



**FOCUS AREA 2 - Ridgeland West Jackson Street Overlay District**

Extents:  
 Sunnycrest to Pear Orchard (approximate)  
 Ridgeland Avenue to School Street

**The Challenge:**

To explore expanding the existing West Jackson Street Overlay District to include the approximate area of the original City of Ridgeland in order to re-instill some of the character of the historic area and to elevate the quality of development/ redevelopment, improve general property values and take advantage of existing connectivity and quality of life assets in the area. One key component will be to determine strategies which will re-instill a historic quality to Jackson Street while ensuring that new development there can be successful. Another key component will be the preservation of the historic scale and character of the only neighborhood area that maintains the historic street structure of the original city.

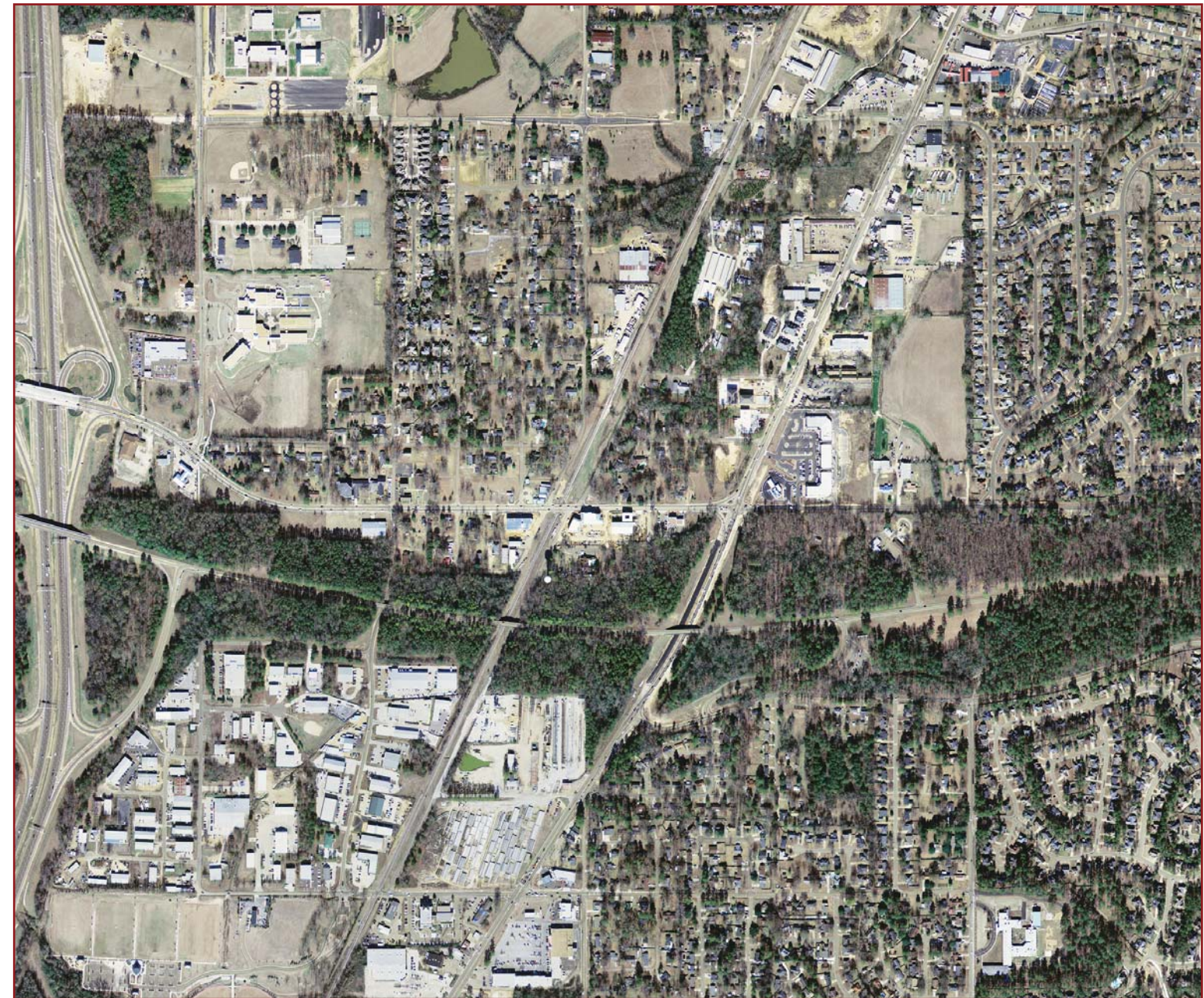
**Background:**

In the Draft Land Use Plan, this area appears as a link between the Sunnycrest Focus Area and the City Center Focus Area spanning the Natchez Trace and encompasses part of the Hwy. 51 corridor. Since Jackson Street traverses the area, this district currently serves a crucial role as an east/west connector and is also a major gateway into the city from the trace and Interstate 55. It is also strongly connected to both north and south by the interstate and Hwy 51. As such, until other proposed east-west connections are made, this district is truly Ridgeland's hub.

The city has established an Overlay District in a very specific area along Jackson Street with strict architectural and site guidelines as well as other mechanisms to encourage a historic feel to the area. The draft plan has recommended an expansion of the existing overlay district in order to spread the historic nature of this area to its original extents. The area under consideration approximately traces the original city limits. Over time much of the historic fabric has been lost.

Being in a position to bridge two key areas, this Focus Area can serve a key role in creating transitions and ensuring quality development throughout the core area of the City. It may require establishment of additional layers of design guidelines for the Highway 51 corridor. The physical form of the West Jackson Street corridor may also require some detailed consideration in order to more fully capture the historic nature - lighting, cross section, and additional parking.

Currently, the area has a variety of zoning designations including: I-1, I-2, R-1, R-2, C-1, C-2, C-2a, C-3, C-4, and SU. Part of the industrial designation (south of the Trace) is in a historic industrial area. Considerations should be given to increasing the residential component to take advantage of the proximity to schools, shopping, and livability assets along the Natchez Trace. As the new connectors at Colony Park Blvd. and Lake Harbour bridge the interstate, the Jackson Street connections will not be so dominant a thoroughfare for commercial purposes and thus, may revert to a slower paced "historic" street. Finally, strong greenway and/or trail connections should be considered between the schools and surrounding residential areas as well as to other core areas.



AERIAL IMAGE

**GOALS CHECKLIST**

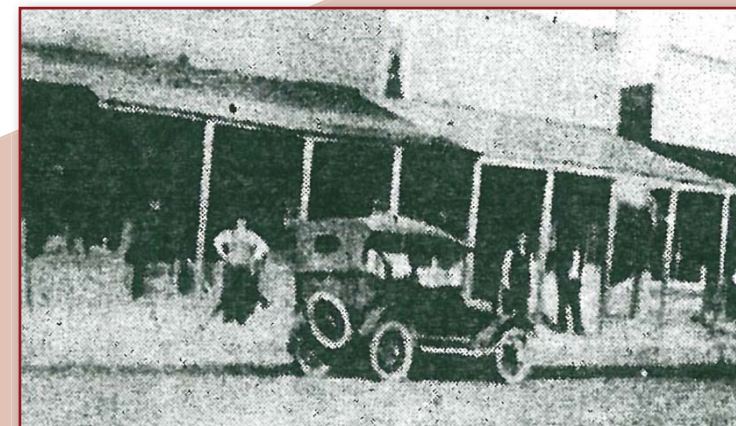
How can we:

- Preserve/conservate/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



Historic Ridgeland



LOCATOR MAP



**Ridgeland West Jackson Street Overlay District**

**Analysis:**

The existing Ridgeland West Jackson Street Overlay District overlay development has been a good start. It focuses almost entirely on Jackson Street properties and will require expansion for a historic core to succeed. The current overlay is also focused on regulating development of commercial properties and emphasis needs to be given to the little remaining residential fabric in the historic area. A small part of the expanded district will include "Heritage Neighborhoods" which are among the only remaining vestiges of the original Ridgeland. This neighborhood with new development and the prominence of Jackson Street could combine to create the critical mass needed to spur a renovation of the entire area as a historic or heritage district.

**Response:**

The main thrust of this Focus Area concept is to simply expand the kinds of site, architectural, and density requirements currently mandated in the overlay district to include the residential, industrial, and commercial uses in the expanded area. Doing so will improve the overall quality and visual appeal of the area, improve property values, and help to recapture some of the historic character of Ridgeland's past.

The parts of the Focus Area north of the Natchez Trace are probably the most walkable neighborhoods in Ridgeland. Easy access to schools, shopping and businesses is a true asset that should be preserved and strengthened. Adding and connecting to existing trails systems can be easily accomplished via the Natchez Trace trail.

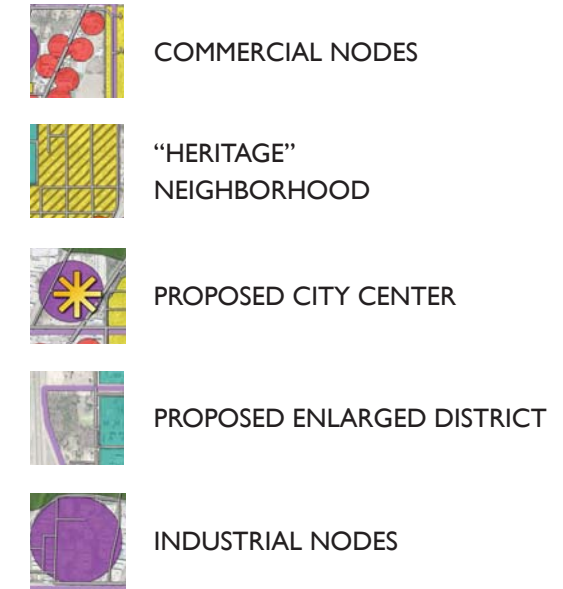
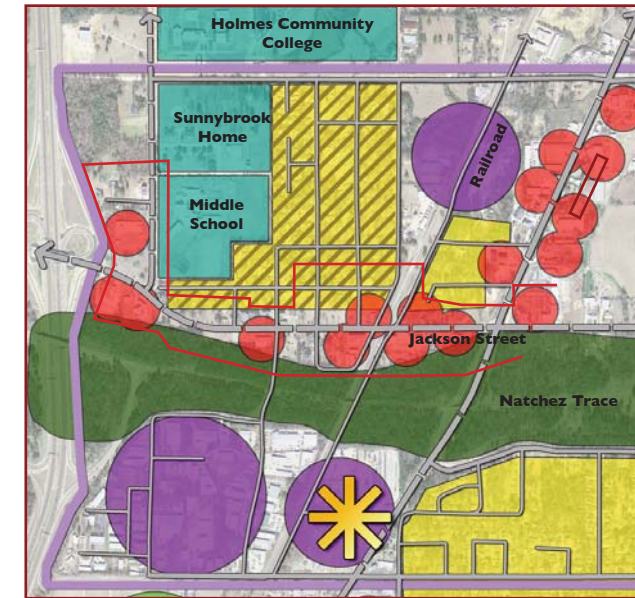
The residential areas are, for the most part, in good condition although the "Heritage Neighborhood" is becoming dotted with vacant properties. Avoiding further incompatible alterations (cul-de-sacs, townhomes, etc...) in this neighborhood is critical to maintaining historic character. The narrow streets and shaded homes should be duplicated whenever possible and modern homes and outbuildings should be restricted.



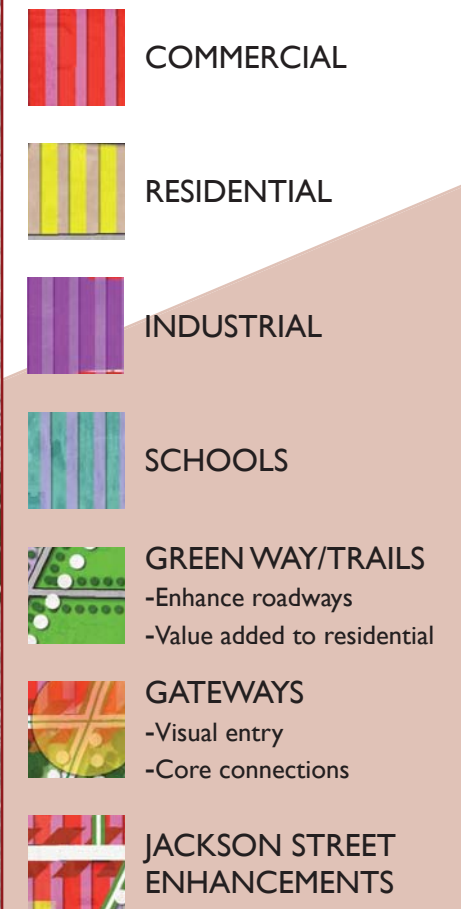
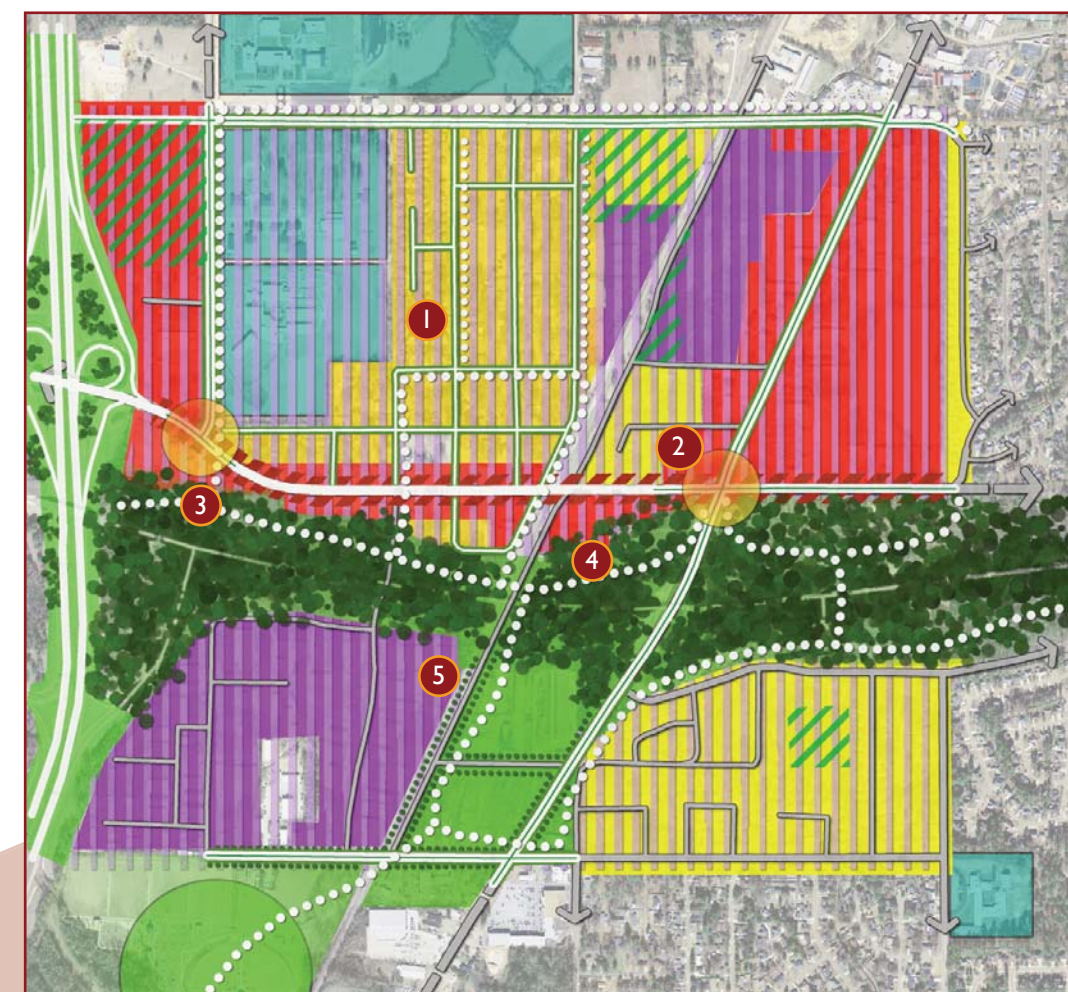
Industrial uses, while not being ideally located, will at least be required to comply with appearance, noise and screening standards.

When completed, the Colony Park Boulevard connection to the interstate should take considerable pressure off Jackson Street. Its current configuration as a busy three-lane thoroughfare will make it difficult to attain a historic character. For that reason, the concept also indicates enhancements to Jackson Street which adds on-street parking, pedestrian crosswalks, and street tree plantings to calm traffic and create a more appropriate scale to the street. These improvements should be combined with revised zoning and coding in the area which would require zero set-back and side or rear parking, and encourage two-story construction.

**CURRENT CONDITIONS**



**PROPOSED STRATEGY**



- 1 HERITAGE NEIGHBORHOOD
- 2 HISTORIC COMMERCIAL
- 3 GATEWAY PARK
- 4 TRAILS CONNECTION
- 5 CITY CENTER

**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.





**Ridgeland West Jackson Street Overlay District**

The strategy complies with the Master Plan Goals as follows:

Goal 1 - Protecting the character of the historic places and restoring some of the feeling of historic Ridgeland by calming traffic and encouraging historic architectural style and volumes on Jackson Street will reestablish some of the atmosphere of when Ridgeland was indeed a small town.

Goal 2 - By expanding the building codes, restrictions and incentives currently in place in the Jackson Street Historic Overlay over the entire West Jackson Street Overlay District, commercial, industrial and residential quality will be elevated by encouraging new, context-sensitive development along Highway 51, Jackson Street, and in the residential neighborhoods and industrial areas.

Goal 3 - Connectivity is improved through the tie-in of a new trail with the Natchez Trace trail via the Gateway Park on Jackson Street south of the intersection with Sunnybrook (see graphic above right). Also, the new trail along Sunnybrook will create direct connections from the schools along Sunnybrook to the West Jackson Street Overlay District.

The creation of sidewalks and pedestrian crosswalks along Jackson Street will also help enliven the businesses there as well as the addition of street-side parking. From Jackson Street, restoring sidewalks that reach into the Heritage neighborhood will also greatly improve non-vehicular connectivity to the area.

Goal 4 - Along with the new development codes for the entire West Jackson Street Overlay District, a gateway green space is created at the intersection of Sunnybrook and Jackson (see graphic above right). This little passive-use park will essentially serve as the gateway into the West Jackson Street Overlay District and as a trail head for the trail system in this part of the City.



GATEWAY PARK CONCEPT



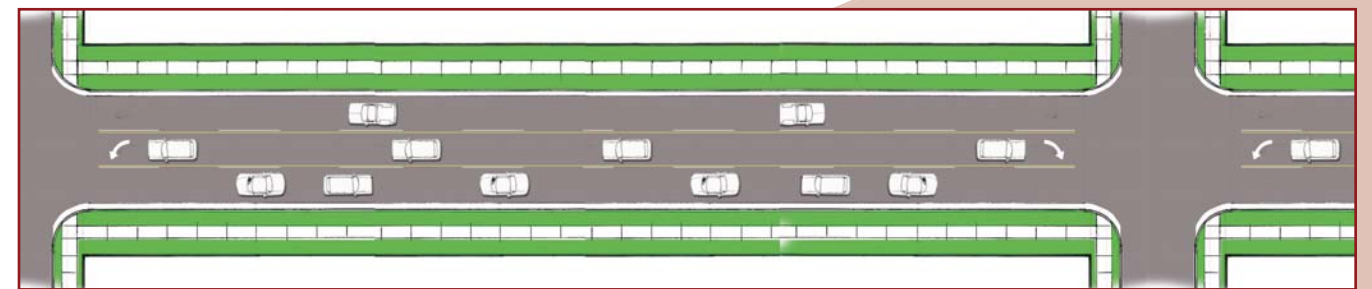
**Traffic Calming**

Several new developments have been undertaken in the past year on Jackson Street in the Overlay District. These fine new buildings replaced dilapidated structures and have already had a positive impact on the image of the area. Along with stringent building codes and architectural standards, the City has offered several incentives to encourage this new development. Among them are reductions to parking requirements. Unfortunately, the developments are now experiencing a lack of parking for patrons. As a result, the City has been working with the railroad to build additional parking along the railroad right-of-way as a way of compensating for reduced parking area. This will be a great asset to the area and will also work favorably with the proposed concept of redevelopment of Jackson Street.

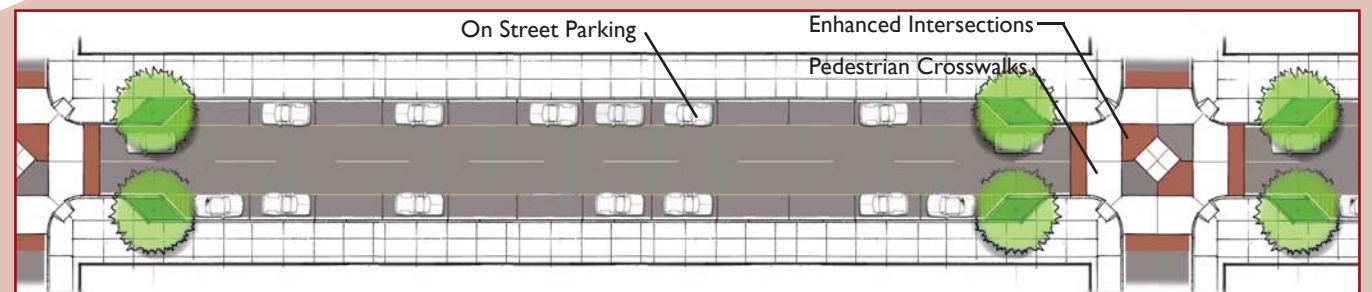
Many cities are having success with a similar approach. New buildings have zero setback requirements with parking to the rear. Multi-story structures create opportunities for a variety of shops and professional offices in an environment more appropriate to a West Jackson Street Overlay District. The concept is to create a place with emphasis on human scale rather than automobile scale to promote activity and community interaction (see graphics at right).



JACKSON STREET ENHANCEMENT



CURRENT ROADWAY



PROPOSED ROADWAY ENHANCEMENTS

**FOCUS AREA 2 - Ridgeland West Jackson Street Overlay District**

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

PROJECTS	PROGRAMS	POLICIES
2.1 Develop Gateway Park at Jackson St. and Sunnybrook	2.4 Investigate possibility of building sidewalks in Heritage Neighborhood	2.6 Adopt design guidelines: maximum setbacks, access restrictions, preservation of heritage neighborhood, height restrictions, and public access.
2.2 Continue to pursue parking areas along railroad right of way.	2.5 Seek National Register status for any historic buildings, landscapes, streets, and public spaces that qualify and develop preservation/interpretation policy.	2.7 Recruit developers for Commercial, Mixed Use properties compatible with Focus Area concepts.
2.3 Implement traffic-calming enhancements to Jackson St including sidewalks, parallel parking and enhanced intersections to restore historic scale.		2.8 Continue to pursue opportunities to strengthen relationships with Natchez Trace Parkway and build cultural and heritage opportunities.

	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
2.1	Y	Y	Y	Y	Y	Y	Y	Y	3	3	5	3	22
2.2		Y	Y	Y	Y	Y	Y	Y	6	5	5	3	26
2.3		Y	Y	Y		Y	Y	Y	5	5	4	3	23
2.4		Y	Y	Y		Y	Y	Y	1	3	3	2	15
2.5	Y	Y	Y		Y	Y		Y	1		3	3	13
2.6		Y	Y	Y	Y	Y		Y	1		3	3	13
2.7	Y	Y			Y	Y		Y	3		3	2	13
2.8	Y	Y	Y		Y	Y	Y	Y			2	1	10



**AERIAL IMAGE**

**2.1** Develop Gateway Park at Jackson St. and Sunnybrook.  
 Description: This project will include landscaping in the northeast and northwest quadrants of the Sunnybrook and Jackson St. intersection. An expanded gateway feature / park element will also be included in the southeast quadrant. Multi-use trails will be added and will connect into the existing trail system.

Total Resource Allocation \$550,000.00\*

**2.2** Continue to pursue parking area along railroad right-of-way.  
 Description: This project will include parking areas that support the on-going downtown development. The parking areas will include landscaping, paving enhancements, lighting, decorative railing, decorative retaining walls, sidewalk connections, and an architectural / pavilion feature.

Total Resource Allocation \$1,725,000.00\*

**2.3** Implement traffic-calming enhancements to Jackson St. including sidewalks, parallel parking and enhanced intersections to restore historic scale.  
 Description: This project will be between Sunnybrook Road and Hwy. 51 and will occur within the existing road right-of-way. Jackson Street will be reduced from a three lane road to two lanes with parallel parking and a possible bike lane. Intersection paving and landscaping enhancements will be added. Lighting, street trees, and power line relocation will be accomplished by the owners through a cooperative effort with the City.

Total Resource Allocation \$2,250,000.00\*

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