that reduces the visual impact of the higher density development. Cottage developments can improve the surrounding neighborhood with off-street parking, landscaping and inviting facades. Pedestrian orientation can often provide better streetscape than traditional single-family developments. The increased pedestrian element of cottage developments enhance security and community interaction.

The economics of cottage developments fall in a wide range depending on potential buyers. Modest cottages on an outlying area could range in the mid \$100,000 per cottage while higher end cottages in a desirable neighborhood might reach \$300,000. The major plus of cottage developments is low land cost per unit. Usually land cost will be 15 to 20 percent of total sale, in contrast to the 25 to 30 percent customary in single family developments.

When appropriately located and designed, cottages can be used to attract a variety of demographic groups including small single-parent households, singles, retirement-age, and as starter homes for young families+. They could provide a boost in the much needed moderately priced residential market in Ridgeland.

For more information about cottage developments in Mississippi, please see: [www.pleinairtaylor.com](http://www.pleinairtaylor.com)





**SOUTHEAST RIDGELAND REDEVELOPMENT - WEST**

**Extents:**

Western Redevelopment Area  
 Lake Harbour Road to County Line Road (approximate)  
 Ridgewood to Pear Orchard (approximate)

**The Challenge:**

To provide concepts that will stimulate redevelopment in these declining residential neighborhoods that take advantage of their proximity to schools and shopping and that help reverse declining property values by returning these areas to compliance with local codes.

**Background:**

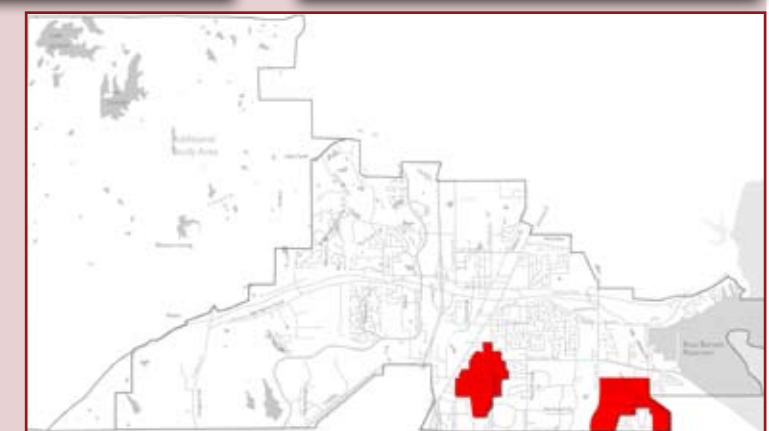
The Western Redevelopment Area lies between the City Center Core Area and the Shopping Core Area. The redevelopment of this area is seen to have a symbiotic relationship with the associated Core Areas, each depending upon the other for success. This area has tremendous potential for providing moderately priced homes for young and single-earner families through remodeling by private investment and infrastructure and livability investments by the city.

**Focus Area Issues-** The Western Redevelopment Area extends to the north just past Lake Harbour Drive and south to East Greenway Ct. Predominantly single family residential (with some town homes and apartments) the area consists of small homes on small lots in traditional suburb formations. The size and age of the homes makes them less desirable to today's home buyers. However, there is a severe shortage of moderately priced housing available in Ridgeland that redevelopment of these neighborhoods could help to provide. The neighborhoods have good access to shopping and other services but little in the way of modern livability amenities. The streets are in various states of repair and there are no sidewalks. The eastern edge is formed by Purple Creek which affords some potential as a pedestrian and bike trail to jobs and shopping in the Shopping District and to Freedom Ridge Park. Across from the creek are mostly commercial and industrial uses. The integrity of residential uses should be maintained along Lake Harbour even though widening of this important artery may require reformatting of the residential streets and siting of residences. The present City Hall site connects the northwest corner of this area to Highway 51.

The western area is strongly related to the Shopping District and also to Highway 51 and the Freedom Ridge Park Core. These potentials should be strongly emphasized in the focus area planning. Focus area planning should explore possible zoning changes, development patterns and incentives which will provide momentum to the redevelopment of these areas. A special redevelopment district may be involved.



AERIAL IMAGE



LOCATOR MAP

**GOALS CHECKLIST**

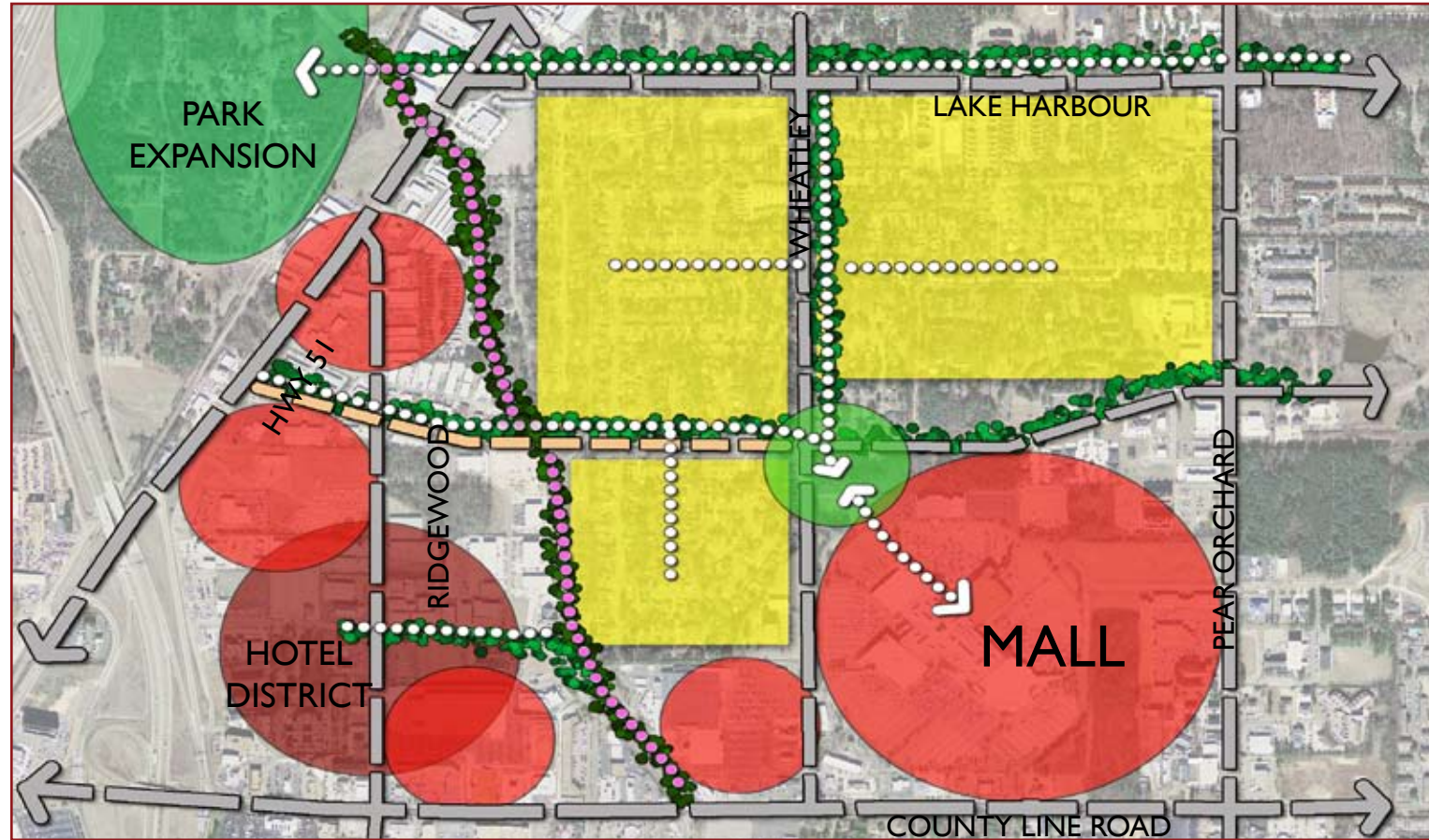
How can we:







- Preserve/conserves/create green space?
- Promote a relaxed atmosphere?
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- Improve image of Ridgeland?
- Help to promote Ridgeland heritage and culture?
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**QUALITY OF LIFE ELEMENTS CHECKLIST**

How does an we improve the balance between:

- Infrastructure
- Education
- Livability
- Economic Development



-  SHOPPING NODES
-  PEDESTRIAN BIKE WAYS  
-Provide walkability to Recreation / Shopping / Schools, Work, etc
-  GREENWAY TRAILS  
--Landscaped Bike / Pedestrian Trails and Enhanced Roadways
-  PURPLE CREEK TRAIL  
-Connection from shopping center to Freedom Ridge Park
-  PROPOSED ROAD  
-Connection from Mall to Hwy 51
-  TRANSIT HUB  
-Connects Mall to Neighbors  
-Access to transit to Jackson  
-"Blood flow" to Mall

SCORECARD

- 1. CONSERVATION GOAL**  
To improve the relaxed, small-town atmosphere of Ridgeland with an emphasis on conservation, and expansion of parks, trails and open space.
- 2. QUALITY GOAL**  
To insist only on high-quality residential and commercial development reinforced by stringent code enforcement and redevelopment initiatives for declining areas.
- 3. CONNECTIVITY GOAL**  
To preserve, improve and take advantage of Ridgeland's convenient access to the surrounding communities while improving internal connectivity and ease of movement.
- 4. IMAGE GOAL**  
To establish a strong identity through the development and implementation of a city-center complex and a positive image that communicates the true character of our city.

**SOUTHEAST RIDGELAND REDEVELOPMENT**

**Analysis:**

The declining value of the residential properties in this area is principally due to two things: the character of the homes, and the lack of public amenities. The area is ideally located with easy access to employment, shopping and leisure opportunities while forming compact, identifiable neighborhoods. As with similar neighborhoods however, as families age and relocate to other areas, these older homes begin to enter the rental market because they can't compete in a housing market stressing modern styling and amenities. The aging or absence of public infrastructure adds another layer of difficulty as these neighborhoods were built without sidewalks and the streets are beginning to show their age.

**Response:**

The proposed strategy stresses a twofold approach: upgrades to public infrastructure coupled with private investment. This will have to be supported by public incentives, aimed at upgrading the housing stock to be more competitive in the moderately priced home market. The strategy complies with the Master Plan Goals as follows:

Goal 1- These neighborhoods can contribute greatly to the small town feeling of the City if the slide in property values can be reversed. It will be critical to prevent further "commercial creep" from fraying the edges, however. This will be most challenging along Lake Harbour Drive as it is widened. The integrity of the neighborhoods must be preserved while capturing public open space along drainageways and street ROW's, which will begin to add



BEFORE

much needed public amenities.

Goal 2- In order to achieve high-quality standards in this area, the City will have to upgrade the public ways while private investors remodel and upgrade residential properties. Other cities have accomplished this by creating Pattern Books which provide both code and style resources to facilitate remodeling of early residential areas. Designation of the neighborhoods as an overlay district with reinvestment incentives may also be required along with aggressive code enforcement.

Goal 3- Pedestrian and bicycle connectivity are improved through the construction of sidewalks and designation of bicycle lanes on existing streets and the completion of the Purple Creek Trail. General connectivity is also greatly improved through the proposed Ridgeland transit hub located at the corner of Wheatley Drive and Towne Center Blvd. Shuttle buses between major employment centers and shopping venues could substantially reduce the number of automobiles on Ridgeland streets while adding great value to adjacent residential areas. A proposed



AFTER

- 1** ASPHALT
- 2** BIKE LANE
- 3** NEW SIDEWALKS
- 4** LANDSCAPING AND RENOVATION PATTERN BOOKS FOR OWNERS/DEVELOPERS

connection between the mall and Highway 51 will also provide residents with an alternative to County Line Road for short trips.

Goal 4- As demonstrated in the before and after images above, simple improvements can have a dramatic positive effect to the image of these neighborhoods. Adding sidewalks, pavement overlays, and updated landscaping guided by pattern book examples can transform a tired-looking older area into a vibrant and desirable neighborhood.

For more information about pattern books see:  
<http://www.marc.org/firstsuburbs/planbook.htm>  
<http://cnu.org/node/893>



BEFORE

**PURPLE CREEK TRAIL**

With the Natchez Trace running through the town, Ridgeland is already familiar with the many benefits of having greenway trail systems. Introducing a greenway solely dedicated to pedestrians/ bicycles through the heart of the city would satisfy many of the Master Plan goals while providing many other additional benefits such as: protecting natural resources, providing economic opportunities, protecting rural legacy, providing opportunities for public recreation, health and fitness, enabling outdoor educational opportunities and providing alternative and safer modes of transportation.

The existing Purple Creek drainage corridor provides a great opportunity for such a greenway trail. A Purple Creek trail system would run from Freedom Ridge Park through several existing neighborhoods (with proposed bikeways) and end at County Line Road between the shopping and hotel district. Currently the creek is used as a utility to drain the surrounding areas when it could also be an important open space amenity.

While this trail provides a new mode of transportation, it is also protecting natural resources. Diverse plantings create habitat, absorb contaminants from surface runoff and buffers neighborhoods from the negative effects of adjacent development. It could also provide reductions in noise, water, thermal and air pollution which are some of the effects that can be accomplished while not impeding the corridors important function as flood control.

The trail would preserve open space and scenic views while adding value to surrounding developments. A greenway gives residents of surrounding neighborhoods an opportunity to enjoy nature while in close proximity to their home. Enjoying nature through direct contact creates opportunities for groups to use the greenway as an "outdoor classroom". Educating the public about historic sites, protection on natural resources, environmental and scientific topics and health benefits promote the interaction of people and nature.

Greenways not only provide green surroundings, but also offer the public fitness opportunities. Providing recreational opportunities for families and individuals of all ages and abilities are a core component of strategies to foster health and wellness. They provide safe, accessible and attractive places to bike, run, hike or



AFTER

1 PEDESTRIAN WALK AND BIKE TRAIL

2 LIGHTING TO MATCH CITY PATTERN BOOK

3 INCREASED BANK STABILIZATION  
-Sediment/ Erosion Control

4 LANDSCAPE PROVIDING SHADE

skate while encouraging community interaction. With the state of Mississippi ranking first in recent obesity statistics, physical exercise should be high priority.

Greenways enhance the sense of place and pride in a community. The planning and development of greenways naturally lead to the formation of broad-based partnerships, bringing together groups, leaders and businesses. As popularity for recreational greenways increase, the tourism industry will continue to grow providing new marketing opportunities and increased employment around trails.

KEY FINDINGS FROM A GREENWAY PROXIMITY STUDY  
<http://atfiles.org/files/pdf/grnwyproxBC.pdf>

Urban land adjacent to a privately owned greenbelt (actually rural farmland) in Salem, Oregon was worth \$1,200 more per acre than land more than 1,000 feet away.

The total value of the neighborhood near a greenbelt in Boulder, Colorado was \$5.4 million more than if there hadn't been a green belt.

Houses that faced the park sold for 7 to 23 percent more than homes one block from the park. Homes that backed up onto the park sold at prices similar to houses one block away.

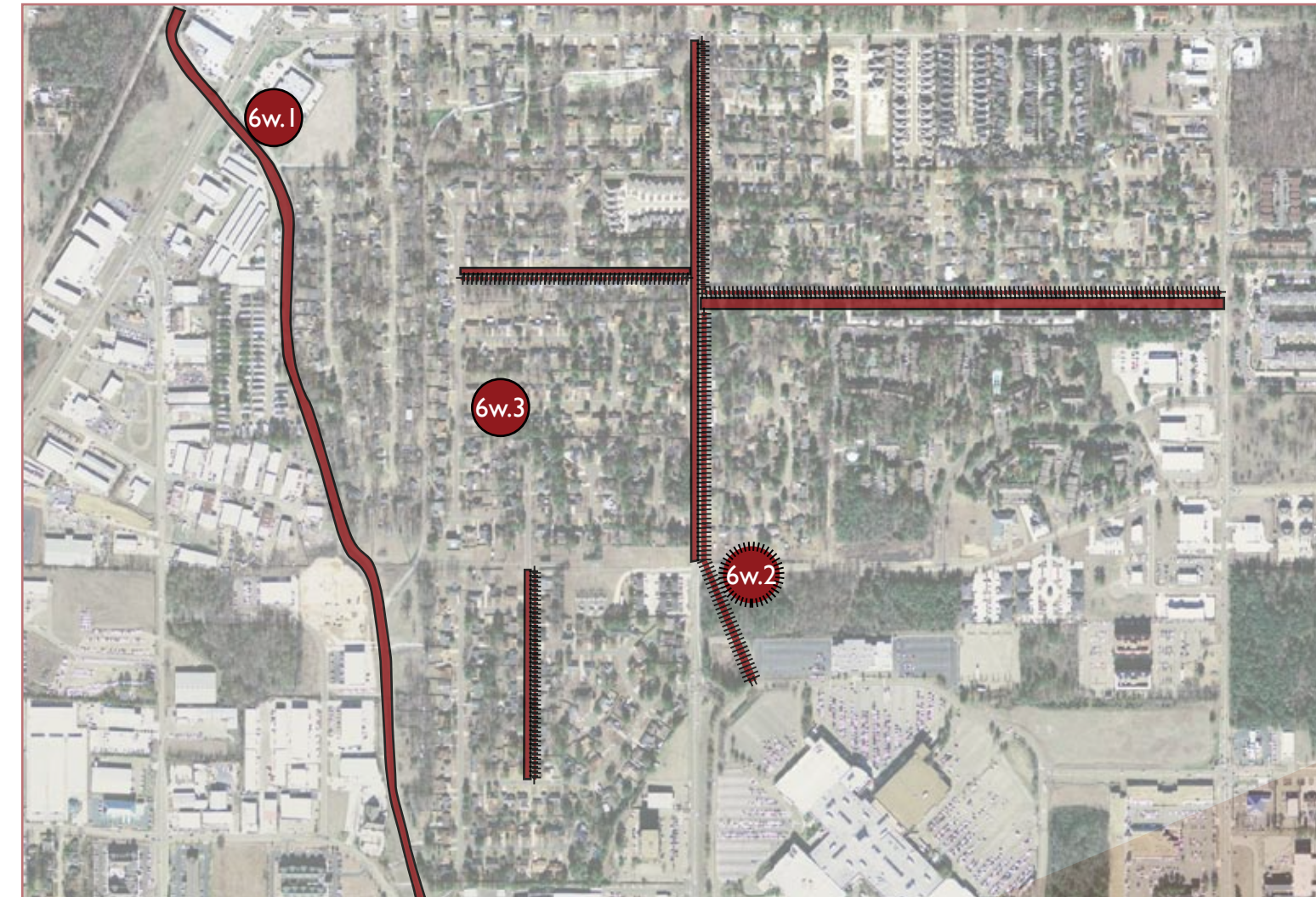


**FOCUS AREA 6 - Ridgeland Southeast Redevelopment West**

The following are implementation strategies needed to accomplish the concepts shown in the focus area plan.

PROJECTS	PROGRAMS	POLICIES
6W.1 Build Purple Creek Trail 6W.2 Build sidewalks and crosswalks in residential areas 6W.3 Make street repairs/resurface and mark bike lanes on key neighborhood streets	6W.4 Prepare a Pattern Book to guide residential redevelopment.	6W.5 Recruit developers for Patternbook repairs/remodeling of older homes in targeted neighborhoods.

	EDUCATION	ECONOMIC DEVELOPMENT	LIVABILITY	INFRASTRUCTURE	CONSERVATION GOAL	QUALITY GOAL	CONNECTIVITY GOAL	IMAGE GOAL	INNOVATION (0-10)	SAFETY (0-8)	FUNCTION (0-5)	AESTHETICS (0-3)	TOTAL
6W.1	Y	Y	Y	Y	Y	Y	Y	Y	5	6	5	2	26
6W.2		Y	Y	Y		Y	Y	Y	1	6	5	2	20
6W.3		Y	Y	Y		Y	Y	Y	1	4	3	3	17
6W.4	Y	Y	Y		Y	Y		Y	7	3	5	3	24
6W.5	Y	Y	Y			Y		Y	5		3	3	16



**AERIAL IMAGE**

- 6w.1** Build Purple Creek Trail.  
 Description: This project will include the construction of a multi-use trail along Purple Creek from County Line Road to Freedom Ridge Park. Lighting and landscaping will also be included in this project.  
 Total Resource Allocation \$2,720,000.00\*
- 6w.2** Build sidewalks and crosswalks in residential areas.  
 Description: This project includes the construction of concrete sidewalks in the residential areas along Greenfield Drive, South Wheatley Drive, Pear Orchard Road and Squirrel Hill Drive.  
 Total Resource Allocation \$1,190,000.00\*
- 6w.3** Make street repairs/resurface and mark bike lanes on key neighborhood streets.  
 Description: This project will include resurfacing existing roads and striping for bike lanes along various roadways within targeted residential redevelopment areas.  
 Total Resource Allocation \$1,630,000.00\*

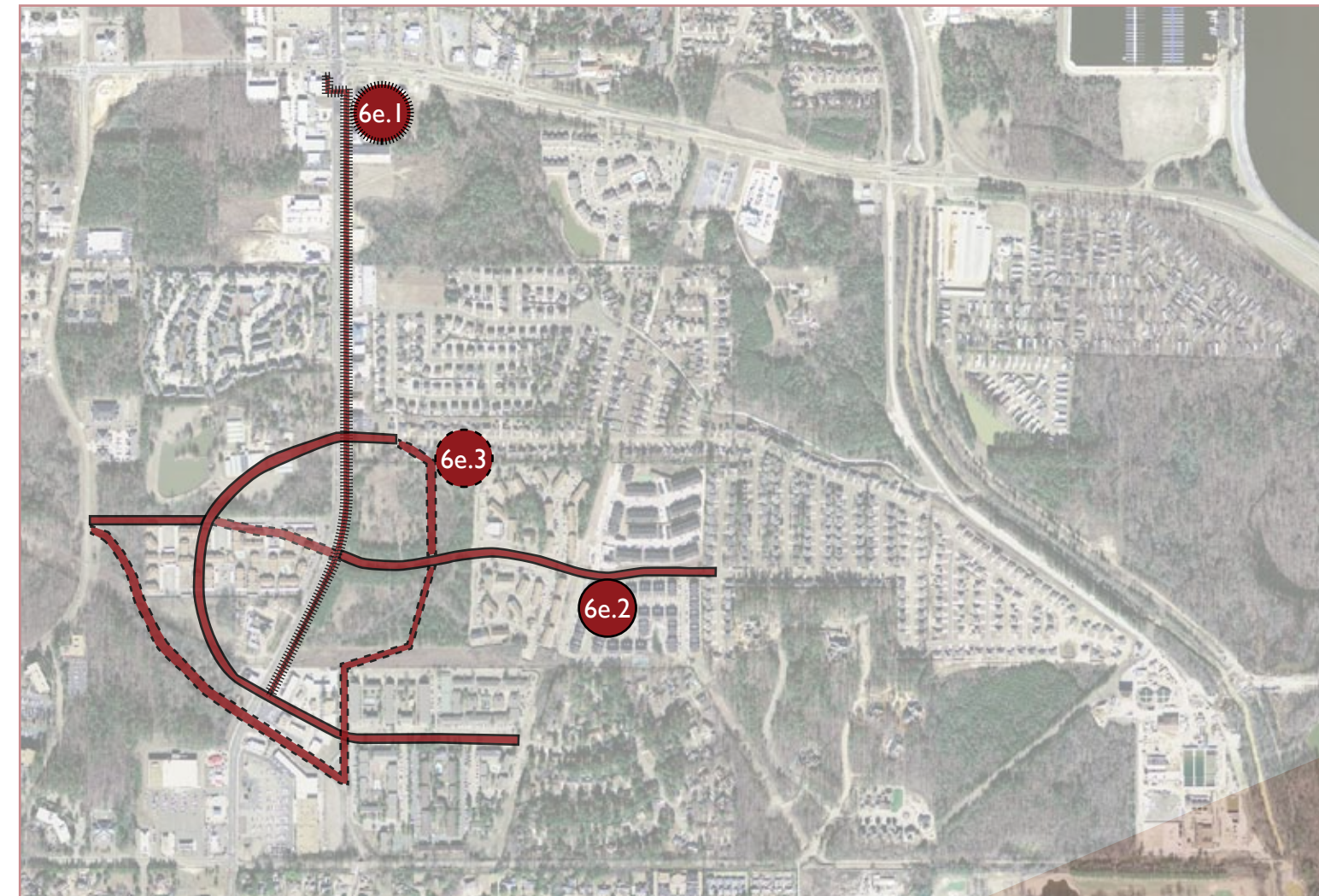
\*The project summaries and ROM resource allocation were prepared by Waggoner Engineering, Inc as part of RAMP project

**FOCUS AREA 6 - Ridgeland Southeast Redevelopment East**

The following are implementation strategies needed to accomplish the concepts shown in the focus area plan.

PROJECTS	PROGRAMS	POLICIES
6E.1 Extend Old Canton Bikeway to Pineknoll Rd. 6E.2 Build streetscape enhancements to Pineknoll and Linclonshire Roads. 6E.3 Develop bikeway along School Creek with connections into redevelopment area.	6E.4 Work with private developers to complete a model Cottage Development.	6E.5 Establish Cottage Development zoning classification with incentives for targeted areas. 6E.6 Re-zone as required to accomplish Focus Area concepts.

	EDUCATION	ECONOMIC DEVELOPMENT	LIVABILITY	INFRASTRUCTURE	CONSERVATION GOAL	QUALITY GOAL	CONNECTIVITY GOAL	IMAGE GOAL	INNOVATION (0-10)	SAFETY (0-8)	FUNCTION (0-5)	AESTHETICS (0-3)	TOTAL
6E.1		Y	Y	Y		Y	Y	Y	3	5	5		19
6E.2		Y	Y	Y		Y		Y	1	3	2	3	14
6E.3	Y	Y	Y	Y	Y	Y	Y	Y	5	6	5	2	26
6E.4	Y	Y	Y	Y	Y	Y		Y	10	8	5	3	33
6E.5	Y	Y	Y		Y	Y		Y	5		3	2	16
6E.6	Y	Y	Y	Y	Y	Y	Y	Y	3		0	2	13



**AERIAL IMAGE**

- 6e.1** Extend Old Canton Bikeway to Pine Knoll Road.  
 Description: This project includes the construction of a multi-use trail along Old Canton Road from Lake Harbour Drive to Pine Knoll Drive.  
 Total Resource Allocation \$930,000.00\*
- 6e.2** Construct streetscape enhancements to Pine Knoll, Lincolnshire, William Blvd and new road on west side to Northpark.  
 Description: This project will be a public / private redevelopment effort that will include the construction of roadway enhancements to Pine Knoll Drive, William Boulevard, and Lincolnshire Boulevard by adding a landscaped median to the existing roadway. In addition, a new road that provides a loop from Lincolnshire to Pine Knoll Drive with a connector road to Northpark Drive will be constructed. All roads will include the associated lighting, landscaping and multi-use trails.  
 Total Resource Allocation \$22,890,000.00\*
- 6e.3** Develop bikeway along School Creek with connections into redevelopment area.  
 Description: This project will include the construction of a multi-use trail along School Creek from Mule Jail Road to Northpark Drive. Lighting and landscaping will also be included in this project.  
 Total Resource Allocation \$1,815,000.00\*

\*The project summaries and ROM resource allocation were prepared by Waggoner Engineering, Inc as part of RAMP project