

Comprehensive Plan

City of Louisville, Mississippi



Board of Aldermen:

Richard M. "Dickie" Caperton, Ward 1
Judy H. McLeod, Ward 2
Gwenita Mays, Ward 3
Eugene Crosby, Mayor Pro Tempore, Ward 4
Frances S. Ball, Alderwoman at large

William A. "Will" Hill, Mayor
Babs W. Fulton, City Clerk
Taylor Tucker, City Attorney

Adopted: August 30, 2016

Prepared by:



POST OFFICE BOX 2401
OXFORD, MS 38655
662.234.6970

In Association with:



GOLDEN TRIANGLE
Planning and Development District, Inc.

TABLE OF CONTENTS

| | |
|---|-----|
| Table of Contents | i |
| List of Figures and Tables | iii |
| List of Maps | iv |
| Preface | v |
| Purpose of a Comprehensive Plan | v |
| Components of a Comprehensive Plan | v |
| Executive Summary | vi |
| Chapter One: Introduction | 1 |
| Location | 1 |
| Natural Features | 1 |
| Transportation Network | 1 |
| History | 2 |
| Louisville Culture | 2 |
| Media & Newspaper | 3 |
| Education | 3 |
| Transportation | 3 |
| Chapter Two: City of Louisville | 5 |
| Population Analysis | 5 |
| Educational Attainment | 11 |
| Housing Characteristics | 12 |
| Chapter Three: Goals, Objectives and Policy Recommendations | 16 |
| Introduction | 16 |
| Visual Perception and Image | 16 |
| Land Use and Development | 16 |
| Economic Development | 20 |
| Transportation | 21 |
| Community Facilities and Services | 22 |
| Plan Implementation | 27 |
| Chapter Four: Existing Conditions and Constraints | 29 |
| Existing Land Use Categories and Inventory | 29 |
| Development Constraints and Restrictions | 33 |
| Chapter Five: Future Land Use Plan | 41 |
| Introduction and Methodology | 41 |
| Potential Land Use Needs | 41 |
| Future Land Use Categories | 43 |
| Chapter Six: Transportation Plan | 46 |

| | |
|--|----|
| Functional Classification | 46 |
| Traffic Counts..... | 48 |
| Roadway Design Standards | 49 |
| Forms of Transportation..... | 51 |
| Complete Streets | 53 |
| General Recommendations | 54 |
| Chapter Seven: Community Facilities Plan | 55 |
| General Government Operations | 55 |
| Animal Control..... | 55 |
| City Courts | 55 |
| Cemetery | 55 |
| Code Enforcement/Building Inspection..... | 56 |
| Emergency 911 | 57 |
| Fire Department | 57 |
| Louisville Utilities..... | 59 |
| Parks, Open space and Recreation | 61 |
| Police Department..... | 61 |
| Public Works and City Engineer | 63 |
| Public Education Louisville Municipal School District..... | 64 |
| Solid Waste/Garbage Department | 65 |
| Industrial Parks | 65 |
| Winston Medical Center | 65 |
| Chapter Eight: Implementation and Plan Maintenance | 68 |
| Implementation Tools | 68 |
| Plan Maintenance | 69 |
| Summary of Needs/Projects by Department..... | 70 |

LIST OF FIGURES AND TABLES

| | |
|--|----|
| TABLE PREFACE.1: WHAT IS A COMPREHENSIVE PLAN? | V |
| FIGURE 1. 1: LOUISVILLE'S LOCATION..... | 1 |
| FIGURE 1. 2: LOUISVILLE'S TRANSPORTATION NETWORK..... | 2 |
| SOURCE: U.S CENSUS BUREAU DECENNIAL CENSUS DATA | 5 |
| FIGURE 2.2: WINSTON COUNTY 2010 POPULATION DISTRIBUTION | 7 |
| SOURCE: U.S CENSUS BUREAU DECENNIAL CENSUS DATA | 7 |
| FIGURE 2. 1: COMPARATIVE POPULATION GROWTH FOR LOUISVILLE AND LIKE-SIZE MISSISSIPPI COMMUNITIES, 1970 - 2010..... | 7 |
| FIGURE 2.3: NATURAL INCREASE AND MIGRATION COMPONENTS..... | 8 |
| SOURCES: U.S CENSUS BUREAU DECENNIAL CENSUS DATA AND MISSISSIPPI DEPARTMENT OF HEALTH - STATISTICS | 8 |
| FIGURE 2. 2: 2000 POPULATION PYRAMID..... | 8 |
| FIGURE 2. 3: 2010 POPULATION PYRAMID..... | 9 |
| FIGURE 2. 4: POPULATION FORECAST COMPARISON..... | 10 |
| SOURCE: SLAUGHTER & ASSOCIATES CALCULATIONS..... | 10 |
| FIGURE 2. 5: RACIAL COMPOSITION BETWEEN 2000 AND 2010 | 10 |
| FIGURE 2. 6: AGE STRUCTURE BETWEEN 2000 AND 2010 | 11 |
| SOURCE: UNITED STATES CENSUS BUREAU DECENIAL CENSUS..... | 11 |
| FIGURE 2. 7: COMPOSITION OF POPULATION BY SEX, 2000-2010 | 11 |
| FIGURE 2. 8: EDUCATIONAL ATTAINMENT FOR LOUISVILLE, WINSTON COUNTY, AND STATE OF MISSISSIPPI FOR 2010 | 12 |
| SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2006-2010..... | 12 |
| FIGURE 2. 9: HOUSING UNIT TYPE | 13 |
| SOURCE: 2006-2010 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES | 13 |
| FIGURE 2. 10: ANNUAL GROSS RETAIL SALES | 15 |
| SOURCE: MISSISSIPPI DEPARTMENT OF REVENUE | 15 |
| FIGURE 2. 11: SALES TAX DIVERSION..... | 15 |
| TABLE 4. 1: LAND USE ANALYSIS..... | 30 |
| TABLE 5. 1: LAND USE PROJECTIONS..... | 42 |
| TABLE 6. 1: AVERAGE DAILY TRAFFIC COUNT | 48 |
| TABLE 6. 2: COMMUTING FROM WINSTON COUNTY..... | 49 |
| TABLE 6. 3: COMMUTING TO WINSTON COUNTY | 49 |

LIST OF MAPS

| | |
|--|------|
| MAP PREFACE.1: COMPREHENSIVE PLANNING AREA | VIII |
| MAP 2.1: 2010 POPULATION CONCENTRATION..... | 6 |
| MAP 4.1: EXISTING LAND USE | 31 |
| MAP 4.2: EXISTING LAND USE ZOOM | 32 |
| MAP 4.3: LOUISVILLE HISTORIC DISTRICT | 34 |
| MAP 4.4: SEPTIC TANK SUITABILITY..... | 37 |
| MAP 4.5: WETLANDS | 38 |
| MAP 4.6: SEVERE SLOPE | 39 |
| MAP 4.7: 100-YEAR FLOODPLAIN | 40 |
| MAP 5.1: FUTURE LAND USE | 45 |
| MAP 6.1: TRANSPORTATION PLAN | 47 |
| MAP 6.2: AVERAGE DAILY TRAFFIC COUNT | 50 |
| MAP 7.1: FIRE PROTECTION DISTRICTS, RATINGS AND STATIONS | 58 |
| MAP 7.2: EXISTING SEWER LINES AND FUTURE IMPROVEMENTS TO THE SEWER SYSTEM..... | 60 |
| MAP 7.3: EXISTING WATER LINES AND FUTURE IMPROVEMENTS TO THE WATER SYSTEM..... | 62 |
| MAP 7.4: LOUISVILLE SCHOOL DISTRICT..... | 64 |
| MAP 7.5: CULTURAL RESOURCES | 67 |

PREFACE

PURPOSE OF A COMPREHENSIVE PLAN

A Comprehensive Plan is used by cities and counties to establish a vision for the community. Communities are constantly evolving; economic conditions and consumer development patterns have the means to transform, sometimes so fast the communities do not realize it is happening. This document, if adopted and put into action, can be a proactive measure that clearly defines where and how a community progresses.

Comprehensive planning is also a tool used to anticipate future growth and development and to strategize for future decisions and resources in response to this growth. This document can serve as a reference for zoning ordinances, subdivision regulations, and any maps or official amendments that accompany these ordinances. When major changes are occurring or are requested within a community, the Comprehensive Plan should assist elected officials in a direction they are prepared and excited to move towards.

COMPONENTS OF A COMPREHENSIVE PLAN

The State of Mississippi Legislature defines minimum requirements for a Comprehensive Plan (Mississippi Code § 17-1-1). The City of Louisville's Comprehensive Plan addresses each of the following and elaborates further in the chapters to come.

- Goals and Objectives are prepared for a long range planning period of 20 to 25 years. They should include but are not limited to matters regarding residential, commercial and industrial development; open space and recreation; street or road improvements; and community facilities.
- Land Use Plan, either in map or policy form, outlines the proposed distribution of land uses for residences, commerce, industry, recreation, and public/quasi-public facilities. Further information should be included to clearly define each proposed land use.
- Transportation Plan should be represented in map form and identify the proposed functional classifications for existing and proposed roadways. This plan should cover the same land area as defined by the "Land Use Plan" and cover the same planning period as the "Goals and Objectives". Functional classifications for roadways include arterial, collector, and local.
- Community Facilities Plan addresses issues such as the following: housing, schools, public safety, parks and recreation, public buildings and facilities, utilities, and drainage.

TABLE PREFACE.1: WHAT IS A COMPREHENSIVE PLAN?

| <u>What it is</u> | <u>What it isn't</u> |
|---|-------------------------------------|
| A statement of City policy | A Zoning Ordinance |
| A guide to decision making | A Land Development Code |
| A specific framework for more specific planning | A rigid or static document |
| A tool for education and communication | A Capital Improvements Plan |
| A view in long range perspective | A City Budget template |
| A way to improve quality of life | A specific project development plan |

Source: Dothan 2030: A Sense of New Beginnings – Comprehensive Plan, City of Dothan, Alabama

EXECUTIVE SUMMARY

Comprehensive Planning activities and the resultant document give communities a road map to control the destiny of their communities. The plan maps out the communities future on paper for the next twenty to twenty five years. The planning process gives communities the opportunity to see what alternatives are best suited and supported by the needs and desires of the citizens and elected officials. Richard Moe of the National Trust for Historic Preservation said it best, “Communities can be shaped by choice, or they can be shaped by chance. We can keep on accepting the king of communities we get, or can start creating the kind of communities we want.”

This plan will act as a road map for the City of Louisville for years to come. In addition to acting as that road map, it is a legally required to support the city’s zoning ordinance. The future land use chapter of this plan will guide future zoning decisions within the city. The plan will also lead to policy and ordinance changes within the city. Tools that will implement this plan are the zoning ordinance, subdivision regulations, sign ordinance, landscaping and architectural ordinance, annexation study, annual budget, building and construction codes and other ordinances.

The finding and goals along with the “Goals and Objectives” chapter and summary of projects section attempt to explain what the City of Louisville should do to meet its goals and objectives over the next twenty to twenty-five years. The recommendations are a mix of policy changes, improvements, improvements in enforcement and projects and programs.

SUMMARY OF FINDINGS AND GOALS

- 1) Significant Finding – The City should be consistent and diligent in enforcing regulations.

Recommendations:

- ❖ Adopt a new zoning ordinance and parcel based Official Zoning Map.
- ❖ Adopt an updated Subdivision Regulations.
- ❖ Continue to adopt updated Construction, Building and Fire Codes, including a property maintenance code.
- ❖ Adopt a sign ordinance.
- ❖ Adopt Architectural Design Standards.
- ❖ Adopt a Landscaping Ordinance.
- ❖ Adopt and enforce a Minimum Rental Standards Ordinance.

- 2) Significant Finding – Promote economic development through improvements and development.

Recommendations:

- ❖ Insure that the education system is of the highest quality possible.
- ❖ Work with Winston County and Louisville-Winston County Chamber of Commerce to market available industrial and commercial land.
- ❖ Continue to work with the Retail Coach to identify commercial opportunities.
- ❖ Explore and market incentives aimed at attracting new industry and businesses.
- ❖ Partner with neighboring counties to establish a regional economic development council.

- 3) Significant Finding – The City should use ordinances to improve its curb appeal.

Recommendations:

- ❖ Adopt a new zoning ordinance.
- ❖ Adopt an updated Subdivision Regulations.
- ❖ Continue to adopt updated Construction, Building and Fire Codes, including a property maintenance code.
- ❖ Adopt a new sign ordinance.
- ❖ Adopt Architectural Design Standards.
- ❖ Adopt a Landscaping Ordinance.
- ❖ Adopt and enforce a Minimum Rental Standards Ordinance.

- ❖ Adopt and enforce an Unkempt Property Ordinance.

4) Significant Finding – Get results through effective administration.

Recommendations:

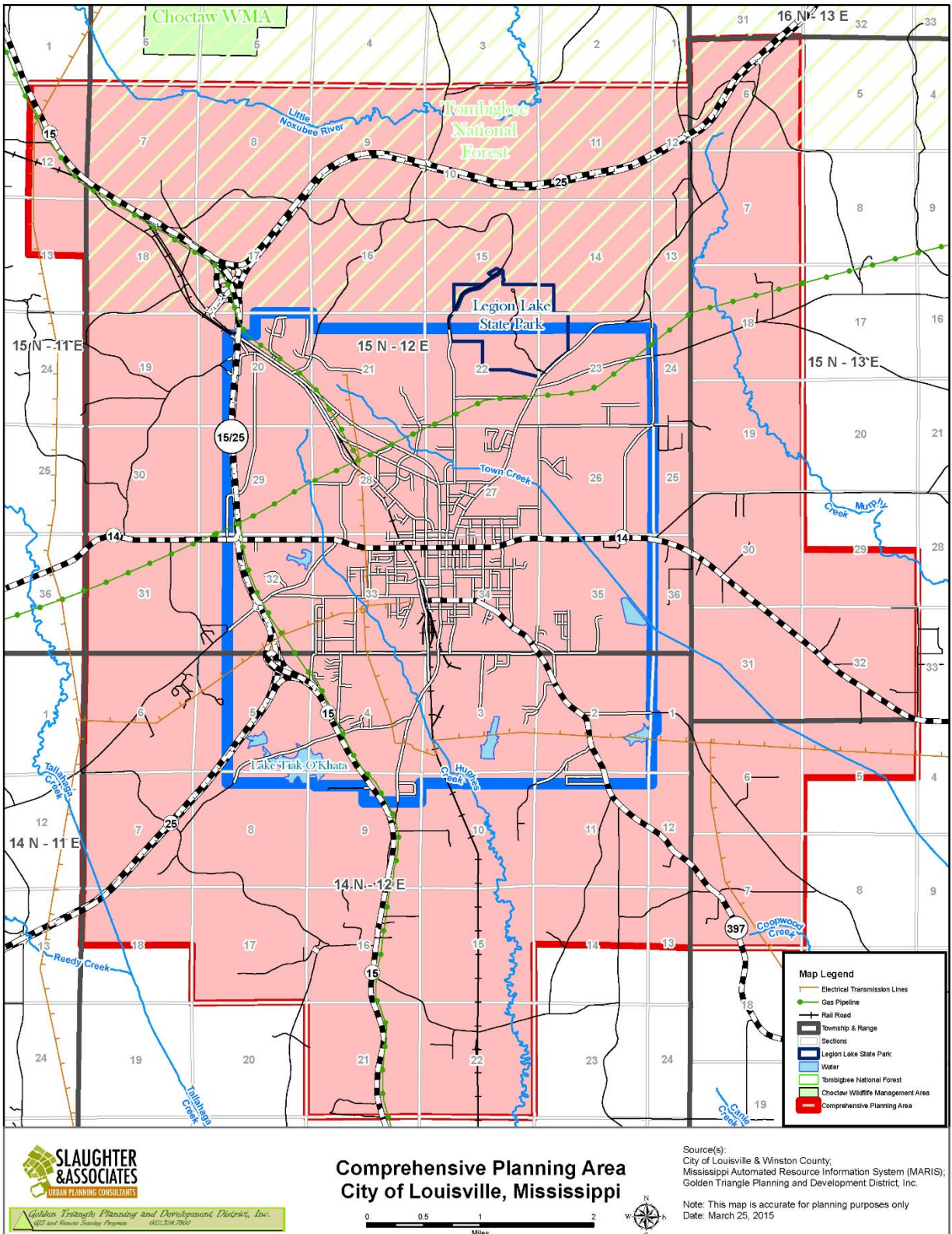
- ❖ Establish an overall City image.
- ❖ Work with the county to ensure development around the city is connected to city utilities.
- ❖ Require developers to construct at least one lane of projected improvements for collectors and arterials when their developments front a collector or arterial.
- ❖ Insure the development fees offset the cost of Planning and Code Enforcement.

5) Significant Finding – Public facilities improvements are needed.

Recommendations:

- ❖ Adopt a Complete Streets Policy to consider alternative modes of transportation.
- ❖ Repair, maintain, and expand the city's current network of sidewalks.
- ❖ Mark bicycle routes and provide bicycle infrastructure where feasible.
- ❖ Improve drainage where necessary.
- ❖ Work with Louisville Utility to expand the water and sewer lines where necessary.
- ❖ Continually work to improve Park and Recreation offerings.
- ❖ Review annually and plan to address departmental staffing, facility, and technology needs.

Map Preface.1: Comprehensive Planning Area

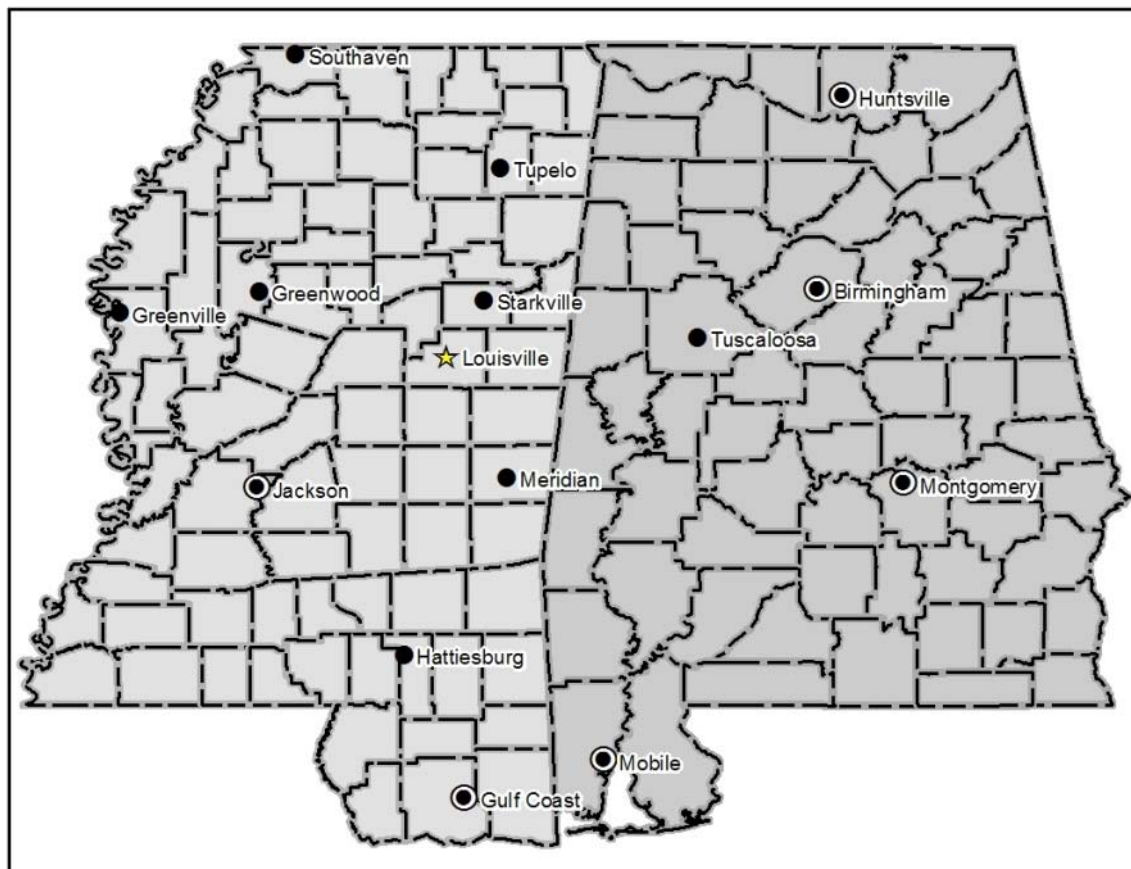


CHAPTER ONE: INTRODUCTION

LOCATION

Louisville is the county seat of Winston County, Mississippi, and is located in the East Central portion of Mississippi. Louisville is twenty-nine miles southwest of Starkville, Mississippi; one hundred miles west of Tuscaloosa, Alabama; sixty-four miles northwest of Meridian, Mississippi; ninety-five miles northeast of Jackson, Mississippi; and ninety-one miles southeast of Greenwood, Mississippi.

FIGURE 1. 1: LOUISVILLE'S LOCATION



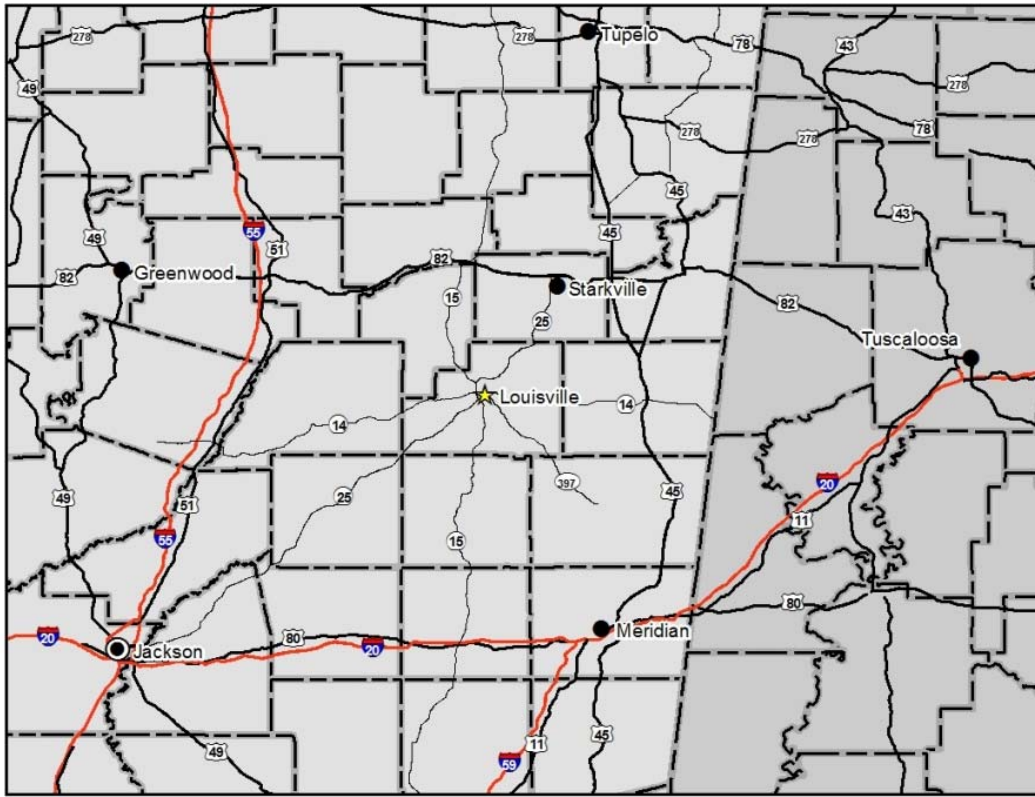
NATURAL FEATURES

The City of Louisville has a total area of 15.3 square miles of which 15.1 square miles is land (98.7%) and 0.2 square miles is water (1.3%).

TRANSPORTATION NETWORK

Mississippi Highways 15 and 25 act as Louisville's major north/south corridor and even share much of the same roadbed through town. Mississippi Highway 15 connects Biloxi, Mississippi, to the Tennessee state line near Walnut, Mississippi. While Mississippi Highway 25 connects the state capital, Jackson, to the Tennessee state line near Iuka. Mississippi Highway 14 is Louisville's major east/west corridor, connecting the Alabama state line east of Macon to its terminus in Myersville on the banks of the Mississippi River.

FIGURE 1. 2: LOUISVILLE'S TRANSPORTATION NETWORK



HISTORY

Winston County was surveyed and founded in 1834 from lands seceded from the Choctaw Indians during the Treaty of Dancing Rabbit. Two years later Louisville would be surveyed and established. Both the city and county were named for a prominent Mississippi lawyer Louis Winston.

LOUISVILLE CULTURE

Louisville hosts many annual events throughout the year. The two most notable are the Red Hills Festival and Car Show, held on the Saturday of Memorial Day weekend, and Veteran's Celebration and Harvest Cook Off, and held the first Saturday in November. The Red Hills Festival and Car Show consist of regional artwork, a 5K run, food, car show, and many other family activities. The Veteran's Celebration and Harvest Cook Off offers great food, competitive cooking, and local entertainment.

FESTIVALS

- ❖ The Red Hills Festival and Car Show
- ❖ Veteran's Celebration and Harvest Cook Off
- ❖ Carl Jackson Annual Concert Fundraiser

MUSEUMS

- ❖ American Heritage Fire Museum
- ❖ Winston County Library

MEDIA & NEWSPAPER

NEWSPAPER

- ❖ *Winston County Journal*
- ❖ *Winston Web News*

RADIO

- ❖ KOUI, 90.7 FM (Gospel Music)
- ❖ WLSM, 107.1 FM (Adult Contemporary)

EDUCATION

PRIVATE EDUCATION

- ❖ Winston Academy (1st through 12th grade)
- ❖ Grace Christian School (1st through 12th grade)

POST-SECONDARY EDUCATIONAL INSTITUTION

- ❖ East Central Community College Career Advancement Center

LOUISVILLE MUNICIPAL SCHOOL DISTRICT

- ❖ Fair Elementary (Pre-K through 2nd grade)
- ❖ Louisville Elementary (3rd through 5th grade)
- ❖ Eiland Middle School (6th through 8th grade)
- ❖ Louisville High School (9th through 12th grade)
- ❖ Noxapater School (Pre-K through 12th grade)
- ❖ Nanih Waiya School (Pre-K through 12th grade)
- ❖ Winston-Louisville Career and Technology Center

TRANSPORTATION

AIR TRANSPORTATION

Louisville Winston County Airport is located on the north edge of the Louisville corporate limits and can handle small corporate jet if needed. Golden Triangle Regional Airport is the closest airport with regional commercial service provided by Delta Airlines. Jackson's Medger Wiley Evers International Airport is the nearest airport with international commercial service.

HIGHWAYS

Mississippi Highway 25 provides Louisville with four lane access running from Interstate 55 in Jackson to United States Highway 82 in Starkville. Mississippi Highway 14 connects Louisville to Alabama and the Mississippi. Mississippi Highway 15 connects Louisville south to the Mississippi Gulf Coast and north to the State of Tennessee. Mississippi Highway 397 connects Louisville to De Kalb and then through Highway 16 to Scooba and Highway 45.

RAILROADS

Louisville is served by the Kansas City Southern Railroad. The Kansas City Southern Railroad is an exclusive freight rail line. The nearest existing passenger is available via Amtrak in Meridian or Jackson, Mississippi.

SIDEWALKS AND TRAILS

Sidewalks were of lesser importance after World War II when automobile mass production made automobiles readily available and affordable. The automobile-centric society has continued to move forward and leave sidewalks behind in many areas. The addition of sidewalks would allow residents another mode of transportation and provide exercise

space for citizens, who have become more and more affected by the obesity crises in the United States and Mississippi. Multi-use trails have become more and more popular among citizens. They can be used for transportation or recreation and for walking, jogging and bike riding. The Oxford Depot Trail and Tanglefoot Trail are prime examples of multi-use trails.

CHAPTER TWO: CITY OF LOUISVILLE

This chapter compiles information, such as population, race, age, housing, and economic data, to establish a community profile of the City of Louisville. The majority of this information is recorded by the United States Census Bureau every ten years or estimated on a yearly basis depending on the scope of the information. Establishing a community profile is useful in order to understand how the city has evolved overtime and how it might continue to evolve into the future.

POPULATION ANALYSIS

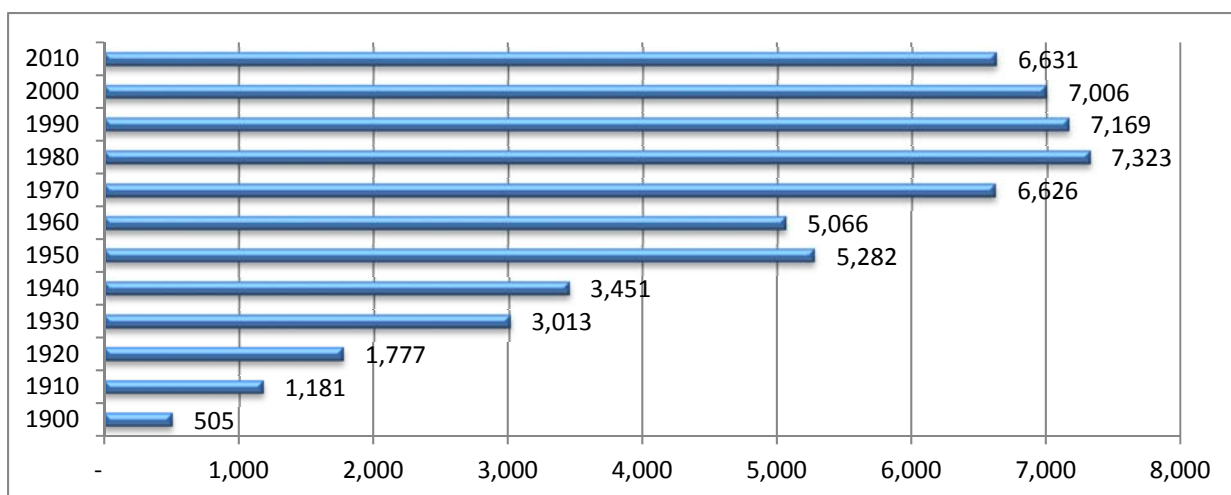
This section will look at how the populations of Louisville and Winston County have changed over the past 110 years. It will also analyze how population trends have changed in the last ten years due to births, deaths, migration, age, race and the sexual make-up of Louisville's residents.

CITY OF LOUISVILLE

From 1900 to 1980, the City of Louisville experienced growth in population with every census except one. During this eighty year time frame the city only experienced a decrease in population between the 1950 and 1960 Census periods. Double digit growth was experienced during most of the eighty year timeframe.

Since 1980, Louisville has experienced declines in population in each of the 1990, 2000 and 2010 Censuses. Between 1980 - 1990 and 1990 - 2000 Louisville's population dropped by about two percent in each period. Then between 2000 and 2010 the population declined by 5.4 percent, more than double previous two Census counts.

Figure 2.1: Louisville's historic population



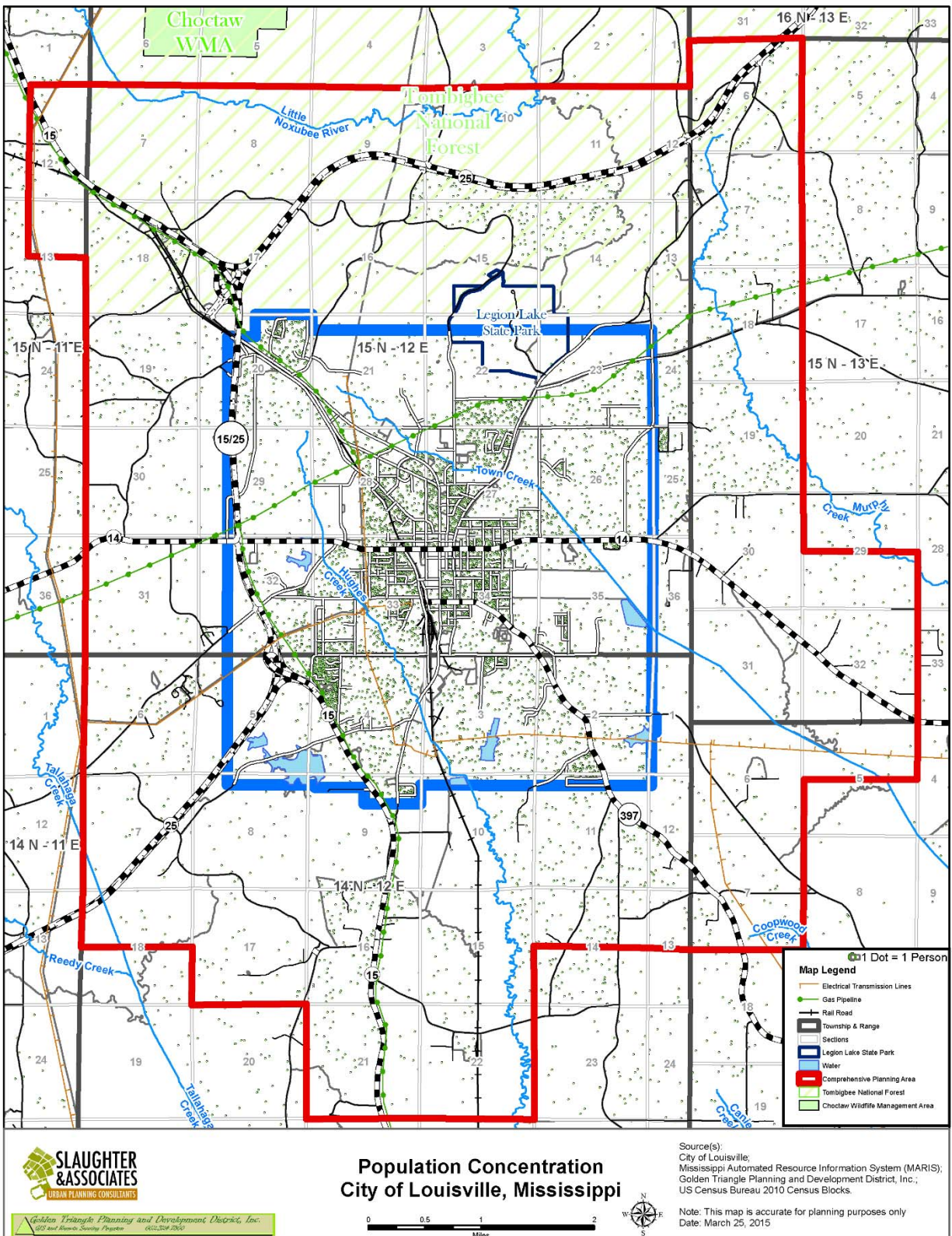
SOURCE: U.S CENSUS BUREAU DECENNIAL CENSUS DATA

The following map illustrates population concentration by the 2010 Census Blocks. Each dot represents one person living in each census block. Louisville's population is concentrated around the downtown, near the intersection of Highways 15 and 25, and in the northwest and southeast corner. The remainder of the city is fairly evenly populated, with the lightest populated areas west of the city's core. The planning area is fairly evenly populated, with the lightest populated areas being in the Tombigbee Forest, north of the city. With the development constraints of the national forest, this area is likely to always be underpopulated.

OTHER WINSTON COUNTY COMMUNITIES

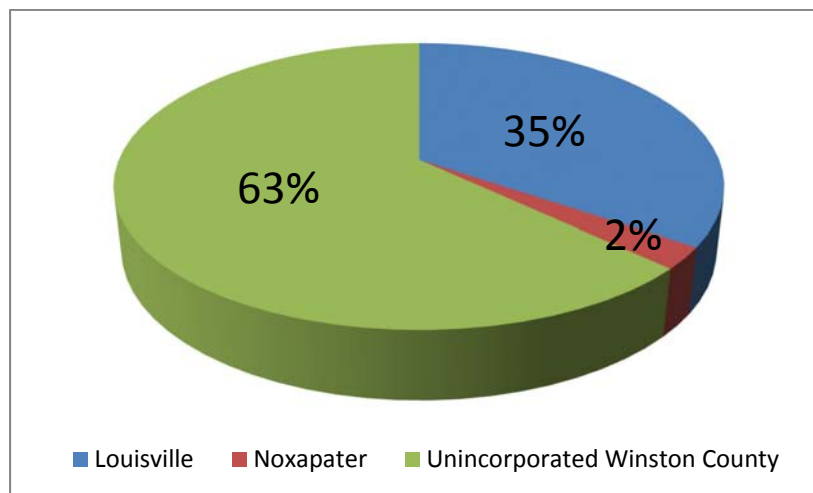
Historically, the City of Louisville has been the largest incorporated place in Winston County. In fact, one would expect that to continue for many decades to come, as Louisville is the County Seat and Winston County is only home to one other incorporated place, the Town of Noxapater. Noxapater's population has never been greater than 615 since it incorporated in 1911 and that high mark came in 1950.

Map 2.1: 2010 Population Concentration



In 2010, the population of the Town of Noxapater only comprised two percent of Winston County, the city of Louisville comprised thirty-five percent of the county; and the remaining sixty-three percent was unincorporated. The population of unincorporated Winston County has been about 7,100 people since 1970, with a peak of 7,839 in 1980. In the last several decades, the unincorporated county population growth has remained virtually stagnant as the city and town within the county have seen, for the most part, population losses.

FIGURE 2.2: WINSTON COUNTY 2010 POPULATION DISTRIBUTION



SOURCE: U.S CENSUS BUREAU DECENNIAL CENSUS DATA

COMPARATIVE POPULATION GROWTH

Cities of comparable size to Louisville have seen mixed result when it comes to population growth and loss in the last ten years. Aberdeen, Forest, Waveland and Columbia all experienced some population loss. While, Pontotoc, Richland, Amory, Kosciusko, Batesville and Philadelphia all experienced population growth. Aberdeen experienced the greatest loss of population, losing 12.5%, and Richland gained the most population, growing by 14.7%.

From 1970 to 2010 most of the eleven cities experienced some growth. Aberdeen and Columbia both have lost population over the last forty years, -8.9% and -13.2% respectively. Of the remaining cities, only Amory, Louisville and Kosciusko did not see double-digit growth; all three grew less than 2%. Pontotoc, Waveland and Batesville all experienced more than 50% growth in the last 40 years. It is likely that Richland would be included in this group as well if they had incorporated prior to 1970. Forest and Philadelphia also experienced double-digit growth, just not at a rate as great as the three prior cities.

FIGURE 2. 1: COMPARATIVE POPULATION GROWTH FOR LOUISVILLE AND LIKE-SIZE MISSISSIPPI COMMUNITIES, 1970 - 2010

| City | County | Population | | | | | % Change | % Change | Metropolitan |
|--------------|----------|------------|-------|-------|-------|-------|----------|----------|---------------------|
| | | 1970 | 1980 | 1990 | 2000 | 2010 | 70-10 | 00-10 | Statistical Area |
| Aberdeen | Monroe | 6,157 | 7,184 | 6,837 | 6,415 | 5,612 | -8.9% | -12.5% | |
| Pontotoc | Pontotoc | 3,453 | 4,723 | 4,570 | 5,253 | 5,625 | 62.9% | 7.1% | |
| Forest | Scott | 4,085 | 5,229 | 5,060 | 5,987 | 5,684 | 39.1% | -5.1% | |
| Waveland | Hancock | 3,108 | 4,186 | 5,369 | 6,674 | 6,435 | 107.0% | -3.6% | Gulfport-Biloxi MSA |
| Columbia | Marion | 7,587 | 7,733 | 6,815 | 6,603 | 6,582 | -13.2% | -0.3% | |
| Louisville | Winston | 6,626 | 7,323 | 7,169 | 7,006 | 6,631 | 0.1% | -5.4% | |
| Richland | Rankin | | 3,955 | 4,014 | 6,027 | 6,912 | NA | 14.7% | Jackson MSA |
| Amory | Monroe | 7,236 | 7,307 | 7,093 | 6,956 | 7,316 | 1.1% | 5.2% | |
| Kosciusko | Attala | 7,266 | 7,415 | 6,986 | 7,372 | 7,402 | 1.9% | 0.4% | |
| Batesville | Panola | 3,796 | 4,692 | 6,403 | 7,113 | 7,463 | 96.6% | 4.9% | |
| Philadelphia | Neshoba | 6,274 | 6,434 | 6,758 | 7,303 | 7,477 | 19.2% | 2.4% | |

Source: United States Census Bureau Decennial Census Data

NATURAL DECREASE AND MIGRATION

Over the last ten years, Louisville's population decline can be attributed to an out migration of residents. From 2000 to 2010 Louisville experienced 523 more births than deaths, yet the population of the city still declined. This decline can be attributed to the 898 residents that moved out of Louisville from 2000 to 2010.

FIGURE 2.3: NATURAL INCREASE AND MIGRATION COMPONENTS

| | |
|--|-------------|
| 2010 Population | 6,631 |
| 2000 Population | 7,006 |
| Difference | -375 |
| Growth due to natural increase (births minus deaths) | 523 |
| Total Births (2000-2010) | 1,751 |
| Total Deaths (2000-2010) | 1,228 |
| Decrease due to out-migration (2000-2010) | 898 |

SOURCES: U.S CENSUS BUREAU DECENNIAL CENSUS DATA AND MISSISSIPPI DEPARTMENT OF HEALTH - STATISTICS

POPULATION PYRAMIDS

Population pyramids show the distribution of ages and should form a pyramid when the population is growing. When you look at the population pyramids for Louisville in 2010 and 2000, they both generally create a pyramid shape with a few exceptions. In 2000, a noticeable bulge occurs in the 35 to 49 year old categories. This bulge is also visible in the 2010 population pyramid. This tells us that Louisville can expect to have a large number of the retirees starting around 2015-2016 and that number will continue to grow for the next 15 or so years. Both the 2010 and 2000 pyramids show a small number of young females in the city. Generally this will lead to a natural decrease of the population in the future without in-migration due to the lack of childbearing females. Without change this population decrease is likely to occur in the next twenty years.

FIGURE 2.2: 2000 POPULATION PYRAMID

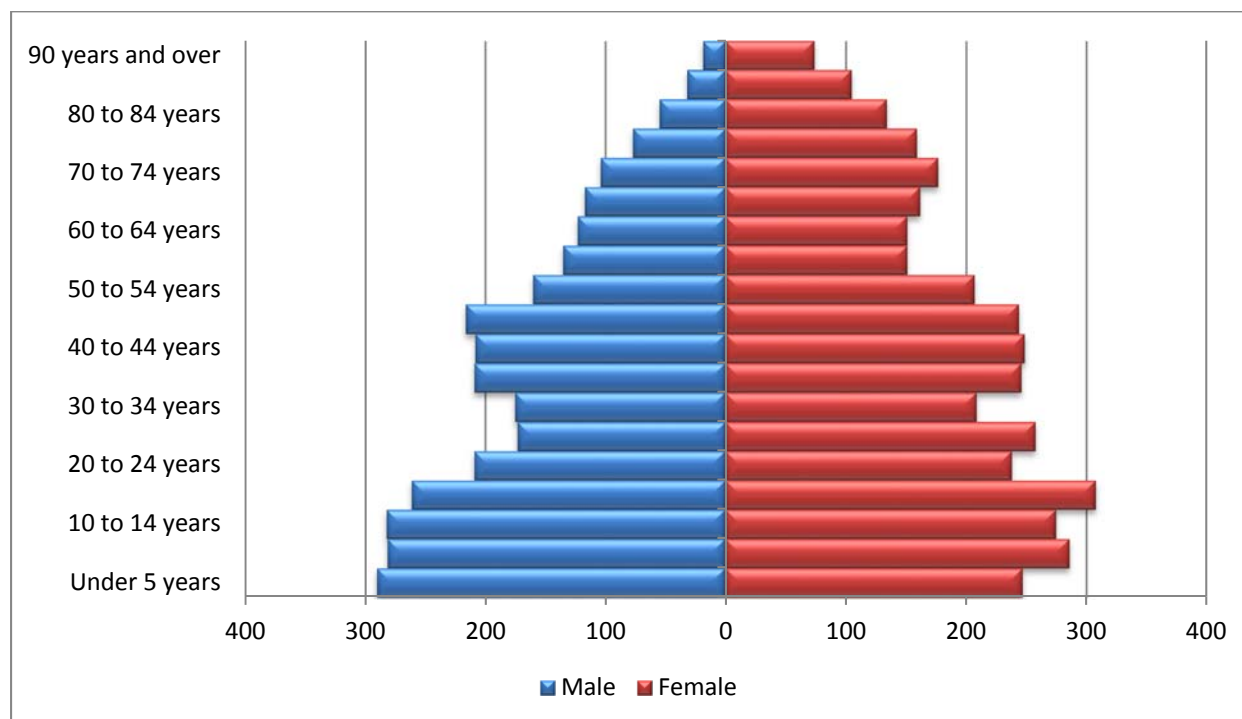
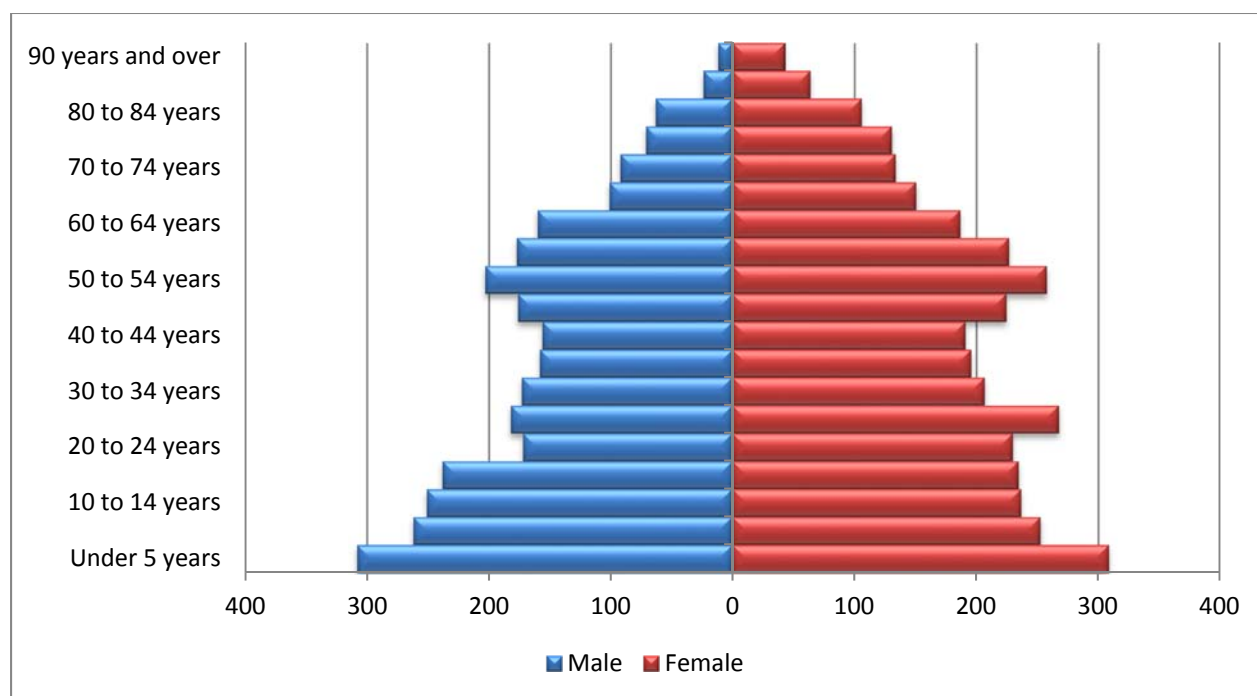


FIGURE 2. 3: 2010 POPULATION PYRAMID



POPULATION PROJECTIONS

Population projections attempt to predict the future population of Louisville at some point in the future. There are numerous methods for calculating these projections. This analysis briefly compares three alternative projection methods and forecasts Louisville's population into 2040, twenty-five to thirty years down the road.

The first method is a proportional method which forecasts city population based on a proportion percentage of the city's population to the county's population. The Mississippi Institute of Higher Learning publishes population projections for all counties in the state. The most recent report was published in 2012 and is based on the 2010 Census. This report only extends projections into the year 2025 which is too short for the planning period of this Comprehensive Plan, but the analysis, for comparison purposes, is helpful.

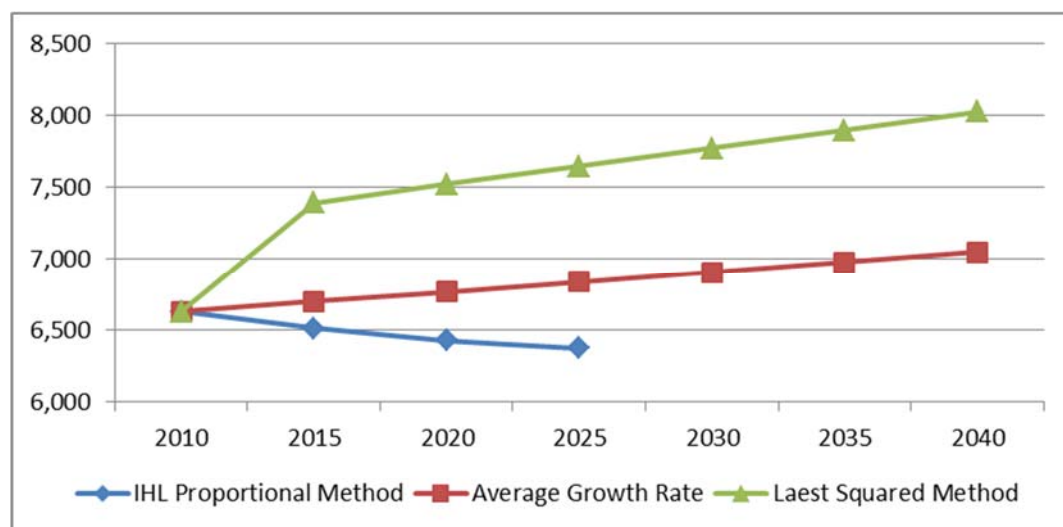
Louisville has represented approximately 35% of Winston County over the last 40 years, a lasting trend. As seen in Figure 2.6, the proportional method shows continued losses for Louis in the next ten years. This is the only method that shows a loss of population for Louisville and is due to the expected loss of population in Winston County.

Calculating the growth rate for the City of Louisville over the past forty years produces an average over time which can be used to project future population. Over the last 50 years the growth rate for Louisville has averaged 2.0%. During this same time the growth rate has ranged from -5.9% to 30.8%. The lowest growth rate of -5.9% appears to be a onetime spike in the last 50 years. The highest growth rate of 30.8% appears to be a onetime spike as well. With these two outlier removed the averaged growth rate of 2.0% every ten years (or approximately 1.0% every 5 years) was produced. This method forecast the population to be approximately 7,000 people by 2040. That is a growth of approximately 70 new residents every five years for the next 30 years. The City of Louisville is not expected to lose or gain population at constant rate for the next 30 years; some years may have higher growth rates than others. It is the goal of this plan to address issues that are driving the current population growth and ensure that Louisville can provide services and quality of life to an increasing population.

The least-squared method projects a future population based on a linear trend established by a historic time frame. This trend produces a population projection that is more aggressive than the previous two methods. In 2040, the least-squared method projects the population of Louisville to be just over 8,021 residents. This method predicts growth of about 232 residents every 5 years. That is more than double the population that the other two methods expect the City of Louisville to grow.

Only two of the projection methods expect Louisville to grow in the next thirty years. Those two vary greatly on how much the population is likely to grow. According to the forecast, the city could grow between 418 people and 1390 people only time will tell. National, regional and local circumstances will all impact the future growth of and the rate of growth that the City of Louisville with experience in the next 30 years.

FIGURE 2. 4: POPULATION FORECAST COMPARISON



SOURCE: SLAUGHTER & ASSOCIATES CALCULATIONS

RACIAL COMPOSITION

The City of Louisville experienced a significant shift in its racial makeup between 2000 and 2010. In 2000 the city was composed of approximately 46.5% white and 52.7% black, close enough to be a 50/50 community. By 2010 the white population was only 36.5% of the population and the black population was 61.6%. Over 25% of the white population has left Louisville since 2000. In 2010 the other races made up 1.8% of the population, slightly up from 1.3% in 2000.

Winston County experienced a change of racial makeup similar to Louisville but not as drastic. In 2000 the county was composed of 55.3% white and 43.2% black population. By 2010 the white population only made up 51.9% of Winston County and the black population composed 45.6%. Over 10% of the white population has left Winston County. In 2010 the other races made up 2.4% of the population, which is up from 1.5% in 2000.

FIGURE 2. 5: RACIAL COMPOSITION BETWEEN 2000 AND 2010

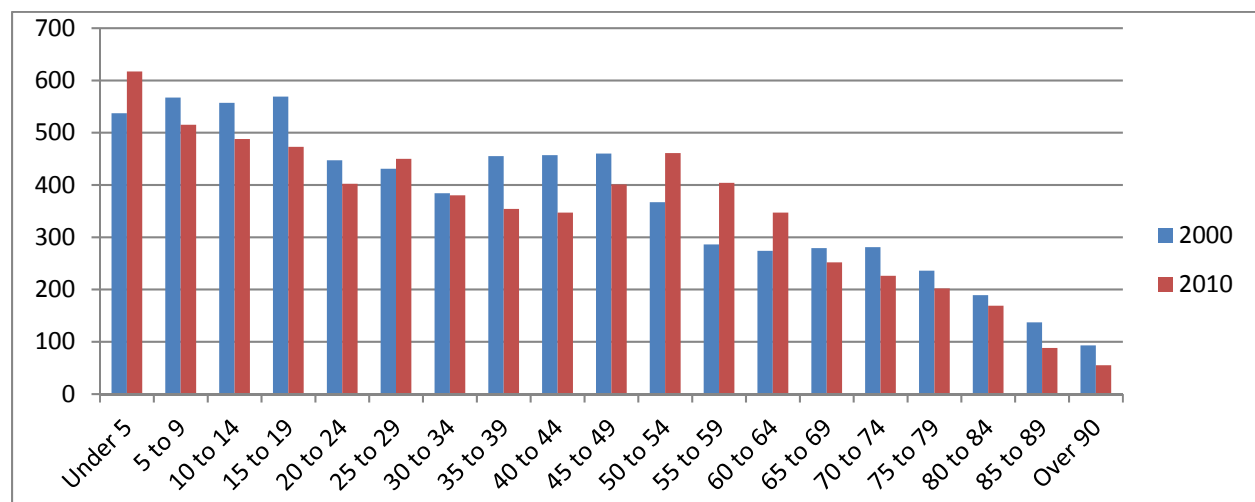
| City of Louisville | | 2000 | | 2010 | | Percent Change | |
|--|--|--------|---------|--------|---------|----------------|---------|
| | | Number | Percent | Number | Percent | Number | Percent |
| Total Population | | 6,970 | | 6,631 | | -339 | -4.9% |
| White | | 3,243 | 46.5% | 2,420 | 36.5% | -823 | -25.4% |
| Black | | 3,675 | 52.7% | 4,085 | 61.6% | 410 | 11.2% |
| American Indian | | 9 | 0.1% | 21 | 0.3% | 12 | 133.3% |
| Asian | | 12 | 0.2% | 28 | 0.4% | 16 | 133.3% |
| Native Hawaiian | | 0 | 0.0% | 1 | 0.0% | 1 | 100.0% |
| Other | | 67 | 1.0% | 76 | 1.1% | 9 | 13.4% |
| Source: United States Census Bureau Decennial Census | | | | | | | |

AGE CHARACTERISTICS

Louisville's median age (34.9) is considerably lower than that of Winston County (39.5) and just slightly lower than the State of Mississippi (36). Approximately 56% of Louisville's population is under the age of 40 helping contribute to the low median age in the city. Nearly one third of the population is school aged children while nearly 15% of the population is retirement age. This leaves nearly half of the population available for entry into the workforce with the exception of those attending institutes of higher learning or the disabled.

Figure 2.6 shows that from 2000 to 2010 the following age ranges increased in number of residents: under 5 years of age, between 25 to 29, 50 to 54, 55 to 59, and 60 to 64. The increase of 25 to 29 olds also adds young educated worker to the workforce, as it is becoming more common for those in the age range to attend college and even receive degrees. The 50 to 54 and 55 to 59 age ranges experienced growth over the ten year period. This age group is particularly important since they are nearing or are in their peak earning potential which can affect the areas potential to attract new amenities. The 60 to 64 year age range experienced growth as well. This growth has the potential to yield some concern as this age group is nearing retirement age, as are the 50 to 54 and 55 to 59 age ranges during the life span of this plan. If this increase continues over the next thirty years, providing health care and amenities for an aging population is essential for the City of Louisville.

FIGURE 2. 6: AGE STRUCTURE BETWEEN 2000 AND 2010



SOURCE: UNITED STATES CENSUS BUREAU DECENIAL CENSUS

COMPOSITION BY SEX

Figure 2.7 indicates that Louisville is comprised of a larger percentage of females, than Winston County. The percentage of males grew slightly over the ten year time frame. Typically, having a greater percentage of females than males would mean there are more children born in the community. As the Natural Increase and Migration Study above shows that births are occurring at a rate that should grow the population.

FIGURE 2. 7: COMPOSITION OF POPULATION BY SEX, 2000-2010

| | City of Louisville | | | | | | Winston County | | | | | |
|-------------------------|--------------------|---------|--------|---------|--------|---------|----------------|---------|--------|---------|--------|---------|
| | 2000 | | 2010 | | Change | | 2000 | | 2010 | | Change | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Population | 7,006 | | 6,631 | | -375 | -5.4% | 20,160 | | 19,198 | | -962 | -4.8% |
| Male | 3,126 | 44.6% | 2,979 | 44.9% | -147 | -4.7% | 9,751 | 48.4% | 9,239 | 48.1% | -512 | -5.3% |
| Female | 3,880 | 55.4% | 3,652 | 55.1% | -228 | -5.9% | 10,409 | 51.6% | 9,959 | 51.9% | -450 | -4.3% |

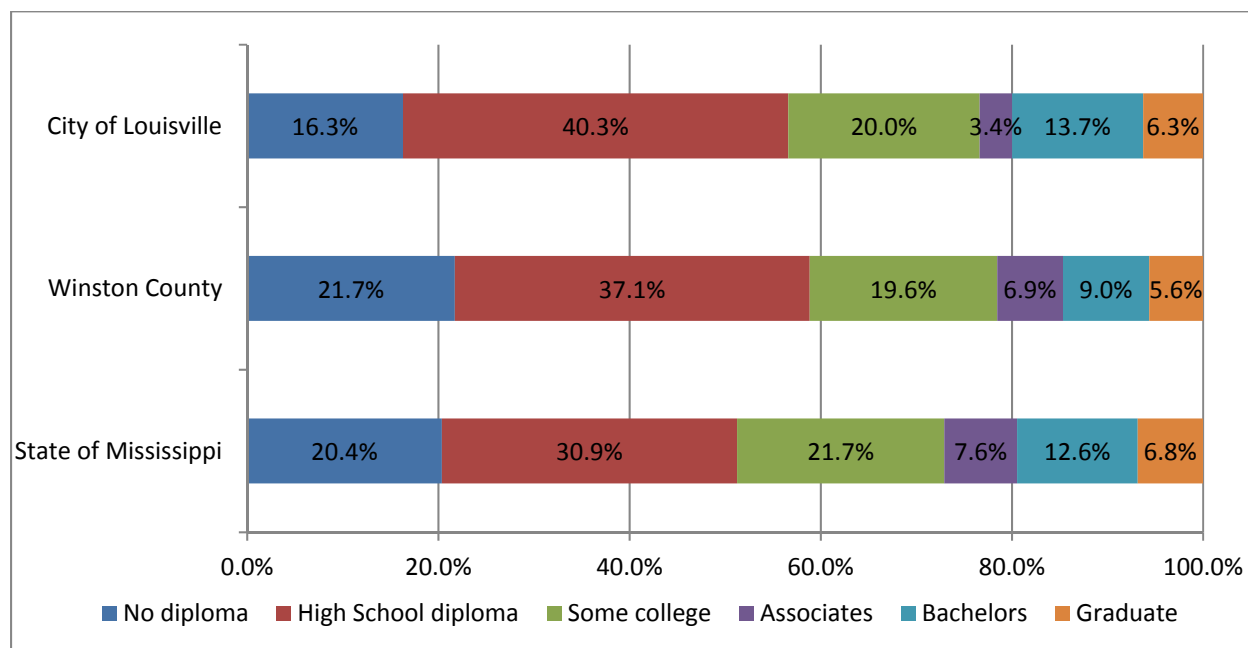
Source: United States Census Bureau Decennial Census Data

EDUCATIONAL ATTAINMENT

Louisville's educational attainment is a mixed bag when compared to the Winston County and the State of Mississippi. Typically, the City of Louisville preforms slightly better than Winston County and the State in all

categories of educational attainment. Louisville has a smaller percentage (16.3%) of residents with no high school diploma than the State (20.4%) and Winston County (21.7%), which is a positive as it means more residents of the city at least have a high school education. Louisville also has a smaller percentage (3.4%) of residents with associate's degrees than both the State (7.6%) and Winston County (6.9%). Louisville also has a smaller percentage (20.0%) of residents with some college than the State (21.7%). 23.4% of Louisville residents have a college degree of some type compared to 21.5% in Winston County and 27.0% in Mississippi.

FIGURE 2. 8: EDUCATIONAL ATTAINMENT FOR LOUISVILLE, WINSTON COUNTY, AND STATE OF MISSISSIPPI FOR 2010



SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2006-2010

HOUSING CHARACTERISTICS

The Census Bureau documents numerous housing characteristics that provides insight into the distribution of owner versus renter occupied units, the vacancy rate of units, the types of units, the year units were built, etc. While the residential land use analysis in Chapter 3 presents general information regarding the types of units, the Census information is more detailed.

HOUSEHOLDS AND FAMILIES

Both family and non-family households have seen a reduction since 2000. Non-family households have decreased -2.1% versus -4.4% for family households. Before we continue we will take a look at the census definitions for a family and a household; this will give a better idea of what the census data says. The United States Bureau of the Census defines a household as follows, "A household consists of all the people who occupy a housing unit." A family is defined as follows, "A family is a group of two people or more related by birth, marriage, or adoption and residing together." The average household size in Louisville in 2000 was 2.55, and the average household size remained the same size in 2010. The average family for Louisville in 2000 was 3.12 and 3.13 in 2010, a very slight increase. Two-, three- and five-person households decreased in Louisville, between 2000 and 2010. Two person households decreased -6.5% between 2000 and 2010. Three person households decreased -6.2% between 2000 and 2010. Five person households decreased -13.0% between 2000 and 2010. Four person and over five person households increased in Louisville between 2000 and 2010. Four person households increased 1.2% and over five person households increased 4.4% from 2000 to 2010. One-person households remained the same from 2000 to 2010.

HOUSING OCCUPANCY

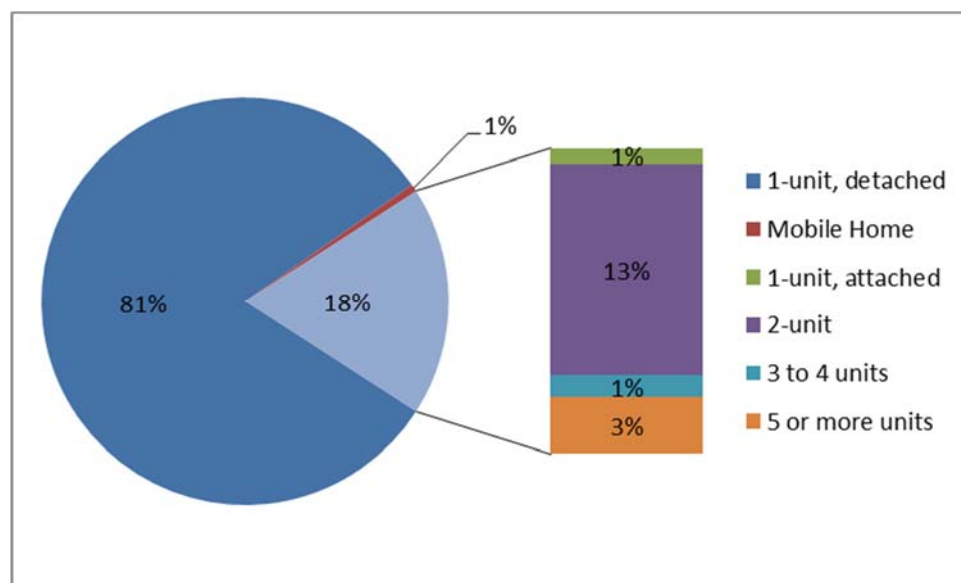
According to the United States Census Bureau, the City of Louisville lost fourteen housing units, from 2000 to 2010. In 2010, the Census reported 2,870 housing units within Louisville, 11.4% of those units were vacant. Louisville experienced an increase in vacant housing from 8.4% in 2000 to 11.4% in 2010. Both the vacancy rate for owner and renter occupied units increased from 2000 to 2010. In 2000 1.8% of owner occupied units were vacant as compared to 2.7% in 2010. 3.8% of renter occupied units were vacant in 2000 and that vacancy rate increased to 8.2% in 2010.

Since 2000, the number of renter occupied units has increased by nearly fourteen percentage points. The City of Louisville now has a 38.8% renter occupied units and 61.2% owner occupied units. The percentage of renter occupied units is above both the State and Winston County percentages, 30.4% and 25.4% respectively. As discussed in more detail below, there has actually been a decrease in multi-family units. Therefore, this rise in renter occupancy may be related to the recent economic downturn and the rental of single family or manufactured homes.

HOUSING UNIT TYPE AND AGE

The 2010 and the 2000 composition of residential units has experienced some changes. The census estimates 81.2% of all residential units in the city are detached single family homes. Mobile homes, or manufactured homes, represent 0.6% of the housing stock which is a decrease since 2000. Multi-family units account for 17.3% of all housing units up from 16.6% in 2000. Two unit dwelling experienced the most change since 2000. The number of two unit dwelling increased by over 100%. The increase of two unit residences accounted for the increase in multi-family residential units. Multi-family structure with five or more units, quadplexes and triplexes all experienced a decrease in the number of units. Triplexes and quadplexes decreased by -72.5% or 103 units; and residences with more than 5 units decreased by -35.1% or 54 units.

FIGURE 2. 9: HOUSING UNIT TYPE



SOURCE: 2006-2010 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

ECONOMIC ANALYSIS

INCOME CHARACTERISTICS

The American Community Survey 5-year estimates that 21.8% of the families and 28.8% of all people in Louisville are living below the poverty level in 2010. This means that a family of three (Louisville's average family size is 3.12) lives on less than \$18,310 a year. The median income for 2010 is \$28,081. Approximately, 38% of households have an income over \$50,000.

The following statistics represent the percentage of income homeowners, or renters, spend on monthly housing costs. A generally accepted standard is those that spend more than 30% of their income on housing costs are cost-burdened. Since 2000 those residents that own their residences have seen their mortgage become a greater percent

of their income. The number of homeowners that pay over 35% of their income toward their mortgage has decreased from 19.0% in 2000 to 17.3% in 2010. The percent of homeowners that pay from 30% to 34.9% of their income toward their mortgage have increased from 5.0% in 2000 to 12.6% in 2010. Thus, the number of homeowners that are cost burdened with their mortgage has increased from 24.0% to 29.9% in ten years. Homeowners that pay from 25% to 29.9% of their income toward their mortgage have increased from 6.4% in 2000 to 13.2% in 2010. Homeowners that pay from 20% to 24.9% of their income toward their mortgage have increased from 8.9% in 2000 to 23.6% in 2010. Homeowners that pay less than 20% of their income toward their mortgage have decreased from 60.6% in 2000 to 33.4% in 2010.

Since 2000 those residents that rent their residences have not fared much better than homeowners. Renters have seen their rent increase as a percentage of their income. The number of renters that pay over 35% of their income toward their rent has increased from 36.3% in 2000 to 52.9% in 2010. Renters that pay from 30% to 34.9% of their income toward their rent have increased from 6.0% in 2000 to 16.7% in 2010. Renters that pay from 25% to 29.9% of their income toward their rent have remained relatively constant from 11.5% in 2000 to 11.4% in 2010. Renters that pay from 20% to 24.9% of their income toward their rent, has decreased from 12.2% in 2000 to 9.9% in 2010. Renters that pay less than 20% of their income toward their rent have decreased from 34.0% in 2000 to 9.1% in 2010.

EMPLOYMENT BASE

The City of Louisville's labor force (those over 16 years of age and below retirement age) has decreased -4.3%, from 2000 to 2010. In 2000, 55.2% of those over 16 years of age are in the labor force, while in 2010 that number increased to 61.2% in the labor force. Louisville has seen its unemployment increase from 3.9%, in 2000, to 12.2%, in 2010. Winston County's unemployment is 7.3%, in 2010, so Louisville has a considerably higher percentage of unemployed people.

The three top employment industries for the City of Louisville's labor force are educational (31.1%), manufacturing (21.6%), and arts (9.3%). These three industries were also the top employment industries in 2000 as well. Manufacturing employed the largest percentage of employees in 2000. These industries made up 61.8% of Louisville's employment industries in 2000 and 61.9% in 2010.

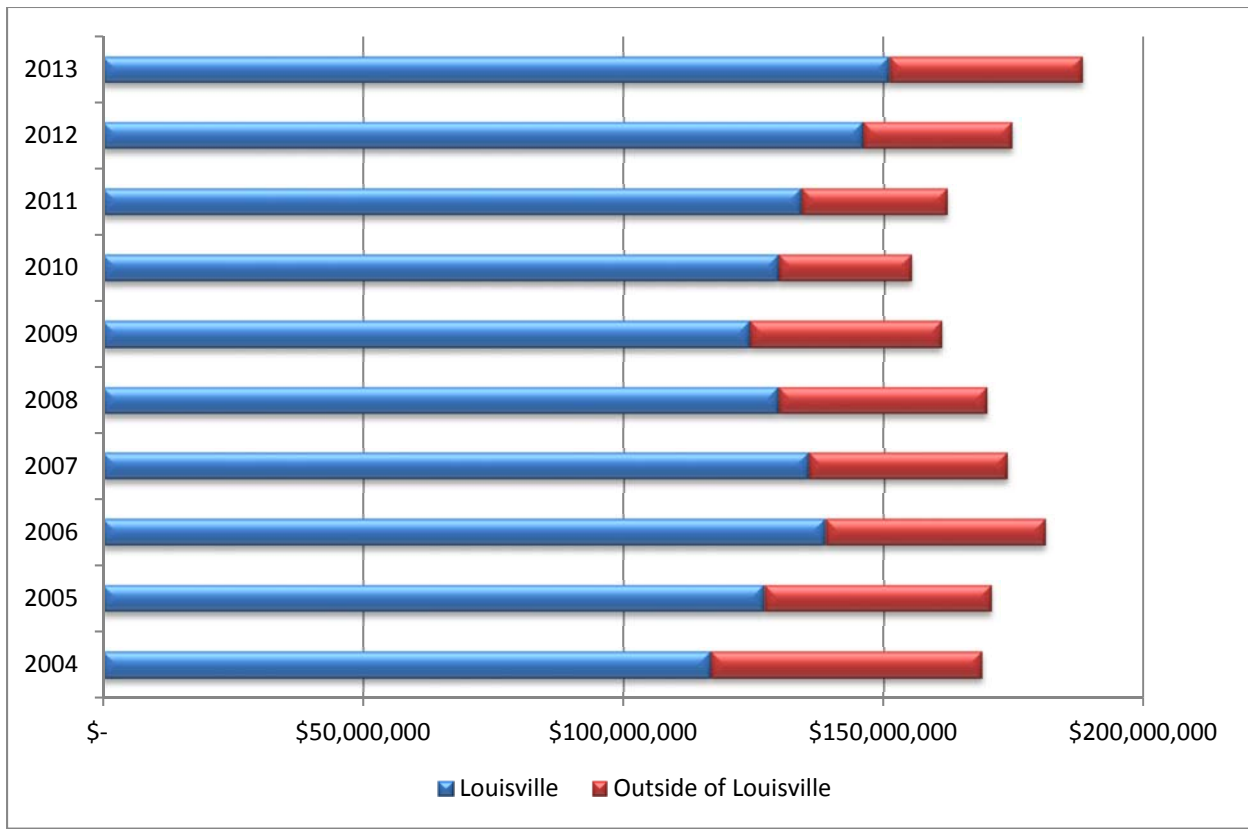
The Mississippi Development Authority documents six leading employers in the City of Louisville: Teters Floral Products Inc. with 600 employees, Taylor Machine Works Inc. with 470 employees, Wal-Mart Stores Inc. with 180 employees, Winston County Med Foundation with 165 employees, M-C Industries Inc. with 140 employees and Community Counseling Services with 120 employees.

RETAIL SALES

The Mississippi Department of Revenue tracks all retail sales for counties and cities. The chart below represents the gross retail sales for the City of Louisville and the gross retail sales outside of Louisville (other towns in Winston County and unincorporated Winston County). This chart illustrates the importance of the economy and business in the City of Louisville. Since 2004, Louisville accounts for 69.1% to 83.6% of the gross retail sales in Winston County. Louisville also makes up 57.5% to 64.0% of the total retail establishments in the County. Since 2003, the city has experienced a general increase in gross retail sales. Only in 2007, 2008, and 2009 did the city see a drop in retail sales and that drop was always less than -4.3%. Over the ten years analyzed Louisville's gross retail sales increase on average 3.0%.

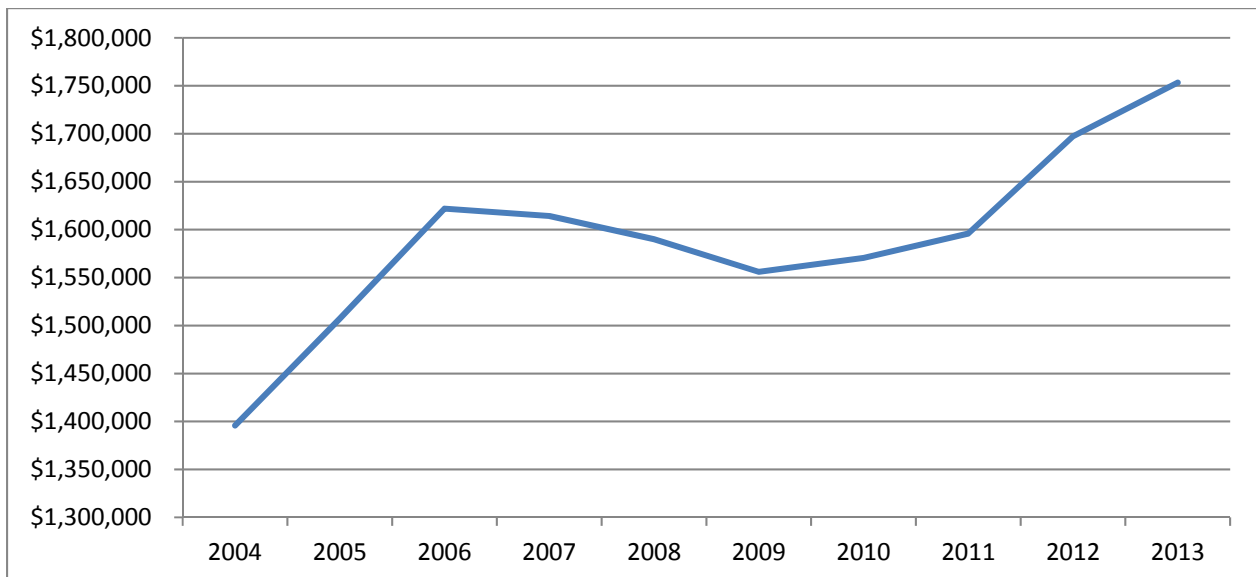
The City of Louisville, like all incorporated areas, receives annual diversions from sales tax purchases made in the city limits. About 1.5 million dollars every year comes from these diversions. Sales tax diversions were at the lowest in 2004 (\$1.4 million). In 2013, the City experienced a peak in sales tax diversions (\$1.7 million). With the downturn in the economy, these sales tax diversions decreased between 2007 and 2009. However, since 2010 sales tax diversions increased, on average, by 3.1%.

FIGURE 2. 10: ANNUAL GROSS RETAIL SALES



SOURCE: MISSISSIPPI DEPARTMENT OF REVENUE

FIGURE 2. 11: SALES TAX DIVERSION



Source: Mississippi Department of Revenue

CHAPTER THREE: GOALS, OBJECTIVES AND POLICY RECOMMENDATIONS

INTRODUCTION

This is an important portion of the Comprehensive Plan in order to identify a variety of future goals for residential, commercial and industrial development; parks and recreation; transportation improvements; and schools and other community facilities. Information within this Chapter was gathered from one-on-one meetings with the city aldermen and city departments, as well as from a public meeting including a wide range of community representatives and city residents.

The City of Louisville is thinking progressively in terms of their future whether its land development, population growth, resident amenities, or public safety. City leadership and residents have direct concern for quality of life and how their actions today affect the future of their home and their children's home. Every comment, concern, or goal expressed throughout this process was based on the desire to change today's actions in order to better the City of Louisville. This Chapter further documents each of these desires in detail.

VISUAL PERCEPTION AND IMAGE

OVERALL VISUAL PERCEPTION AND IMAGE FINDINGS

The visual perception of a community will vary greatly dependent on the status of resident versus visitor and by economic class. A visitor's perception greatly influences future trips to and investments in the community. A perception begins not within the heart of the city or center of development or core of activity. It begins before one approaches any of these locations; it can begin on the highways in the county well before one reached the city.

VISUAL PERCEPTION AND IMAGE GOALS

Goal 1: Create, promote, and protect a community image unique to and supportive of the City of Louisville's assets.

Objective 1.1: Establish a sense of arrival along the interchanges of the major thoroughfares in the City

Objective 1.2: Adopt and enforce land use controls that protect and promote Louisville's character.

Objective 1.3: Work with and provide assistance to the necessary parties to maintain the major thoroughfares in a neat and clean manner.

Goal 2: Create and promote a community image unique to and supportive of Louisville's assets through adoption of proper ordinances and regulations.

Objective 2.1: Adopt a new zoning ordinance and parcel based Official Zoning Map.

Objective 2.2: Adopt an updated Subdivision Regulations.

Objective 2.3: Continue to adopt updated Construction, Building and Fire Codes, including a property maintenance code.

Objective 2.4: Adopt and strictly enforcing a Sign Ordinance.

Objective 2.5: Adopt and strictly enforcing Architectural Design Standard.

Objective 2.6: Adopt and strictly enforcing Landscape Ordinance.

LAND USE AND DEVELOPMENT

OVERALL LAND USE FINDINGS

Overall Louisville's housing stock is well maintained and could continue to be well maintained into the future. The city aggressively enforces its current codes and requires repairs or demolished dilapidated structures. This policy should continue along with a strict enforcement of a zoning and other proper land use control ordinances. However, the current ordinance does have room for improvements as the Central Business district and new developments offer opportunities to have mixed uses with first floor retail or office space and upper floor office or residences.

Louisville does lack some commercial entities to supply its citizens with necessities without requiring trips to other municipalities. The city should continue to work with the Retail Coach to fill those needs were necessary. Winston Plywood and Veneer, combined with other private investments in post-tornado Louisville, should encourage new growth in development of all types. This coupled with strong land use policies will provide Louisville a vibrant, attractive and inviting future which could spur even more development in the city.

OVERALL LAND USE GOALS

Goal 1: To provide for an orderly arrangement of land uses in the incorporated areas of the City of Louisville.

Objective 1.1: Recognize the desirability for separation of land uses into compatible types.

Objective 1.2: Separate incompatible land uses and provision of open space buffering to reduce possible conflicts where different land use classifications adjoin.

Objective 1.3: Avoid the creation of incompatible land uses as Louisville develops or redevelops, and remedy over time the existing incompatible land uses that have occurred.

Objective 1.4: Ensure the protection and betterment of the public health, safety and general welfare, including the provision for adequate light, air and circulation, separation and open space between land uses, prevent overcrowding, protection of the value of property and the protection of the integrity of the various neighborhoods within the City of Louisville.

Goal 2: Guide and direct development in a manner which is sensitive and responsible with respect to the natural environment and natural resources.

Objective 2.1: Provide an incentive for developers and land owners to preserve environmentally sensitive areas or to employ development techniques which result in the conservation of natural resources or otherwise benefit the natural environment.

Goal 3: Guide and direct development to locations that allow for the most efficient utilization of existing investment in public infrastructure and public facilities.

Objective 2.1: Minimize the public investment necessary to provide municipal services to future developments within the City of Louisville.

Objective 3.2: Maximize the public investment in existing municipal service facilities and capabilities.

Goal 4: Protect property values for future growth and assessed values for tax revenue.

Objective 4.1: Identify and determine a distribution of land uses that provides different areas for various types of development.

Objective 4.2: Identify prime commercial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses.

Objective 4.3: Identify prime industrial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses.

Goal 5: Advocate and encourage quality commercial, industrial and residential construction and development.

Objective 2a: Evaluate options and alternatives for various development ordinances and codes that standardize construction and also protect the public health, safety, and general welfare.

Objective 2b: Publicize and endorse development standards as a united administration to ensure the County's best interest is advanced.

Objective 2c: Form cooperative and collaborative relationships with developers to further promote positive growth.

RESIDENTIAL GOALS

Goal 1: Promote an environment that provides the citizens of Louisville with affordable, attractive, and sustainable housing.

Objective 1.1: Adopt and enforce a Minimum Rental Standards Ordinance.

Objective 1.2: Identify infill parcels and tracts of land suitable for development as single family rental homes.

Objective 1.3: Identify parcels of land suitable for development as apartments.

Objective 1.4: Research and consider offering incentive packages to attract quality apartments and single family housing with amenities.

Objective 1.5: Adopt and enforce proper building codes.

Objective 1.6: Adopt and enforce proper zoning ordinance.

Objective 1.7: Adopt and enforce proper subdivision regulations.

Objective 1.8: Promote a variety of housing types that will attract a wide range of household incomes.

Objective 1.9: Provide water and sewer service to all areas of the city that have potential to develop as residential area.

Goal 2: The city should promote the development of market rate rental housing to encourage professionals to live, work, and play within the corporate limits.

Objective 2.1: Identify parcels of land suitable for development as single family rental units or apartments at market rates.

Objective 2.2: Work with Louisville Utilities to provide water and sewer services to all areas of the city that have potential to develop as apartment or single family housing.

Objective 2.3: Research and consider offering incentive packages to attract quality apartments and single family housing with amenities.

Goal 3: The city should promote the construction of mixed income developments.

Objective 3.1: Research and consider offering incentive packages to attract developers that provide housing for upper, middle, and lower incomes in one development.

Objective 3.2: Identify parcels of land suitable for development as mixed income housing.

Goal 4: Improve the quality of the housing stock in the community.

Objective 4.1: Eliminate, to the extent possible, all dilapidated and abandoned housing in Louisville.

Objective 4.2: Require property owners to maintain houses to a certain standard of safety and durability.

Objective 4.3: Ensure that new housing is built to current standards for safety, durability and functionality.

Policy 4.3.1: The City should adopt and enforce the most current and up to date suite of building codes.

Policy 4.3.2: The City of Louisville should adopt and enforce property maintenance codes and unsafe building abatement codes, requiring that dilapidated homes and buildings be removed and damaged buildings be repaired.

Policy 5.3.3: The City of Louisville will maintain its publicly owned property to the same level as that required of its citizens.

Goal 5: Promote infill housing development in Louisville.

Objective 5.1: Attract new housing developments to locate upon underutilized properties within the city.

Policy 5.1.1: Encourage development on vacant lots within the city. Habitat for Humanity, for example, is an organization in the business of providing housing on a lot by lot basis. While the City is not in the development business, city leaders can aid in the facilitation of such developments.

Objective 5.2: Provide a wider field of housing opportunities within Louisville in the form of housing types and housing costs.

Policy 5.2.1: Louisville should promote the concept of mixed use development, particularly with regard to housing types and limited commercial development.

Policy 5.2.2: The City will support a diverse supply of housing available to people of all income levels.

Goal 6: Promote an environment that provides the citizens of Louisville with affordable, attractive, and sustainable housing.

Objective 6.1: Identify parcels of land suitable for development as single family housing.

Objective 6.2: Provide water and sewer service to all areas of the city that have potential to develop as apartment or single family housing.

Objective 6.3: Research and consider offering incentive packages to attract quality apartments and single family housing with amenities.

Objective 6.4: Adopt and enforce proper building codes.

Objective 6.5: Adopt and enforce proper zoning ordinance.

Objective 6.6: Adopt and enforce proper subdivision regulations.

COMMERCIAL GOALS

Goal 1: Promote an environment that provides Louisville with the best possible commercial opportunities.

Objective 1.1: Adopt and enforce architectural design standards for commercial establishments.

Objective 1.2: Setup and offer façade grant program to incentivize improvements in the central business district.

Objective 1.3: Continue to work with The Retail Coach to fill identified gaps in retail offerings.

Objective 1.4: Market and, if needed, offer incentives to retailers that will fill the retail gaps that are identified.

Objective 1.5: Explore and setup a TIF district if the opportunity arises.

Objective 1.6: Work with Louisville Utilities to establish utilities required for development along Mississippi Highway 25.

Goal 2: Promote downtown Louisville as the center of business activity.

Objective 2.1: Establish a sense of continuing activity in the downtown area.

Objective 2.2: Encourage pedestrian activity in downtown Louisville.

Objective 2.3: Promote the economic viability of downtown Louisville.

Objective 2.4: Concentrate on downtown as a unique area of Louisville, and plan accordingly for appropriate land uses, parking areas, pedestrian and bike facilities, etc., and identify ways in which Downtown can be enhanced and improved.

Objective 2.5: Identify the types of land uses, such as office, retail and residential, that would be beneficial for the downtown area.

Objective 2.6: Establish design guidelines such as façade criteria and building maintenance that would ensure the compatibility of new development or redevelopment.

Objective 2.7: Offer incentives that would encourage developers to preserve and renovate significant structures that contribute to the historic character of Louisville.

Objective 2.8: Promote the traditional role of the downtown through development and rehabilitation that respects the district's traditional character.

Objective 2.9: Provide efficient and safe means of access to the downtown area.

Objective 2.10: Create a pedestrian-friendly atmosphere in order to encourage people to walk, which will increase opportunities for resources to be visited.

INDUSTRIAL GOALS

Goal 1: Promote an environment that provides Louisville with an array (different types, sizes and pay scales) of industrial uses.

Objective 1.1: Work with Winston County and Winston County Chamber of Commerce to list available industrial buildings and land on both county and city websites.

Objective 1.2: Work with Winston County to attract industry to Stringer Industrial Park, Winston Biomass Site, Louisville Data Center Site and other industrial lands available.

Objective 1.3: Work with Louisville School District and East Central Community College to provide technical training to both high school students and adults, making integration into the local workforce easier.

Objective 1.4: Identify large vacant tracks of land with transportation access and public utility availability for industrial opportunities.

Objective 1.5: Identify and consider vacant tracks or abandoned industrial land that could be targeted for redevelopment.

Goal 2: Generate additional employment opportunities within Louisville.

Objective 2.1: Strengthen and increase the employment opportunities.

Objective 2.2: Provide incentives which serve to enhance the creation of jobs and reuse of vacant buildings.

HISTORIC PRESERVATION GOALS

Goal 1: Promote an environment that protects Louisville's Historic District and properties.

Objective 1.1: Continue and enhance historic preservation efforts in downtown.

Objective 1.2: Promote the rehabilitation and restoration of properties in the historic district.

ECONOMIC DEVELOPMENT

OVERALL ECONOMIC DEVELOPMENT FINDINGS

The "Great Recession" affected the City of Louisville as it did other municipalities in Mississippi and the United States. The city lost Georgia Pacific as a leading employer and was in the process of working out a deal for a "replacement" employer. Then, the city was hit by a tornado in April of 2014. Luckily, this did not deter Winston Plywood from opening a facility in Louisville, but it did produce a new set of priorities for the city. The tornado did, however, produce a unique opportunity for the city moving forward and the city should continue to seize that opportunity.

Moving forward the city should take a more regional economic development approach. While more and more citizens may have to commute for employment they ultimately bring their incomes home to spend. Creating an economic development engine much like the Golden Triangle Development Link would benefit both Louisville and Winston County, as well as, counties and communities beyond. However, economic development is not just about business and industrial park settings. Commercial businesses are also a big part of economic development. Continuing to work with a retail development specialist could give the city an idea of potential commercial residents.

ECONOMIC DEVELOPMENT GOALS

Goal 1: Strengthen and grow the local economy, creating broad-based economic opportunity and prosperity through job creation related to Louisville's abundant built and natural resources.

Objective 1.1: Ensure that industrial sites have the needed infrastructure (roads, water, sewer, electric, natural gas, etc.) to function in an industrial or business park capacity.

Objective 1.2: Continue to work with a retail specialist to target new retail selection for the city.

Goal 2: Identify and address the needs of tourists in Louisville.

Objective 2.1: Investigate the types of commercial opportunities that could be supported by tourists coming to Louisville.

Objective 2.2: Install attractive wayfinding signage to direct tourist to points of interest downtown and within the community.

Objective 2.3: Install attractive signage identifying the Historic District and other points of interest.

Goal 3: Promote a collaborative environment with neighboring counties to attract jobs to the region.

Objective 3.1: Work with surrounding counties to establish a regional economic development council to attract employers to all communities involved.

Goal 4: Encourage the long term growth, development, and revitalization of the city.

Objective 4.1: Establish a balance between accepting new growth and protecting the quality of development that occurs within Louisville.

Goal 5: Stimulate and promote economic development within the community.

Objective 5.1: Provide a sense of welcome for new development or redevelopment.

Objective 5.2: Make the public aware of the City's commitment to attracting economic development.

TRANSPORTATION

OVERALL TRANSPORTATION FINDINGS

The City of Louisville has great transportation routes to connect it to other locals within the states and beyond. The most important transportation projects to take place in Louisville will be on local roads. The city should strive to develop a complete streets policy to provide all forms of transportation through subdivision regulations and other development regulation. Working with Louisville Utilities to ensure that roads are kept in good working order is also a must. A maintained and efficient road network is important to developing a functioning city and the road network ultimately drives other policy decisions such as land use and public utilities and services.

TRANSPORTATION GOALS

Goal 1: Provide a safe means for vehicular and pedestrian circulation.

Objective 1.1: Provide adequate signage and striping along the streets to regulate and direct traffic as needed.

Objective 1.2: Increase the opportunity for pedestrian mobility throughout the city.

Policy 1.2.1: The existence and condition of sidewalks should be evaluated, and sidewalks should be improved or constructed where needed.

Policy 1.2.2: Louisville will consider the feasibility of installing or otherwise providing for bike lanes along public streets or the development of bike paths through the city.

Policy 1.2.3: Louisville should focus on the connection between residential neighborhoods and schools when addressing the need for sidewalks or bike lanes.

Objective 1.3: Improve the safety and attractiveness of access to private properties.

Policy 1.3.1: Louisville should consider establishing and enforcing a curb cut policy to limit the access points along commercial corridors and to improve the appearance of transportation corridors.

Objective 1.4: Ensure the reservation of right-of-way for future transportation routes.

Policy 1.4.1: As development occurs along the path of any planned transportation routes, the City should require the reservation of an appropriate right-of-way corridor as a condition for development approval.

Policy 1.4.2: Louisville should require, through appropriate development regulations, newly constructed streets to be laid out so as to facilitate future extensions or connections.

Goal 2: Give full consideration to the accommodation of the transportation needs of all users, including those traveling by automobile, bicycle, mass transit or walking.

Objective 2.1: Focus on non-motorized connectivity improvements to services, school, parks, civic uses and commercial uses.

Objective 2.2: Work to adopt and utilize a “Complete Streets” policy for the City.

Objective 2.3: Measure the success of the “Complete Streets” policy using both quantitative and qualitative measures.

Goal 3: Maintain city roads to the highest standard possible to adequately serve residents.

Objective 3.1: Work with the public works department and the city engineer to determine road and bridge improvements needed.

Objective 3.2: Establish and adopt current roadway design, subgrade, and paving standards.

Objective 3.3: Work with Louisville Utilities to ensure road repairs are made to the proper standard and in a timely manner after repairs to utility lines.

Objective 3.4: Work with Mississippi Department of Transportation (MDOT) to add a turn lane to Mississippi Highway 14 through downtown.

Objective 3.5: Add a street to connect Miller Avenue and Highway 14 to spur development in the area.

Objective 3.6: Extend Pearl Avenue south to Church Street to provide multiple access points.

Objective 3.7: Add a new street south of the Winston Plywood and Veneer site to provide a better access point for logging trucks.

Goal 4: Encourage alternative modes of transportation throughout the city.

Objective 4.1: Determine cycling interests and needs throughout the County.

Objective 4.2: Identify corridors where cycling can be safely supported and implemented.

Objective 4.3: Identify any rail access and connection concerns or needs for the future.

Objective 4.4: Promote the Winston County Airport for future business attractions and recreational uses.

Goal 5: Improve existing and establish new transportation network connections based on current and future traffic needs.

Objective 5.1: Identify corridors and intersections experiencing consistent traffic congestion.

Objective 5.2: Identify insufficient transportation networks which increase fire response times and potential connections to reduce response times.

Objective 5.3: Identify transportation corridors which are planned to experience significant traffic increases in the future and determine improvements needed.

Objective 5.4: Identify potential corridors for new transportation networks.

Goal 6: Encourage and promote quality road and bridge construction.

Objective 6.1: Form cooperative and collaborative relationships with developers to further promote quality private construction.

Objective 6.2: Ensure developers build new roads to appropriate standards before the city approves the final plat and takes over the maintenance.

COMMUNITY FACILITIES AND SERVICES

OVERALL COMMUNITY FACILITIES AND SERVICES

General speaking the city’s facilities are in good shape, all things considered. That does not mean that there is not room for improvement over the time frame of this plan. City Hall and the police department lack space, and animal

control needs a new facility. Emergency 911 is in need of a safe building as well as better communication systems to dispatch emergency services. In addition to the items highlighted in this plan, the city should continually assess and address any needs that arise over the next twenty to twenty-five years.

ANIMAL CONTROL DEPARTMENT GOALS

Goal 1: Provide and serve the citizens of Louisville with highest level of animal control protection as possible.

Objective 1.1: Hire an additional part-time animal control officer at a minimum and evaluate, at least annually, if an additional full time animal control officer is needed to enforce animal control ordinances.

Objective 1.2: Conduct an annual assessment of personnel within the animal control department and the need for additional man power.

Objective 1.3: Construct a new animal shelter to meet the ever growing need of the animal control department.

Objective 1.4: Annually assess all animal control facilities to determine if growth or expansion is needed.

Objective 1.5: Annually assess all animal control equipment to determine if improvements, repairs or replacements are needed.

CITY ADMINISTRATION GOALS

Goal 1: Continue to provide for residents of Louisville at the highest service level possible.

Objective 1.1: Annually assess all City administration facilities to determine if growth or expansion is needed.

Objective 1.2: Annually assess all City administration equipment to determine if improvements, repairs or replacements are needed.

Objective 1.3: Address City Clerk's office need for additional storage space and additional vault space.

Objective 1.4: Assess and address any parking issues that exist at City Hall.

CITY CEMETERY GOALS

Goal 1: Provide for perpetual care of the city cemetery and improve the city cemetery as necessary.

Objective 1.1: Make improvements to city cemetery based on the needs that arose after the April 2014 tornado.

Objective 1.2: Annually assess the city cemetery to determine if improvements, growth, or expansion is needed.

Objective 1.3: Annually assess all city cemetery equipment to determine if improvements, repairs, or replacements are needed.

CITY COURTS GOALS

Goal 1: Provide and serve Louisville with the highest level of city court services as possible.

Objective 1.1: Explore and plan the construction of a new Public Safety Complex that houses ample room for the Police Station, City Courts and Emergency 911 dispatchers.

Objective 1.2: Create a new dedicated court room in the Public Safety Complex that better suits the needs of the city courts.

CODE ENFORCEMENT/BUILDING INSPECTION GOALS

Goal 1: Provide and serve Louisville with the highest level of public safety through effective enforcement and replacement of the proper city ordinances, codes, and regulations.

Objective 1.1: Continually update the city's building, construction, and fire codes.

Objective 1.2: Strictly enforce the city's development ordinances, codes, and regulations.

Objective 1.3: Update the city's subdivision regulation to ensure it requires the developer to improve infrastructure to future anticipated levels.

Objective 1.4: Acquire equipment that allows the city to cost effectively and safely remove unsound and unsafe structures.

Objective 1.5: Acquire a qualified operator to run said equipment that allows the city to cost effectively and safely remove unsound and unsafe structures.

Objective 1.6: Acquire a track hoe, trailer, and dump truck to assist the city in its code enforcement efforts.

Objective 1.7: Update the city code enforcement software to improve the city's ability to track, record and address code violations and reoccurrences.

EMERGENCY 911 GOALS

Goal 1: Provide and serve Louisville with the highest level of emergency response protection as possible.

Objective 1.1: Explore and plan the construction of a new Public Safety Complex that houses ample room for the Police Station, City Courts and Emergency 911 dispatchers.

Objective 1.2: Upgrade city communications to the MisWin System allowing seamless communications between city and county emergency services.

Objective 1.3: Add two additional dispatchers to help better serve emergency services at night.

Objective 1.4: Explore and upgrade, if possible, the integration of the phone system and radio system.

Objective 1.5: Add an additional vehicle to department for business related travel.

Objective 1.6: Acquire a GPS (Global Positioning System) Unit to keep the 911 addressing system up to date.

Objective 1.7: Update computer system when appropriate.

FIRE DEPARTMENT GOALS

Goal 1: Provide and serve Louisville with the highest level of public fire protection as possible.

Objective 1.1: Conduct an annual assessment of personnel within the Fire Department and the need for additional man power.

Objective 1.2: Conduct periodic, at least annually, assessments of vehicles and equipment within the fire departments and the need for upgrades or replacements.

Objective 1.3: Support and encourage citizen involvement and service through the volunteer fire department.

Objective 1.4: Promote and encourage training and certification for professional and volunteer fire fighters.

Goal 2: Identify and plan for upgrades or replacements of vehicles and equipment within the fire department.

Objective 2.1: Conduct periodic, at least annually, assessments of vehicles and equipment within the Fire Department and the need for upgrades or replacements.

Objective 2.2: Plan for the replacement of the Ford Commercial Pumper in 2016.

Objective 2.3: Plan for adding an additional firefighter to each of the four shifts.

Objective 2.4: Plan to add an additional fire station along the Highway 25 corridor.

Objective 2.5: Add an additional bay to current fire station equipped with a rescue truck.

Objective 2.6: Upgrade city communications to the MisWin System allowing seamless communications between city and county emergency services.

Goal 3: Work with the Mississippi State Rating Bureau to lower the city's fire rating.

Objective 3.1: Work with the Mississippi State Ratings Bureau to identify improvements needed to improve rating.

Objective 3.2: Work with Louisville Utilities to provide adequate water pressure and supply to all areas of the city.

LOUISVILLE UTILITIES

Goal 1: Provide and serve Louisville with the highest level of electrical service possible.

Objective 1.1: Annually assess all electrical facilities to determine if growth or expansion is needed.

Objective 1.2: Annually assess all electrical equipment to determine if improvements, repairs, or replacements are needed.

Objective 1.3: Determine the need for any additional substations to better serve the residential, commercial, and industrial customers.

Objective 1.4: The city, Louisville Utilities, the Tennessee Valley Authority, and other stakeholder should work collaboratively to ensure that most efficient and cost effective electricity is being provided to all citizens of Louisville.

Goal 2: Provide and serve Louisville with the highest level of potable water possible.

Objective 1.1: Annually assess all water facilities to determine if growth or expansion is needed.

Objective 1.2: Annually assess all water equipment to determine if improvements, repairs or replacements are needed.

Objective 1.3: Work collaboratively with Louisville utilities and other stakeholders to ensure proper pressure and volume for firefighting is provided to all fire hydrants.

Objective 1.4: Work collaboratively with Louisville utilities and other stakeholders to ensure water is provided to areas expected to or being offered for residential, commercial or industrial development.

Objective 1.5: Work collaboratively with Louisville utilities and other stakeholders to ensure that most efficient and cost effective water service is being provided to all citizens of Louisville.

Goal 3: Provide and serve Louisville with the highest level of wastewater service possible.

Objective 1.1: Annually assess all sewer facilities to determine if growth or expansion is needed.

Objective 1.2: Annually assess all sewer equipment to determine if improvements, repairs or replacements are needed.

Objective 1.3: Perform necessary upgrades to the East Lagoon Pump Station.

Objective 1.4: Install gravity feed sewer to the west side of Mississippi Highway 15/25 bypass.

Objective 1.5: Install gravity feed sewer to the east side of Mississippi Highway 15/25 bypass.

Objective 1.6: Perform necessary capacity upgrades to pump station at the intersection of Mississippi Highway 14 and the Mississippi Highway 15/25 bypass.

Objective 1.7: Install gravity feed sewer lines near hospital site to allow for removal of two existing pump stations.

Objective 1.8: Work collaboratively with Louisville utilities and other stakeholders to ensure sewer is provided to areas expected to or being offered for residential, commercial or industrial development.

Objective 1.9: Work collaboratively with Louisville utilities and other stakeholders to ensure that most efficient and cost effective sewer service is being provided to all citizens of Louisville.

PARKS, OPEN SPACE AND RECREATION GOALS

Goal 1: Encourage citywide recreational activities through expansion of services.

Objective 1.1: Explore the interest and benefits of adding a passive park in Downtown Louisville near City Hall.

Objective 1.2: Explore adding dedicated soccer fields to parks, giving the city the ability to move soccer games off baseball diamonds.

Objective 1.3: Construct one soccer field with astro turf and lights.

Objective 1.4: Construct rubberized walking track around soccer field.

Objective 1.5: Add additional multi-purpose fields.

Objective 1.6: Explore where more basketball courts could be used with in the city.

Objective 1.7: Construct additional parking at Ivy Park for expanding park offerings.

Objective 1.8: Explore the interest and possibility in offering more non-sports related recreational opportunities.

Objective 1.9: Explore the interest and possibility in constructing a senior citizen center and/or community center.

Objective 1.10: Construct a new playground and splash pad at Ivy Park.

Objective 1.11: Explore the feasibility of adding a park in the vicinity of Baremore Street and Day Street

Goal 2: Continually monitor and assess the need for improvement and expansion of city parks and recreation offerings.

Objective 2.1: Annually assess all parks and recreation facilities to determine if growth or expansion is needed.

Objective 2.2: Annually assess all parks and recreation equipment to determine if improvements, repairs or replacements are needed.

Objective 2.3: Make necessary improvements to current recreation facilities and fields to ensure that facilities are usable for years to come.

Goal 3: Take advantage of and support recreational opportunities within the Legion Lake State Park.

Objective 3.1: Maintain a positive and collaborative relationship with Legion Lake State Park.

Goal 4: Take advantage of and support recreational opportunities within the Tombigbee National Forest.

Objective 4.1: Maintain a positive and collaborative relationship with Tombigbee National Forest.

POLICE DEPARTMENT GOALS

Goal 1: Provide and serve Louisville with the highest level of public police protection as possible

Objective 1.1: Conduct an annual assessment of personnel within the Police Department and the need for additional man power. Increase officer manpower based on a proportional increase of the City's population.

Objective 1.2: Explore and plan the construction of a new Public Safety Complex that houses ample room for the Police Station, City Courts and Emergency 911 dispatchers.

Objective 1.3: Add one new patrolman to each of the three shifts within the next three years. This totals three new patrolmen in the next three years.

Objective 1.4: Add one additional patrolman to each the three shifts within the next five years. This totals six new patrolmen in the next five years.

Goal 2: Identify and plan for upgrades or replacements of vehicles and equipment within the police department.

Objective 2.1: Conduct periodic, at least annually, assessments of vehicles and equipment within the police departments and the need for upgrades or replacements.

Objective 2.2: Upgrade the police department's body cams and car cams into an integrated system.

Objective 2.3: Upgrade the department to an e-ticket system that relays tickets automatically to city courts and the State Department of Safety.

Objective 2.4: Upgrade city communications to the MisWin System allowing seamless communications between city and county emergency services.

Objective 2.5: Add three additional police patrol cars immediately.

Objective 2.6: Replace three police patrol cars every year thereafter the original purchase of three cars.

PUBLIC EDUCATION GOALS

Goal 1: Support the Louisville school system in all ways that best serves the citizens of Louisville.

Objective 1.1: Work with school board to ensure all future facilities are located in Louisville or within proximity of the city limits.

Objective 1.2: Work with both the school system and local employers to prepare students that intend on pursuing a trade career with relevant training and education.

Objective 1.3: Work with the school system to offer more trade oriented courses.

Objective 1.4: Work with local community college and local employers to prepare students that intend on pursuing a trade career with relevant training and education.

Objective 1.5: Work with local, state, and federal stakeholders to ensure that the school district is properly funded and using those funds in the most efficient possible manner.

PUBLIC WORKS AND CITY ENGINEER GOALS

Goal 1: Provide the residents of Louisville with the highest level of streets, debris removal, and drainage services possible.

Objective 1.1: Work with Louisville Utilities to ensure road repairs are made to the proper standard and in a timely manner after repairs to utility lines.

Objective 1.2: Conduct an annual assessment of personnel within the Public Works Department and the need for additional man power.

Objective 1.3: Conduct periodic, at least annually, assessments of vehicles and equipment with the public works department and the need for upgrades or replacement.

Objective 1.4: Identify and address any drainage issues within the community, such as those located on Hunt Street, South Street, Isabella Street, and near Sikes Street.

SOLID WASTE/SANITATION GOALS

Goal 1: Continue to provide the citizens of Louisville with the best and most dependable solid waste disposal method possible.

Objective 1.1: Periodically assess the adequacy of the current waste disposal method and make improvements if necessary.

PLAN IMPLEMENTATION

OVERALL PLAN IMPLEMENTATION FINDINGS

Louisville will make great strides just by adopting this Comprehensive Plan. Now the city should find a way to track its process in implementing the Plan moving forward. The city should also from time to time assess the need to update said Comprehensive Plan as portions become outdated due to time, development or other changes taking place in the community.

PLAN IMPLEMENTATION GOALS

Goal 1: Create a forum in which the City receives comment and feedback regarding the implementations of this plan.

Objective 1.1: Following the adoption of this plan, the City will establish a means by which the effectiveness and implementation of this plan is measured. This task may be accomplished by the planning commission or some other established committee.

Objective 1.1: The City of Louisville will utilize this plan as a guide when making land use and development decisions.

Goal 2: Facilitate future revisions and updates to this comprehensive plan as needed and increase the comprehensiveness of this plan, as activity in Louisville increases.

Objective 2.1: Louisville should implement a permitting system to enable the tracking and quantifying of development activity. This system should not only be for the purpose of determining compliance with regulations, but also to gather statistical information regarding development activity.

Goal 3: Create a five year Capital Improvements Program that identifies capital projects and equipment purchase, provides a planning schedule and identifies options for financing.

Objective 3.1: Once implemented Louisville should update the Capital Improvements Program yearly moving projects based on available finances.

CHAPTER FOUR: EXISTING CONDITIONS AND CONSTRAINTS

EXISTING LAND USE CATEGORIES AND INVENTORY

Taking inventory of all existing land uses and potential land constraints is an important step in the planning process and directly relates to the future development of the City of Louisville. Further analysis of this inventory will identify growth patterns and opportunities and constraints which will form the basis for a future land use plan for the city. This chapter addresses the City of Louisville as well as a planning area outside the city.

An inventory of land uses was gathered via aerial photography, street view pictures and parcel data. The land use data was then entered into a Geographical Information System (GIS) database and assigned to the appropriate parcel, if in the city, or on a structure point, if in the planning area. Collecting data in Louisville by parcel allows for analysis of land use patterns by acreage and comparable percentages. Collecting data in the planning area by a structure point does not allow for the analysis of land use patterns by acreage and comparable percentages. Instead of calculating the land use pattern by acreage, this method calculates it by the number of individual structures dedicated to specific land uses, which are represented on the map by dots, in the area.

In addition to existing land uses, development constraints are also associated to future development. A number of constraints are documented and discussed within this chapter in order to provide a true picture of the development potential of the vacant land.

RESIDENTIAL LAND USE

The City of Louisville and the planning area is composed of three main types of residential uses: single family, multi-family and manufactured/mobile homes. Single family homes are the most prevalent residential land use in Louisville and the planning area. 19.7% of Louisville's land is single family residential and 2.9% of the land in the planning area is single family residential. Multi-family dwellings are the second most popular land use in Louisville, making up 0.5% or 47.9 acres of land in the city. However, only 2.3 acres of multi-family dwelling units exist in the planning area. Manufactured/mobile homes make up 1.2 acres of land inside the corporate limits of Louisville. In the Planning Area manufactured/mobile homes are on 81.0 acres of land, making them more prevalent than in the City.

This land use survey also identified types of residential units in addition to the distribution of the land. 97.5% of all residential units in Louisville are single family homes. Multi-family housing units make up 2.4%, and manufactured/mobile homes make up 0.06% of the residential units in Louisville. These calculations may vary from the 2010 Census information presented in Chapter 1 due to survey methods.

COMMERCIAL LAND USE

Commercial establishments are considered to be those that operate privately, for profit, and provide merchandise or services. Examples include banks, restaurants, medical offices, law offices and insurance offices. 3.7% of Louisville is composed of commercial land uses. Most of the commercial land uses in Louisville are concentrated along the city's major thoroughfares, Church Avenue, Mississippi Highways 14, 15 and 25. Some commercial uses are scattered throughout the residential portions of the city and serve the communities that surround them. Commercial uses in the planning area are typically located on the major thoroughfares with the occasional commercial structure on a local road.

INDUSTRIAL LAND USE

Industrial land uses in Louisville are typically along the Church Avenue corridor and located near the North Railroad. The industrial uses include manufacturing and salvage/scrap yards. Louisville is home to two industrial parks and one lies just east of the city. Stringer Industrial Park is located just to the east of the city on Mississippi Highway 14 and currently has several residents. Both the Louisville Data Center Site and Winston Biomass Site are within the corporate limits and currently vacant. The Louisville Data Center Site is located near the junction of Mississippi Highway 15 and 25. The Winston Biomass Site is located near Mississippi Highway 14 and the North Railroad. Louisville has the potential to experience an industrial expansion with the \$50 million investment being made by Winston Plywood and Veneer. Industrial uses only account for 2.7% of uses in the City and 0.1% of the uses in the Planning Area.

PUBLIC/SEMI-PUBLIC LAND USE

Public and semi-public land uses make up 5.8% of the land in the City of Louisville and 1.2% of the land in the Planning Area. Public and semi-public land uses include government facilities, parks and recreation, churches, cemeteries, private clubs, schools, and utilities. The City of Louisville and Winston County government facilities make up 0.3% of the city's lands uses. Approximately 41 acres of Louisville's land is dedicated to churches, cemetery or institutional uses. Approximately 208.4 acres are dedicated to parks and recreational uses in the city and another 227.1 acres in the county. Legion State Park accounts for 120 acres of the recreational land the Louisville and the Planning Area.

VACANT LAND USE

Vacant land indicates any property that is undeveloped or being used for agricultural purposes. Most of the vacant land in Louisville is on the city's fringe within the planning area. However, some opportunity does exist for infill development in the neighborhoods of the City. 59.6% of Louisville's land falls into the vacant category and 90.5% percent of the Planning Area is vacant. Given that the land use survey was conducted after the April 2014 tornado, it is likely that in the coming years that a great deal of currently vacant land will be put to use in some manner.

TABLE 4. 1: LAND USE ANALYSIS

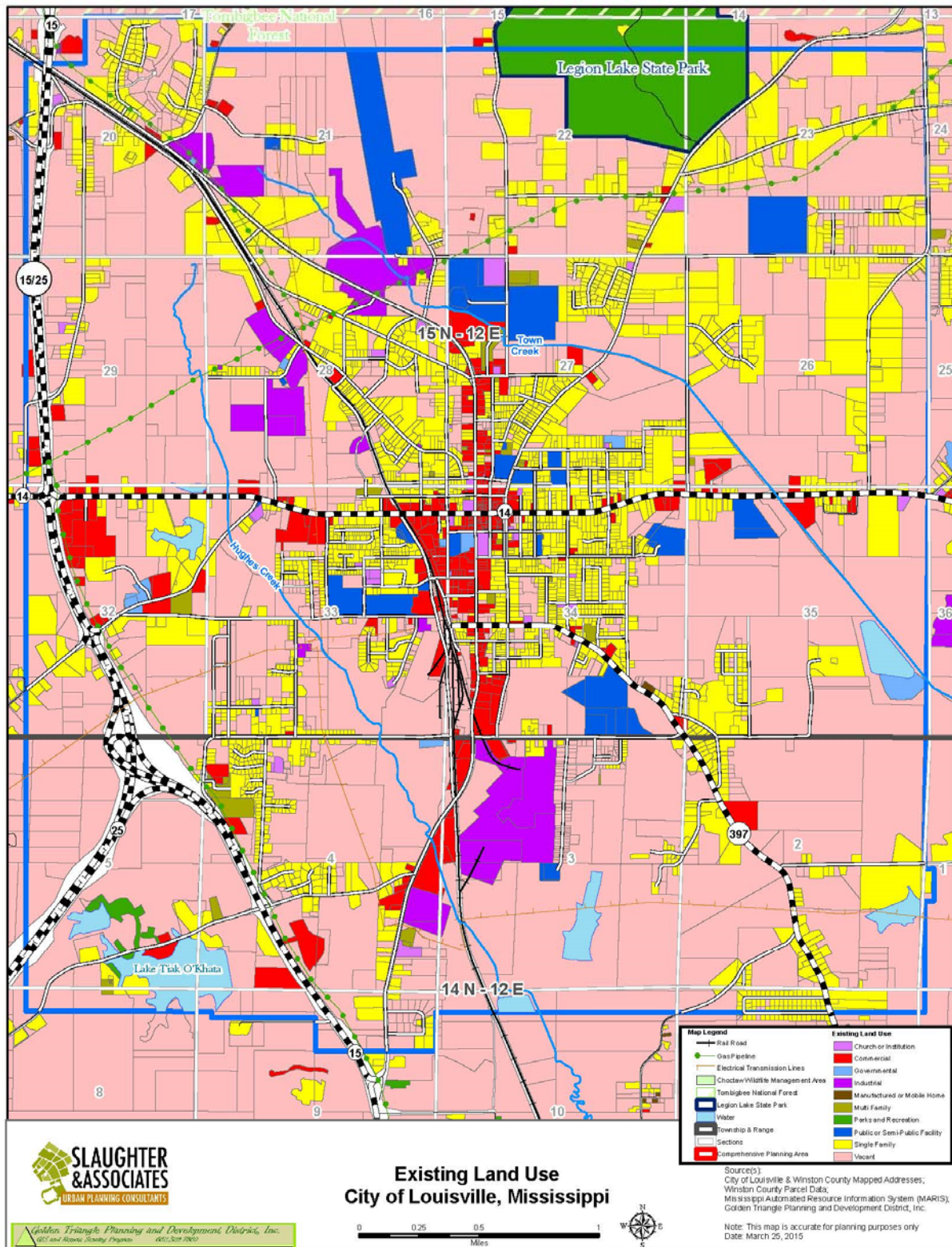
| Land Use Category | City of Louisville | | Planning Area | | Total | |
|----------------------------------|--------------------|------------------|-----------------|------------------|-----------------|------------------|
| | Acres | Percent of Total | Acres | Percent of Total | Acres | Percent of Total |
| Residential | 1,973.8 | 20.2% | 821.8 | 3.2% | 2,795.6 | 7.9% |
| Single Family | 1,924.7 | 19.7% | 738.6 | 2.9% | 2,663.3 | 7.6% |
| Manufactured Home | 1.2 | 0.0% | 81.0 | 0.3% | 82.1 | 0.2% |
| Multi-family | 47.9 | 0.5% | 2.3 | 0.0% | 50.2 | 0.1% |
| Commercial | 365.4 | 3.7% | 128.6 | 0.5% | 494.0 | 1.4% |
| Industrial | 267.3 | 2.7% | 23.5 | 0.1% | 290.8 | 0.8% |
| Public/Semi-public | 570.3 | 5.8% | 306.5 | 1.2% | 876.8 | 2.5% |
| Church/Cemetery/Institutional | 41.0 | 0.4% | 19.5 | 0.1% | 60.5 | 0.2% |
| Governmental | 27.2 | 0.3% | 49.8 | 0.2% | 76.9 | 0.2% |
| Public/Semi-public | 293.7 | 3.0% | 10.1 | 0.0% | 303.8 | 0.9% |
| Recreational | 208.4 | 2.1% | 227.1 | 0.9% | 435.6 | 1.2% |
| Vacant | 5,820.0 | 59.6% | 23,048.4 | 90.5% | 28,868.4 | 81.9% |
| Total City parcel Acreage | 8,996.8 | 92.1% | 24,328.7 | 95.5% | 33,325.5 | 94.6% |
| Total City ROW Acreage | 771.2 | 7.9% | 1,142.7 | 4.5% | 1,913.8 | 5.4% |
| Total City Acreage | 9,768.0 | | 25,471.4 | | 35,239.4 | |

Source: Slaughter & Associates Field Survey and Calculations

Louisville Comprehensive Plan 2015 - 2035



Map 4.2: Existing Land Use Zoom



DEVELOPMENT CONSTRAINTS AND RESTRICTIONS

There are numerous constraints that may be of concern when discussing the development potential of vacant land. Not all constraints have the ability to be documented on a map or discussed within this plan. Some constraints may be purely based on the effects of human preferences or decision making. For the purpose of this analysis, constraints to development are divided into locational constraints and environmental constraints. It is important to note that not all constraints are negative; they may be restrictive but have a positive or beneficial outcome. The constraints discussed on the following pages affect growth within and outside of the City of Louisville; they also set parameters for identifying a comprehensive planning area.

LOCATION CONSTRAINTS

Location constraints consist of incorporated or unincorporated areas that may have certain rules or regulations impacting future development such as Indian Reservations or Historic Districts.

HISTORIC DISTRICT

The Downtown Louisville Historic District was established in June of 2011. The Downtown Louisville Historic District is also on the National Register of Historic Places that is maintained by the Department of the Interior. Federal designation has little to do with how the district is administered, but it can yield some financial incentives. Historic Districts are administered locally by the Historic Preservation Commission.

Historic Districts present a constraint to the development of property within them due to higher scrutiny placed on the included parcels. A Certificate of Appropriateness (COA) needs to be obtained, along with the required building permits, to construct, demolish or alter any property within the historic district. The Historic Preservation Commission hears all applications for COAs and makes a decision based on each request and then the appropriate building permits can be obtained, if necessary. The purpose of the COA is to ensure future construction and alterations maintain the architectural feel and integrity of the district.

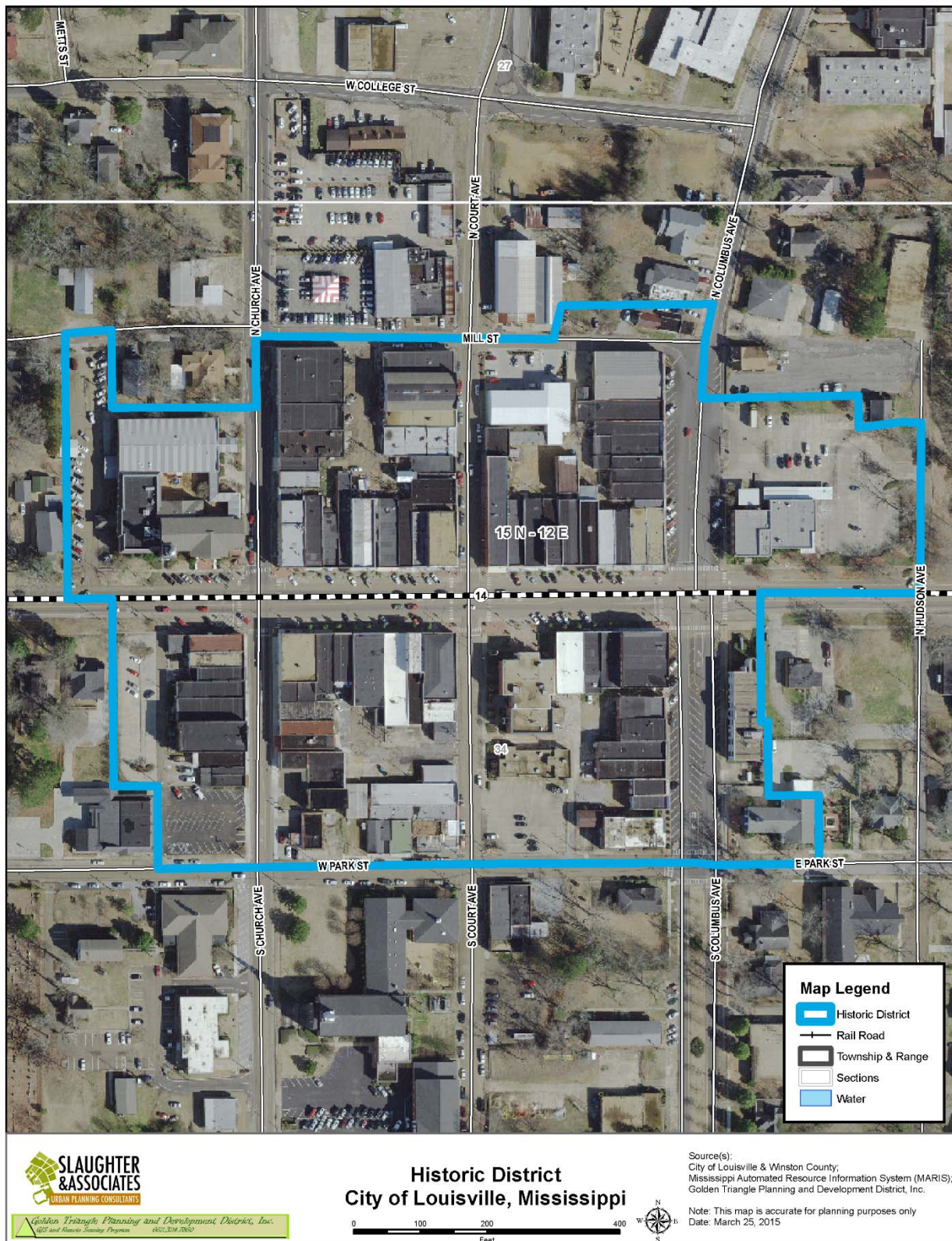
At the heart of the Downtown Louisville Historic District is the Confederate Monument at the intersection of Columbus Avenue and Main Street. The historic district is composed of commercial, semi-public and governmental buildings. Most of the structures in the historic district were built between 1900 and 1950 with the structure or two being built thereafter. Map 4.3 delineates the boundary of the Downtown Louisville Historic District making it possible to identify the parcels included in the district's boundary. The district is composed mostly of one and two story brick traditional commercial structures that were built to entice the walking public into the commercial establishment. The buildings within the district are in generally good condition and have seen minimal changes through the years. The architectural changes that have occurred are generally storefront changes. Even with some minor changes to the storefronts, the historic nature and character of the district has remained the same since its inception.

TOMBIGBEE NATIONAL FOREST

National forests are different entities than national parks even though they provide many of the same amenities within their boundaries. National parks are concerned with preservation and protection of natural and historic resources. National forests, on the other hand, are concerned with the preservation of natural resources but do allow for the consumption of natural and mineral resources within its boundaries. The biggest difference in national forest and national parks occurs with the development of land within their boundaries. National forest land is not wholly owned by the federal government like national park land. Private property owners control much of the land in national forests, as is the case in Winston County. Thus, development of land for commercial or residential uses in a national forest is possible.

The Tombigbee National Forest covers some 76,892 acres (120 square miles) in central Mississippi, of that 40,379 acres (63 square miles) are owned by the federal government. Not all of this land falls within the Louisville Comprehensive Planning Area, the area actually spans three counties, Choctaw, Oktibbeha and Winston Counties all contain a portion of the national forest. The Louisville Planning Area does, however, contain 7,523 acres (11.7 square miles) of national forest, and 702 acres (1.1 square miles) are federally owned. While development of land in the national forest is not prohibited, it should be restrained in some manner. The idea of conserving natural

Map 4.3: Louisville Historic District



resources lend the land to a less intensive use than that of a traditional urban area. Development in the national forest should be limited to low density residential with allowances for natural resources extraction.

ENVIRONMENTAL CONSTRAINTS

Environmental constraints represent specific land qualities that affect future building such as flood zones, steep slopes, wetlands, and soil suitability for sewage disposal. These constraints will be discussed in detail on the following pages along with maps displaying each constraint.

SEPTIC TANK SUITABILITY

Louisville and the Planning Area as a whole primarily consists of soil types where the use of septic tank absorption fields is unfavorable or should be limited (Map 4.4). The soil survey produced NRCS (Natural Resources Conservation Service) rates each soil type based on certain characteristics that are needed for adequate performance of alternative sewage disposal systems. Some limitations may be overcome but 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 the best way to overcome any future constraints is to require a connection to municipal sewer service.

WETLANDS

The United States Fish and Wildlife Service has developed a National Wetlands Inventory mapping system. The City of Louisville and the planning area are not significantly impacted by wetlands. The Freshwater Forested/Shrub Wetlands that do exist are mostly scattered throughout the city and planning area. Generally wetlands are not a constraint to development as they fall within the floodway or 100 year floodplain areas. Areas along the Little Noxubee River and Murphy Creek do contain more concentrated pockets of wetlands but much of these wetlands fall within the 100 year floodplain. See Map 4.5.

SEVERE SLOPES

Defining severe slopes can vary depending on the community and location. For Louisville and the Planning Area, severe slopes have been defined as slopes above 15%. This is based on the soil category break down by NRCS. The map does not represent the exact slopes of land but representative soils with qualities that produce specific slope ranges. See Map 4.6. Much of the soil in City of Louisville holds slope characteristics that fall between 5% and 15%, as does much of the planning area. These slopes will not completely constrain development but may cause some challenges with the grading of lots. Slopes of greater than 15% are most readily present north of the city in the Tombigbee National Forest. Slopes this steep could hinder the development of property greatly but is of less concern in an area that has the additional constraint of the National Forest present.

100 YEAR FLOODPLAIN

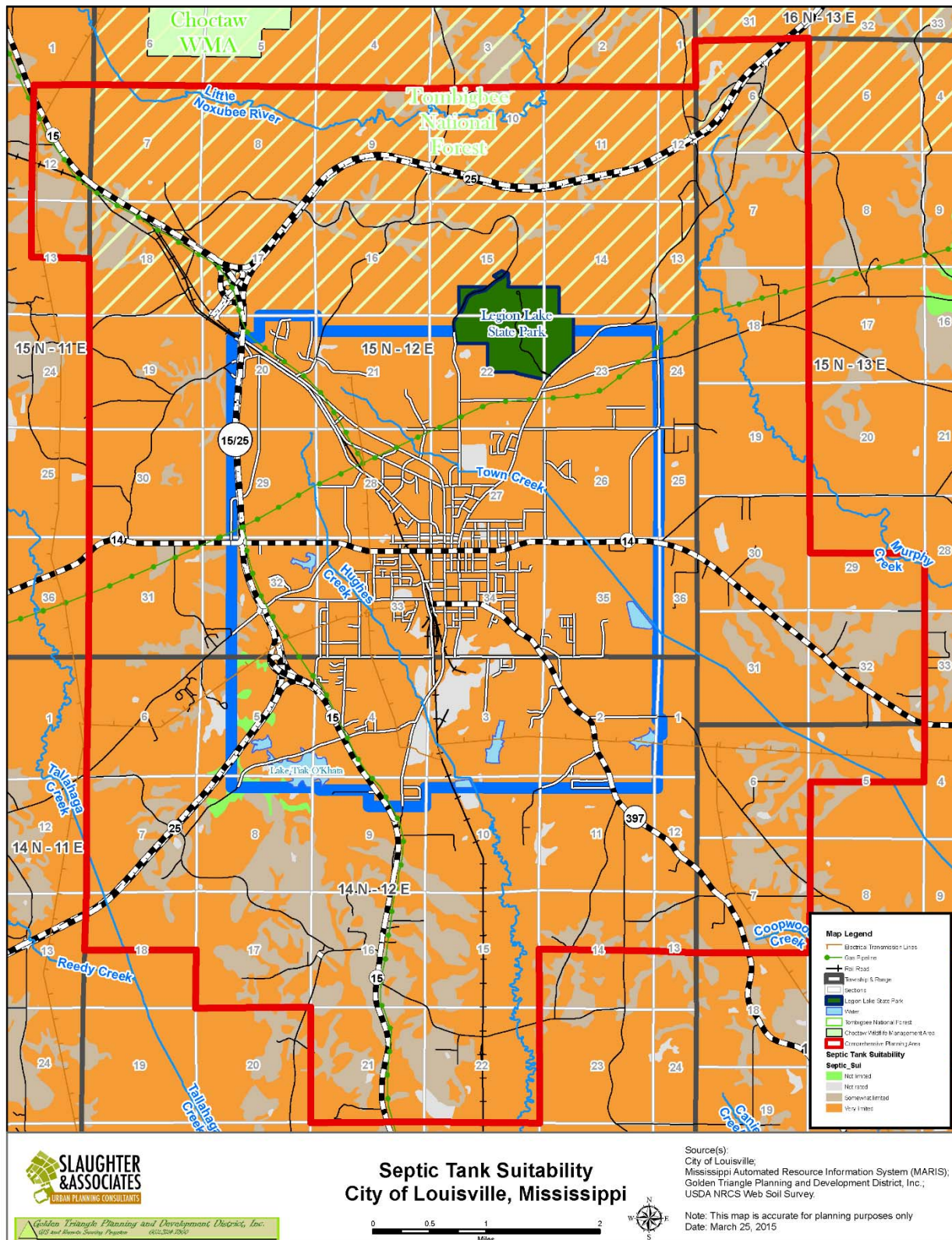
The Federal Emergency Management Agency (FEMA) recently released digital flood zones (DFIRM) for the State of Mississippi. Map 4.7 portrays the most current mapping of flood potential areas in the City of Louisville and the planning area. The City of Louisville and the planning area is heavily affected by the floodway zone which consists of the stream channel and adjacent areas that actively carry flood downstream. Town and Hughes Creeks and several unnamed water courses in the southern portion of the city have significant floodways. Due to the nature of the floodway carrying water downstream during a non-100 year flood event FEMA does not allow for development in these areas and flood insurance will not be issued. Floodways will remain undeveloped essentially indefinitely.

The 100 year floodplain is the most common flood zone used for analysis purposes as opposed to the 500 year floodplain. The floodplain is defined as any land area susceptible to being inundated by flood waters. The 100 year floodplain area has a 1% chance of flooding in any given year; the 500 year floodplain area has a 0.2% chance of occurring in any given year.

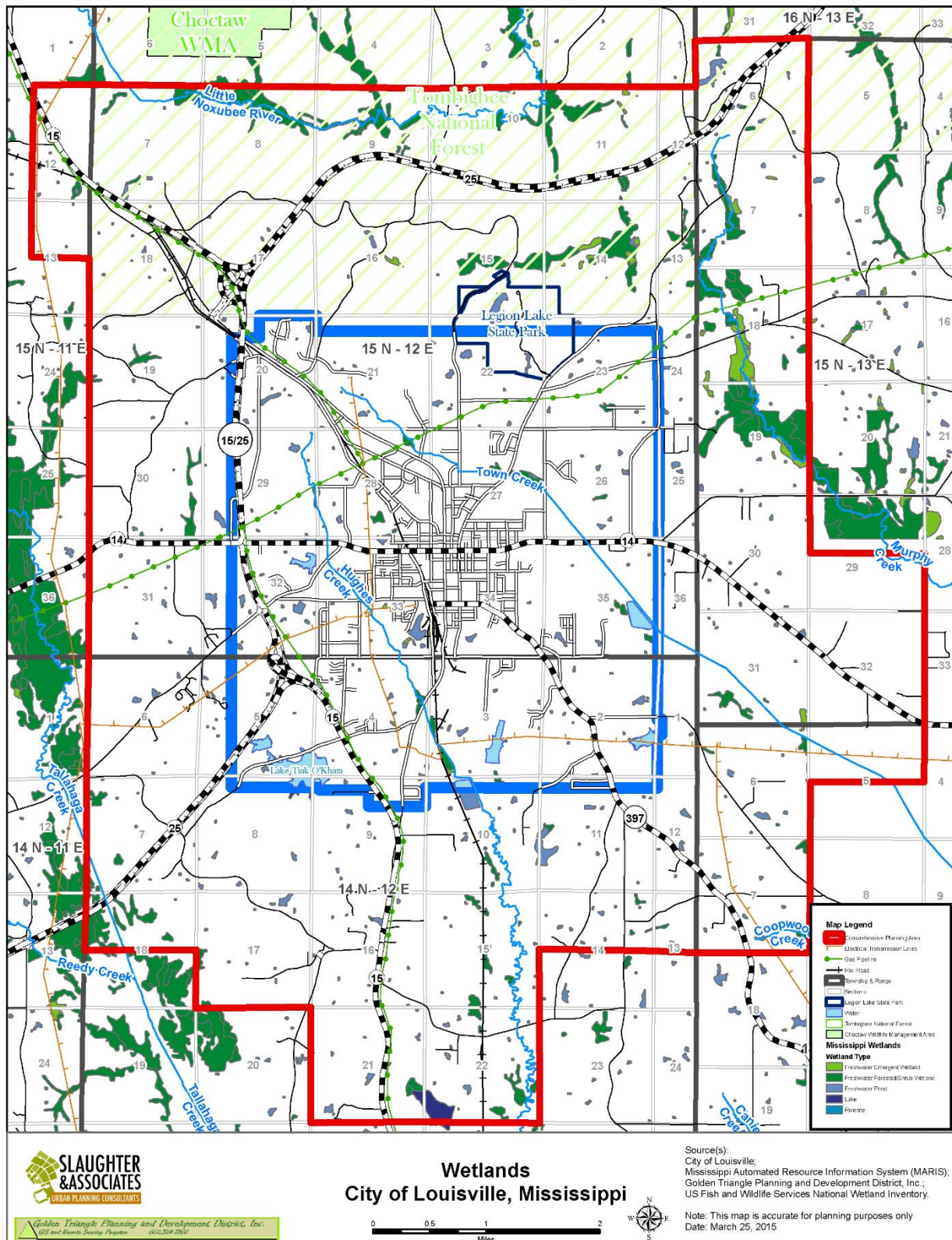
The 100 year floodplain is most prevalent in Louisville along the Town and Hughes Creeks and several unnamed water courses in the southern portion of the city and continues along those water courses in the planning area. The Little Noxubee River, Murphy Creek and unnamed water courses west and north of the city account for the 100 year floodplain in the planning area. While development in the 100 year floodplain is not prohibited it does require special

consideration. Insurance should be purchased on structures in the floodplain, and it should be required to be renewed. FEMA's National Flood Insurance Program (NFIP) has specifications that must be met for development in a floodplain. It is in city's best interest to require enforce its own floodplain management ordinances that requires structures base elevation be at least one (1) foot about the base flood elevation.

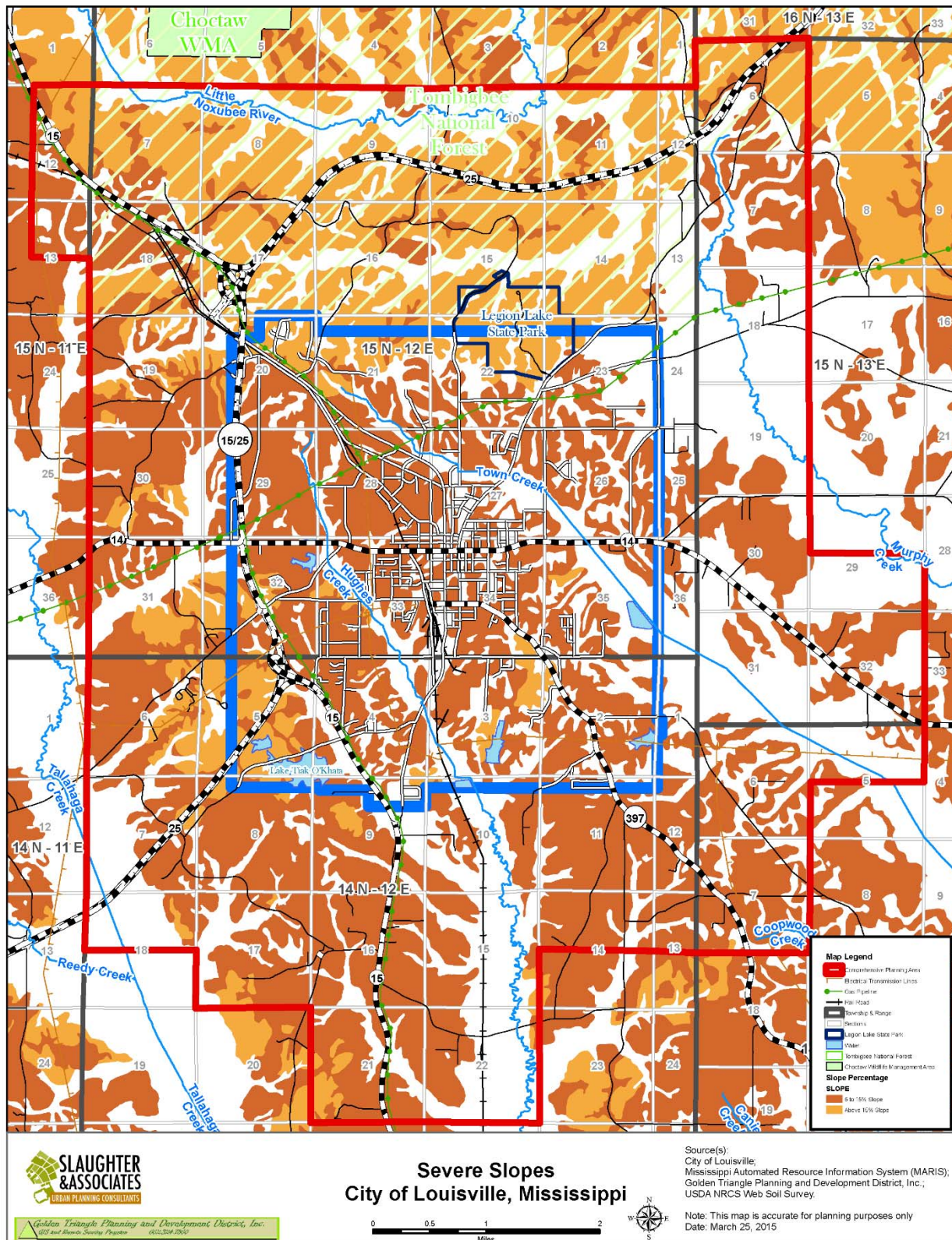
Map 4.4: Septic Tank Suitability



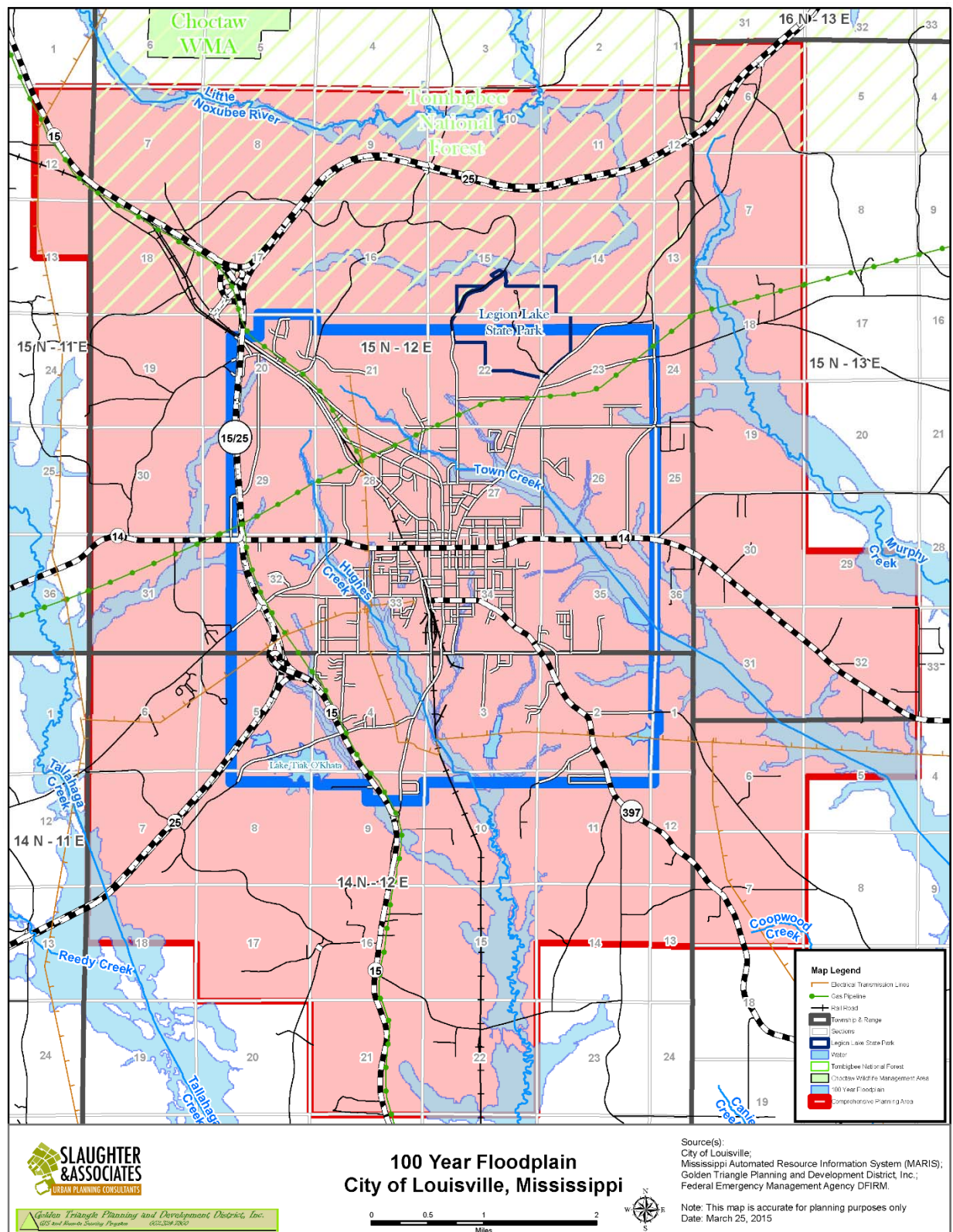
Map 4.5: Wetlands



Map 4.6: Severe Slope



Map 4.7: 100-Year Floodplain



CHAPTER FIVE: FUTURE LAND USE PLAN

INTRODUCTION AND METHODOLOGY

In order to comply with Mississippi enabling legislation, the future land use plan must designate in map or policy form the proposed general distribution and extent of the proposed land uses. The future land use plan serves two purposes. First, it provides for the general physical location of expected future development. The second purpose is to create order among the existing land uses.

In preparing a Future Land Use Plan, a necessary and responsible step is that of considering environmentally sensitive areas. Some may see these areas as worthy of some degree of preservation, while other may see them as a constraint to development. Through the use of good design techniques, some of these environmentally constrained areas may be developed while preserving the sensitive areas at the same time. The existing land use chapter talks in detail about specific constraints which assisted in the preparation of 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 certain 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.

There are some general guiding statements that should be presented regarding some types of future land use no matter where it is located in Louisville.

- ❖ Intense development of any type needs central sewer, central water and an adequate transportation system;
- ❖ All parcels should have at least 50' of frontage on a public road.

Even though Louisville is a rural city with a large amount of agriculture and open space within its city limits and surrounding, there is a number of potentially undesirable or “obnoxious neighbor” land uses that 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, and other uses inconvenience adjacent neighbors or cause potentially hazardous conditions, such as junkyards, gravel pits, or concrete plants. When activities on one property “spillover” and cause a burden and danger to adjacent property owners, then the government is authorized and required to regulate it. This is not “taking away” property rights, it is requiring accountability for land use activities. For example, defining a Junkyard as a place with 10 or more cars that are inoperable and requiring such places to build a fence and keep the property mowed if there are residences within 500 feet of the junkyard property, or junk cars, is protecting the safety and welfare of the citizens. Louisville must identify and regulate potentially hazardous land uses.

POTENTIAL LAND USE NEEDS

The population is used to create a base projection for the amount of land area that will be needed in each land use category to accommodate the expected growth within the next twenty to twenty-five years. Since population projections are the major controller in calculating land use needs, land use was calculated for each of the three population projections discussed in Chapter Two. This provides us with a range acreage needed in each of the land use categories. The IHL Proportional method show a decrease in population; therefore, it calls for a decrease in land use needs. For this reason, that method has been ignored in the projected land use information to follow. It is likely that Louisville will increase in population due to the proactive approach taken by the current administration following the April 2014 tornado event. Table 5.1 shows future land use projections based on population projections.

Based upon population projections it is likely that there would be

- ❖ Between 124.4 and 413.7 acres more of residentially developed land than is currently being utilized within the city.
 - Between 121.3 and 403.5 acres for single family residential.
 - Between 0.1 and 0.2 acres for manufactured or mobile home.

- Between 3.0 and 10.0 acres for multi-family residential.
- ❖ Between 23.0 and 76.6 acres more of commercially developed land than is currently being utilized within the city.
- ❖ Between 16.8 and 56.0 acres more of industrially developed land than is currently being utilized within the city.
- ❖ Between 36.0 and 119.6 acres more of public or semi-public developed land than is currently being utilized within the city.
 - Between 2.6 and 8.6 acres more of church/cemetery/institutional developed land than is currently being utilized within the city.
 - Between 1.7 and 5.7 acres more of governmental developed land than is currently being utilized within the city.
 - Between 18.5 and 61.6 acres more of public/semi-public developed land than is currently being utilized within the city.
 - Between 13.1 and 43.7 acres more of recreational developed land than is currently being utilized within the city.

These approximations are guides that planners utilized to determine if the proposed land uses could accommodate projected growth. These approximations should not be utilized as standards to restrict land uses. The approximations of future land use needs are subject to uncertainty. The assumptions that form the basis of these projections are historical trends, which may or may not be replicated within the future. From time to time these land use approximations should be reviewed and revised to reflect the changing circumstances within the community.

TABLE 5. 1: LAND USE PROJECTIONS

| Source or Projection Method Year Population or Projected Population | U.S. Census Bureau 2010 6,631 | | | IHL Proportional 2025 6,374 | | Average Growth 2035 7,049 | | Least Squared 2035 8,021 | |
|---|-------------------------------------|---------------------|---------------------|-----------------------------------|-----------------------------|---------------------------------|-----------------------------|--------------------------------|-----------------------------|
| Land Use Category - City of Louisville | Acres | Percent of Total | Acres per person | Projected Acres | New Acres in Land Use | Projected Acres | New Acres in Land Use | Projected Acres | New Acres in Land Use |
| Residential | 1,973.8 | 20.2% | 0.30 | 1,897.3 | -76.5 | 2,098.2 | 124.4 | 2,387.5 | 413.7 |
| Single Family | 1,924.7 | 19.7% | 0.29 | 1,850.1 | -74.6 | 2,046.1 | 121.3 | 2,328.2 | 403.5 |
| Manufactured Home | 1.2 | 0.0% | 0.00 | 1.1 | 0.0 | 1.2 | 0.1 | 1.4 | 0.2 |
| Multi-family | 47.9 | 0.5% | 0.01 | 46.0 | -1.9 | 50.9 | 3.0 | 57.9 | 10.0 |
| Commercial | 365.4 | 3.7% | 0.06 | 351.2 | -14.2 | 388.4 | 23.0 | 442.0 | 76.6 |
| Industrial | 267.3 | 2.7% | 0.04 | 256.9 | -10.4 | 284.2 | 16.8 | 323.3 | 56.0 |
| Public/Semi-public | 570.3 | 5.8% | 0.09 | 548.2 | -22.1 | 606.3 | 36.0 | 689.9 | 119.6 |
| Church/Cemetery/Institutional | 41.0 | 0.4% | 0.01 | 39.4 | -1.6 | 43.6 | 2.6 | 49.6 | 8.6 |
| Governmental | 27.2 | 0.3% | 0.00 | 26.1 | -1.1 | 28.9 | 1.7 | 32.8 | 5.7 |
| Public/Semi-public | 293.7 | 3.0% | 0.04 | 282.4 | -11.4 | 312.3 | 18.5 | 355.3 | 61.6 |
| Recreational | 208.4 | 2.1% | 0.03 | 200.4 | -8.1 | 221.6 | 13.1 | 252.1 | 43.7 |
| Vacant | 5,820.0 | 59.6% | 0.88 | 5,943.1 | 123.1 | 5,571.1 | -248.9 | 4,992.4 | -827.6 |
| Total City parcel Acreage | 8,996.8 | 92.1% | | 8,996.8 | | 8,948.2 | | 8,835.2 | |
| Total City ROW Acreage | 771.2 | 7.9% | 0.12 | 771.2 | 0.0 | 819.8 | 48.6 | 932.8 | 161.7 |
| Total City Acreage | 9,768.0 | | | 9,768.0 | | 9,768.0 | | 9,768.0 | |

Source: Slaughter & Associates Land Use Survey and Calculations

FUTURE LAND USE CATEGORIES

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

The Louisville's Land Use Plan categorizes future land uses in the following manner:

1. Agricultural
2. Low Density Residential
3. Medium Density Residential
4. High Density Residential
5. Central Business District
6. Highway Commercial
7. Neighborhood Commercial
8. Industrial
9. Public/Semi Public
 - a. Cemeteries & Churches
 - b. Government
 - c. Institutional
 - d. Parks and Recreation

The following is an explanation of the specific meaning of land use colors codes depicted on Maps 5.1 contained in this chapter:

AGRICULTURAL

This land use classification is intended to accommodate a rural residential pattern of development, one that allows for a slightly higher density than agricultural land uses but still promotes the rural character. These areas are primarily located in the planning area or near the agricultural areas in order to provide a transition of density. Allowed density would be 0.5 units per acre permitting one (1) dwelling per two (2) acres.

LOW-DENSITY RESIDENTIAL

Low density residential serves a transitional use between higher density residential and commercial uses and agricultural uses. This category covers some existing neighborhoods but also applies to vacant land where future low density subdivisions should concentrate. This category also allows for additional residential development at densities of approximately one (1) to three (3) units per acre. Lot size could range from one-third of an acre to one acre.

MEDIUM-DENSITY RESIDENTIAL

Medium density residential includes smaller single family lots with detached units and possibly single family attached units or duplexes. This classification is primarily located around the core of downtown where existing development illustrates this pattern of density. It also allows for future developments in areas south of Highway 16 near the school and commercial areas. Medium density ranges from three (3) to six (6) dwellings per acre which could allow lot sizes as small as 8,000 square feet.

HIGH-DENSITY RESIDENTIAL

High density residential is intended for multi-family units which could range from duplexes, triplexes, and quadraplexes to apartments. This classification is primarily used as a buffer between commercial uses and lower density residential uses. Allowable density range from six (6) to twelve (12) dwellings per acre.

CENTRAL BUSINESS DISTRICT

This land use classification accommodates a variety of commercial and professional land uses in the downtown area of Louisville. It includes uses that cater to the needs of the nearby residents. It is important that the City preserve the mixture of retail and office uses with the public uses. While the Main Street and Church Avenue intersection serves as a center for public services (city and county), commercial retail and professional office services are essential to create foot traffic during the day and/or after business hours.

HIGHWAY COMMERCIAL

The highway commercial land use category is designed to accommodate a wide variety of commercial uses. As the name suggests, this land use category is located in areas where businesses require high visibility or are dependent upon traffic volume as a portion of its market base. It is along Church Avenue, Mississippi Highway 14, Mississippi Highway 15 and Mississippi Highway 25.

NEIGHBORHOOD COMMERCIAL

The neighborhood commercial land use category is primarily to serve the needs of those individuals living in close proximity and would accommodate such uses to provide convenience retail goods to the residents. Examples might include branch banks, a deli, or a personal service such as a beauty shop or tanning salon. This classification is located at primary intersections within residential districts. Uses and developments within this category would have a more neighborhood character than other commercial uses.

INDUSTRIAL

The industrial land use classification is designed to provide for areas suitable for industrial activities. Such activity typically includes manufacturing, storage or assembly of goods or products but may also include the production, alteration, or reduction of goods.

PUBLIC/SEMI-PUBLIC (PSP)

This classification is divided to account for a variety of public and semi-public uses. The areas identified by these uses following the existing land use patterns. Throughout the future, any proposed public or semi-public uses would be supported and encouraged in any of the other districts even though they are not specifically planned for.

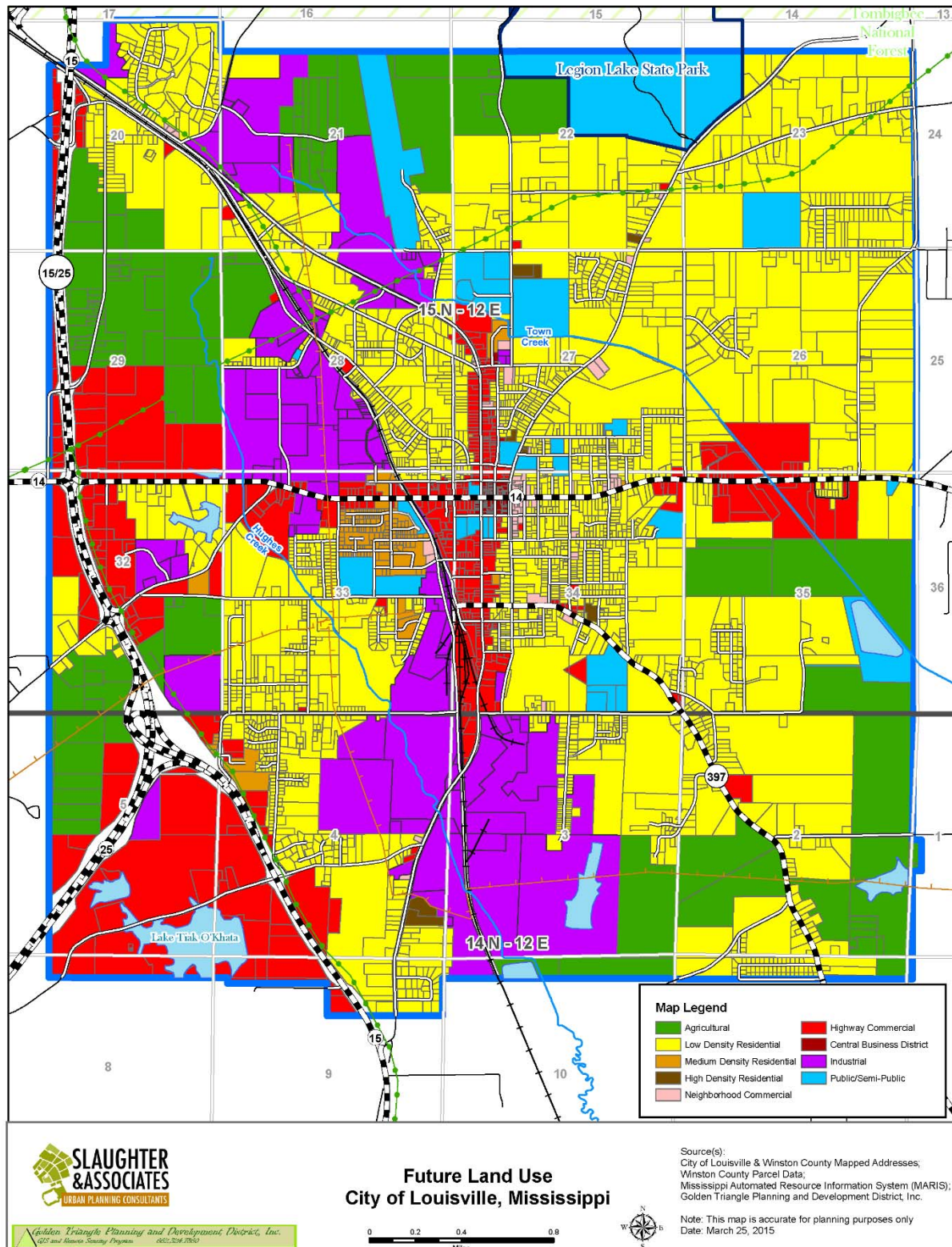
CEMETERIES AND CHURCHES tend to be more permanent and well established in communities and are likely to stay in one location for the long term. The churches affiliated with adjacent cemeteries (or not affiliated with cemeteries at all) are not included as a separate classification so as not to limit their location in the future.

GOVERNMENTAL uses are also more permanent in nature and well-established. City or county governmental offices or services rarely change. Therefore, these uses are specifically located for the impact and influence on future land uses.

INSTITUTIONAL uses are operated by a public or non-profit body for the frequent assembly or housing of persons such as a school or hospital. The future land use limits this classification to the schools since the hospital is included in a separate medical district classification.

PARKS AND RECREATION uses are identified separately. The continued use and location is important to surrounding future land uses.

Map 5.1: Future Land Use



CHAPTER SIX: TRANSPORTATION PLAN

Transportation is an important 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 transportation system for the City of Louisville consists primarily of vehicular and pedestrian. Vehicular systems in Louisville influence the physical framework of the city more so than others.

Louisville has two main transportation corridors that divide the city and planning area. Mississippi Highway 25 runs north and south while skirting around Louisville's core. Mississippi Highway 14 runs east to west cutting the city in half. These corridors have formed the basis for land development, they illustrate how the City has grown over the years, and they reveal potential growth areas. The local streets form somewhat of an irregular grid pattern. The central grid connects to linear routes which reach from the city core into the planning areas.

FUNCTIONAL CLASSIFICATION

According to the Federal Highways Administration (FHWA) *Functional Classification Guidelines*, functional classification is a method used to group streets and roadways into categories based on the level of transportation service they provide. The assumption behind functional classification is that no roadway carries traffic independently; rather, roadways work together to form a network of traffic flow. This overall network helps assign classifications to roadways based on the portion of road used for the network traffic flow.

Transportation planners use three main classifications when determining the level of traffic on roadways: arterial, collector, and local. Any of those classifications can have a sub-classification (major and minor) as well depending on the conditions and transportation networks within a city or county. Mississippi Department of Transportation (MDOT) assigns these classifications for rural and urban areas. The roadway classifications in this Plan are based on the MDOT functional classifications for the Louisville Urban Area and Winston County.

ARTERIAL

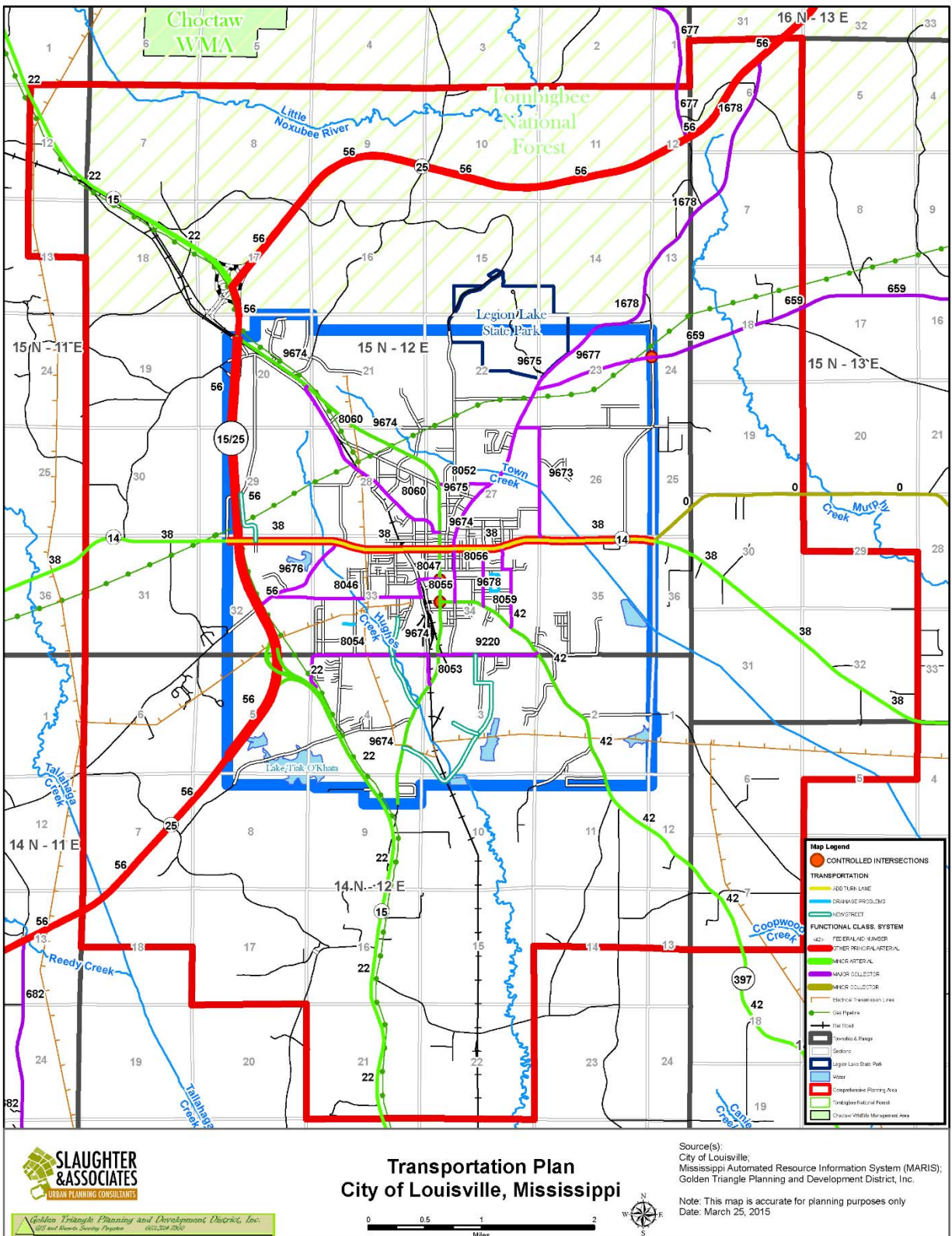
Arterials (principal and minor) serve a higher level of trips and travel density that is characteristic of statewide or countywide travel. Principal arterials typically serve and connect the major activity centers and also accommodate the highest volume of traffic. Louisville and the planning area's principle arterials are Mississippi Highways 14 and 25. Minor arterials work alongside principal arterials to form an inter-county network linking major cities and towns. Louisville and the planning area's minor arterials are Mississippi Highway 15, Mississippi Highway 397, Church Street, Cox Street and DeKalb Road.

COLLECTOR

Where arterials function as statewide connections, collector roads (major and minor) serve the countywide traffic network. They collect and distribute the network of traffic from local roads to arterials. Collectors can be identified as major or minor. In Louisville collectors as an overall group have been identified. The collectors in Louisville and the planning area include:

- ❖ Columbus Avenue corridor from Cox Street north out of the planning area.
- ❖ Jones Avenue corridor between Cox Street and East Main Street.
- ❖ Johnson Avenue, Academy Street and High Avenue corridor between Cox Street and East Main Street.
- ❖ East Ridge Drive and Richardson Street corridor between East Main Street and Columbus Avenue.
- ❖ Brooksville Street corridor from Columbus Avenue out of the planning area.
- ❖ Ball Drive corridor between Columbus Avenue and Church Avenue.
- ❖ Metts Street corridor, west of Church Avenue.
- ❖ Old Robinson Road corridor between Mississippi Highways 25 and 14.
- ❖ Vance Street, Railroad Avenue and Cagle Street corridor between Old Robinson Road and Church Avenue.
- ❖ Baremore Street and Railroad Avenue corridor between Mississippi Highway 15 and Church Avenue.
- ❖ Armstrong Street corridor between Church Avenue and DeKalb Road.

Map 6.1: Transportation Plan



- ❖ Bond Road corridor from Mississippi Highway 14 out of the planning area.
- ❖ Sturgis Road corridor from Mississippi Highway 25 out of the planning area.

LOCAL

Local roadways connect and carry traffic from adjacent land uses to roadways of higher classification for dispersal of traffic flow. For the City of Louisville and the planning area, these would include all other county and city roadways with less traffic than the collectors.

TRAFFIC COUNTS

Mississippi Department of Transportation (MDOT) conducts a series of traffic count surveys in order to produce statewide data for vehicle-miles-traveled. These surveys are conducted yearly but specific survey points in cities or counties may only be updated every three years; MDOT cannot count each traffic survey point every year. MDOT uses the data collected at each survey point to calculate the Annual Average Daily Traffic (AADT). These are the numbers produced for public use.

There are thirty-two survey points in Louisville and the vicinity along the main transportation corridors, which are identified in the Transportation Plan (Map 6.1). For this Comprehensive Plan, traffic counts were analyzed yearly from 2004 to 2013. Ten of the survey points are outside of the Corporate Limits of Louisville; the remainder are within the Corporate Limits. Survey point 14 is the most active survey point partly due to its location on Mississippi Highway 14. That survey point averages 9,700 automobiles a day, an increase of 340.9% since 2004. Survey point 25 also experienced an increase of daily trips by 93.3%. The increases to the traffic point at these two locations are likely due to their location near commercial center that has developed along the bypass and Highway 14 intersection. The survey points in Louisville are evenly split between increase and decreases in average daily counts. As would be expected, counts along the bypass and Highway 14 have increased while local streets have experienced drops in traffic.

TABLE 6. 1: AVERAGE DAILY TRAFFIC COUNT

| Louisville and Vicinity Average Daily Traffic Count | | | | | | | | | | | | | | | | |
|---|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|--------|
| Map # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 2004 | 2,200 | 2,400 | 3,100 | 3,100 | 3,100 | 2,000 | 1,700 | 4,300 | 3,500 | 720 | 2,200 | 2,200 | 6,400 | 2,200 | 6,100 | 10,000 |
| 2005 | 3,300 | 2,400 | 3,100 | 3,100 | 3,100 | 2,000 | 1,700 | 3,600 | 3,000 | 830 | 1,800 | 2,200 | 6,500 | 2,200 | 6,200 | 10,000 |
| 2006 | 3,300 | 2,500 | 3,100 | 3,100 | 3,100 | 2,000 | 1,600 | 3,600 | 3,000 | 830 | 1,800 | 2,200 | 6,600 | 2,200 | 6,200 | 14,000 |
| 2007 | 3,300 | 2,500 | 3,200 | 3,200 | 3,200 | 2,000 | 1,600 | 3,600 | 3,000 | 830 | 1,800 | 2,200 | 7,700 | 2,200 | 6,200 | 14,000 |
| 2008 | 3,200 | 2,500 | 3,000 | 3,000 | 3,000 | 1,700 | 1,500 | 4,000 | 2,900 | 660 | 1,800 | 2,400 | 7,000 | 2,400 | 6,000 | 13,000 |
| 2009 | 3,100 | 2,500 | 3,000 | 3,000 | 3,000 | 1,700 | 1,500 | 3,900 | 2,900 | 640 | 1,700 | 2,400 | 6,900 | 2,400 | 8,900 | 8,900 |
| 2010 | 3,200 | 2,400 | 3,400 | 3,400 | 3,400 | 1,800 | 1,500 | 4,000 | 2,900 | 660 | 1,800 | 1,600 | 8,000 | 1,600 | 9,200 | 9,100 |
| 2011 | 2,800 | 2,400 | 3,400 | 3,400 | 4,400 | 1,800 | 1,500 | 4,900 | 2,100 | 790 | 1,300 | 2,200 | 8,000 | 9,500 | 11,000 | 9,100 |
| 2012 | 2,800 | 2,400 | 3,500 | 3,500 | 4,400 | 1,800 | 1,600 | 4,900 | 2,100 | 790 | 1,300 | 2,200 | 8,000 | 9,600 | 11,000 | 7,700 |
| 2013 | 2,800 | 2,500 | 4,300 | 4,300 | 4,400 | 1,900 | 1,600 | 4,900 | 2,100 | 790 | 1,300 | 2,200 | 7,500 | 9,700 | 11,000 | 7,700 |
| # Change | 600 | 100 | 1,200 | 1,200 | 1,300 | -100 | -100 | 600 | -1,400 | 70 | -900 | 0 | 1,100 | 7,500 | 4,900 | -2,300 |
| % Change | 27.3% | 4.2% | 38.7% | 38.7% | 41.9% | -5.0% | -5.9% | 14.0% | -40.0% | 9.7% | -40.9% | 0.0% | 17.2% | 340.9% | 80.3% | -23.0% |
| Map # | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 2004 | 8,000 | 350 | 11,000 | 4,400 | 4,400 | 8,000 | 3,600 | 4,900 | 4,500 | 3,800 | 3,700 | 4,100 | 4,100 | 4,100 | 3,200 | 3,100 |
| 2005 | 8,100 | 470 | 11,000 | 4,400 | 4,400 | 8,100 | 3,600 | 4,900 | 4,500 | 3,800 | 5,200 | 3,600 | 3,600 | 3,600 | 3,200 | 2,600 |
| 2006 | 8,100 | 470 | 11,000 | 4,100 | 4,100 | 8,100 | 3,600 | 4,900 | 4,600 | 3,800 | 5,200 | 3,600 | 3,600 | 3,600 | 3,300 | 2,600 |
| 2007 | 8,100 | 470 | 11,000 | 4,100 | 4,100 | 8,100 | 3,600 | 4,900 | 4,800 | 3,900 | 5,200 | 3,600 | 3,600 | 3,600 | 3,300 | 2,600 |
| 2008 | 7,900 | 860 | 11,000 | 3,900 | 3,900 | 7,900 | 3,900 | 4,400 | 3,100 | 3,700 | 4,200 | 3,700 | 3,600 | 3,700 | 3,200 | 3,200 |
| 2009 | 7,700 | 840 | 7,200 | 3,600 | 3,600 | 7,700 | 2,600 | 4,300 | 3,100 | 3,400 | 4,300 | 3,600 | 3,600 | 3,600 | 2,400 | 3,100 |
| 2010 | 7,900 | 860 | 7,300 | 3,700 | 3,700 | 7,900 | 2,600 | 3,800 | 3,100 | 3,400 | 4,300 | 3,700 | 3,700 | 3,700 | 2,400 | 3,200 |
| 2011 | 8,300 | 900 | 7,300 | 3,700 | 3,700 | 7,100 | 2,600 | 4,100 | 8,500 | 4,400 | 4,400 | 3,100 | 3,100 | 3,100 | 2,300 | 3,200 |
| 2012 | 8,400 | 900 | 7,800 | 3,700 | 3,700 | 7,100 | 3,200 | 4,100 | 8,600 | 4,500 | 4,300 | 3,100 | 3,100 | 3,100 | 3,000 | 3,200 |
| 2013 | 8,500 | 900 | 7,800 | 3,700 | 3,700 | 7,200 | 3,200 | 4,100 | 8,700 | 4,500 | 4,300 | 3,100 | 3,100 | 3,100 | 3,000 | 3,200 |
| # Change | 500 | 550 | -3,200 | -700 | -700 | -800 | -400 | -800 | 4,200 | 700 | 600 | -1,000 | -1,000 | -1,000 | -200 | 100 |
| % Change | 6.3% | 157.1% | -29.1% | -15.9% | -15.9% | -10.0% | -11.1% | -16.3% | 93.3% | 18.4% | 16.2% | -24.4% | -24.4% | -24.4% | -6.3% | 3.2% |
| Notes: Red text are actual counts. Black text are estimates. | | | | | | | | | | | | | | | | |
| Source: Mississippi Department of Transportation, Traffic Count Application | | | | | | | | | | | | | | | | |

The increase in traffic counts for the highways is likely explained in the United States Census Bureau's commuter counts. 68% of workers in Winston County work within Winston County but the remainder are traveling to nearby counties to work. Neshoba, Oktibbeha and Leake Counties are the leading counties that Winston County residents commute to. When you look at those commuting to employers in Winston County, 85% of the worker come from within the county. This leaves a gap of about 1,500 residents that are leaving the county to work versus those coming into the county.

TABLE 6. 2: COMMUTING FROM WINSTON COUNTY

| Residence | Workplace | Number | Percent |
|--------------------|----------------------|--------|---------|
| Winston County, MS | Winston County, MS | 4,996 | 68.0% |
| Winston County, MS | Neshoba County, MS | 676 | 9.2% |
| Winston County, MS | Oktibbeha County, MS | 553 | 7.5% |
| Winston County, MS | Leake County, MS | 326 | 4.4% |
| Winston County, MS | Choctaw County, MS | 181 | 2.5% |
| Winston County, MS | Noxubee County, MS | 102 | 1.4% |
| Winston County, MS | Other | 513 | 7.0% |
| Total | | 7,347 | |

Source: U.S. Census 5-year ACS County-to-county Worker Flow Table 1

TABLE 6. 3: COMMUTING TO WINSTON COUNTY

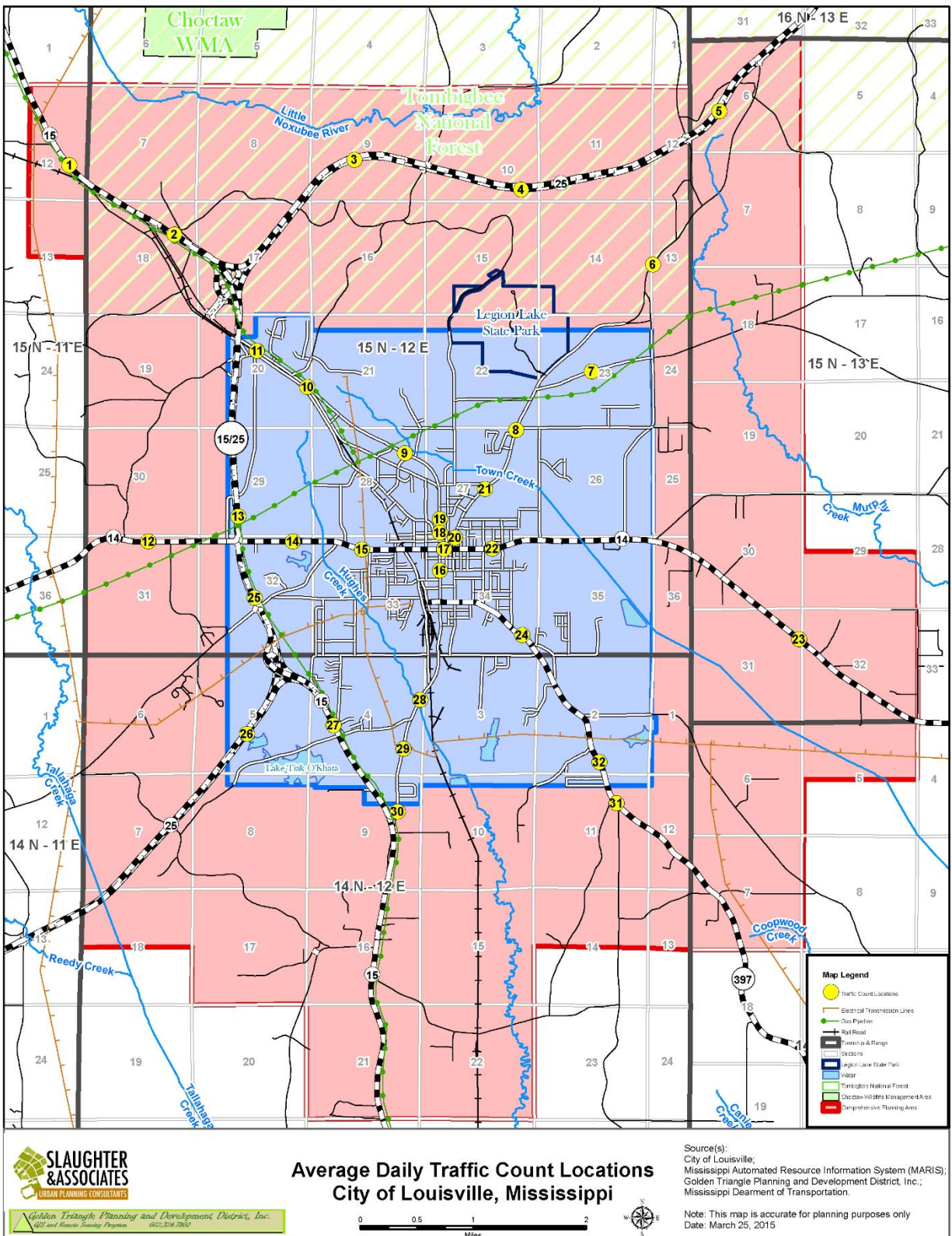
| Residence | Workplace | Number | Percent |
|----------------------|--------------------|--------|---------|
| Winston County, MS | Winston County, MS | 4,996 | 85.0% |
| Neshoba County, MS | Winston County, MS | 164 | 2.8% |
| Choctaw County, MS | Winston County, MS | 146 | 2.5% |
| Oktibbeha County, MS | Winston County, MS | 86 | 1.5% |
| Noxubee County, MS | Winston County, MS | 79 | 1.3% |
| Attala County, MS | Winston County, MS | 77 | 1.3% |
| Other | Winston County, MS | 330 | 5.6% |
| Total | | 5,878 | |

Source: U.S. Census 5-year ACS County-to-county Worker Flow Table 2

ROADWAY DESIGN STANDARDS

The City of Louisville has developed specific design standards for all roadway classifications. These standards set minimum requirements for right-of-way, pavement and drainage ditches. For detailed information regarding these standards, refer to the City of Louisville Subdivision Ordinance. The one item that the subdivision regulation does not address is sidewalks. The current ordinance only requires them when the city engineer and Board of Alderman deem them "essential for public safety." In an automobile-centric city, such as Louisville, sidewalks do not play a heavy role in transportation. Sidewalks do, however, provide an additional recreational opportunity and an alternative mode of transportation to be discussed later in this chapter. Going forward the City of Louisville should consider adopting a new or amending the currently subdivision regulations to include a requirement for sidewalks. This will contribute to completing the streets for the city and defray any cost the city could incur at a later date by installing sidewalks.

Map 6.2: Average Daily Traffic Count



FORMS OF TRANSPORTATION

AIRPORTS

The City of Louisville is home to Louisville Winston County Airport which is located north of the central business district. Louisville Winston County Airport is owned and operated jointly by the City of Louisville and Winston County. The airport opened for operations in 1963. Golden Triangle Regional Airport is located about fifty miles northeast of the City of Louisville. Golden Triangle Regional Airport offers limited commercial flights to its hub in Atlanta, Georgia via Delta Air Lines. If more commercial flights are needed Jackson-Medgar Wiley Evers International Airport is located about 90 miles to the southwest in Jackson, Mississippi.

The City of Louisville recently commissioned an Airport Layout Plan Update from Barge, Waggoner, Sumner, & Cannon, Inc. This is a summary of the finding from that plan. The existing airport facility includes a 4,519-foot long by 75-foot wide asphalt Runway, a terminal building, aircraft parking apron, fuel farm, access road, and hangars. Aircraft operations (takeoffs and landings) are forecasted to grow from approximately 7,825 annually in 2016 to approximately 12,798 annually by year 2036. Based aircraft are forecasted to grow from 12 presently to 18 within the next 20 years. The existing airport is designed to accommodate FAA Runway Design Code (RDC) B-II critical aircraft, which generally includes twin engine turboprop and small business jet aircraft. The development plan organizes the airport improvement projects into a schedule designed to meet the demand throughout the 20-year planning period. The capital improvement program is based on short (0-5 year), mid (6-10 year) and long term (11-20 year) planning periods. The Louisville - Winston County Airport serves the business and general aviation transportation needs of the City of Louisville, Winston County, and surrounding communities. The airport supports business jet traffic, recreational flying, and aviation related industry. The airport is a valuable resource that supports local economic development efforts. The ability to fly corporate jets directly to and from Winston County is an important factor in supporting the expansion of existing businesses and attracting new businesses to the area.

The purpose of this section is to describe existing airport facilities and summarize pertinent airport information. Airport facilities can be functionally classified into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. The landside category includes those facilities that provide a terminal interface between surface and air transportation, as well as support services such as aircraft storage and maintenance. The existing airport is analyzed to evaluate information about the airport facility and its surrounding environment. Airside facilities include runways, taxiways, lighting, and navigational aids. The Louisville - Winston County Airport has one asphalt runway designated as Runway 17/35. The published pavement strength is 12,000 pounds Single Wheel Load (SWL). Runway 17/35 is marked with non-precision markings which are considered to be in fair condition. Although legible, the markings are beginning to show signs of fading and discoloration. The runway has medium intensity runway lights (MIRL) and Precision Approach Path Indicators (PAPIs) on both ends. The runway does not meet the current airport design standards for line of-site. The line of site should be corrected to meet airport design standards to enhance safety of operations at the airport. The Airport does not currently have a parallel taxiway. A parallel taxiway would increase safety and improve the airport operating minimums. The taxiway would be constructed in one or two phases in order to meet available funding. The airport has an aircraft apron area consisting of approximately 103,000 square feet of pavement for aircraft parking and circulation. A portion of the current apron is located in the path of a proposed parallel taxiway and taxiway safety area (TSA). Expansion of the apron will be needed to replace apron that would be lost when the parallel taxiway is constructed. The ACIP includes a phased expansion of the apron as needed to meet airport needs. Landside facilities are the facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include a fixed based operator (FBO), terminal building, aircraft storage/maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, and connecting roadway system. There is a terminal building located at the airport. Facilities within the terminal building include a public lobby, administrative offices, meeting room, pilot's lounge, and public restrooms. The airport has one 6-Unit T-hangar building and several corporate box hangars located adjacent to the aircraft parking apron. The CIP calls for more hangars to be constructed in the future as demand dictates. The airport currently provides AvGas (100 LL) and Jet-A fuel at the airport. The fuel farm contains two aboveground storage tanks located on the northwest area of the apron: one 12,000-gallon Jet-A fuel tank and one 10,000-gallon AvGas tank. Fuels are dispensed through fueling pumps and a credit card reader is available to allow for 24-hour self-fueling operations. The Airport does not currently have a Fixed Base Operator (FBO). Fuel services are being provided by LMS. During this ALP update, the need for additional runway length was identified as

a priority by the Louisville - Winston County Airport Authority. Extending Runway 17/35 would allow the airport to accommodate a broader range general aviation business jets. Some of the business jets that use LMS incur weight restrictions that are imposed by the 4,519-foot Runway. Some business jet operators must minimize the amount of fuel taken on at LMS, and on long trips, are forced to an intermediate fuel stop to reach their destination. These operational restrictions are exacerbated on hot days and during summer rain events. Some aircraft operators are required to use alternate airports when weight requirements cannot be reduced to a point to safely use LMS. Corporate policies and insurance conditions that require use of a runway at least 5,000 feet in length often require aircraft operators to use alternate airports instead of LMS. Although the Louisville - Winston County Airport will be required to complete a Runway Extension Justification Report and receive FAA approval to extend the runway, for long range planning, this ALP depicts an ultimate runway length of 5,019 feet. A 5,000 foot runway would provide an opportunity to accommodate a broader range of aircraft type and would give pilots greater flexibility in meeting their stage length and payload requirements. The City of Louisville - Winston County owns approximately 73 acres of airport property. Existing airport property is used for aeronautical purposes and open space. The Airport is located within the corporate boundaries of the City of Louisville. Taylor Machine Works corporate offices and manufacturing plant is located adjacent to the Runway 35 end. There is also a residential development located south of the Runway 35 end. It is expected that the areas surrounding the Airport will remain rural with scattered residential development and limited commercial/industrial development. It is recommended that the City of Louisville establish a height zoning ordinance around the airport in order to protect airspace and promote the compatible use of land in the vicinity of the airport.

AUTOMOBILE TRAVEL

Much of this chapter has already been devoted to automobile travel as it is the most prevalent form of transportation in Louisville. However, improvements to the transportation network in Louisville have not been discussed. The small town nature of Louisville means that many of the transportation improvements will be local in nature. The city needs to include all forms of transportation in mind with designing its future roads ways.

The City is nearing the implementation of a massive paving project that will address many of its transportation network issues. Over the next twenty to twenty-five years the city will need to add several local streets. Adding a turn lane to Mississippi Highway 14 will work help ease some congestion along that street. Currently, the City knows of three streets that could be added.

The addition of Winston Plywood means that a street south of the facility coming from the east needs to be constructed. This addition will keep logging trucks off of neighborhood streets coming from the east. Extending Pearl Avenue is another item needed in the city. This would provide the city with alternate route running south of the city

BICYCLE

Cycling is a transportation mode that is unrepresented in Louisville. Bicycling is becoming increasingly popular among urban residents even in small towns. From 2000 to 2010 the United States Census reported that cycling had doubled as a primary mode of transportation. This trend is likely to continue as more and more cities invest in cycling infrastructure. Many bicycling improvements can be made with low cost efforts. Bike lanes can be added to many existing streets and "Share the Road" signs can be placed where dedicated bike lanes cannot be placed. Gauging interest in biking in Louisville would be the first step in determining if bike lanes and signs are needed.

PEDESTRIAN

Louisville has developed as an automobile-centric city. This has caused neglect in its pedestrian systems. Most of Louisville's sidewalks are located in the central business district or near schools. The sidewalks in the central business district are in the best condition. Sidewalks in other areas of the city are in various conditions ranging from good to disrepair. Some of the sidewalks could easily be repaired, while others need replacement and in some places the sidewalks abruptly end.

Sidewalks and other pedestrian paths have become more popular, but not necessarily as a transportation option to and from home, school, and work. They have become popular for recreational use for jogging, running and walking. This is one way to help fight the obesity epidemic that is hitting the United States and Mississippi. The Center for Disease Control and Prevention reports that 34.6% of Mississippians are obese, which is more than a third of the

population. Improving the current sidewalks and adding new ones could play roll in Louisville and Mississippi becoming less obese.

Improving the current sidewalks and adding new ones could help fight the obesity problem and provide citizen with a new way to move about Louisville. Even though the central business district contains sidewalks in good condition, they are mainly used by the local businesses' customers' to walk to and from their parking spots. Not many people use them as transportation from nearby neighborhoods. This is due to many residential neighborhoods not having sidewalks. Pedestrian travel from most neighborhoods would require walking on the street beside traffic, a situation that is not safe for pedestrians or vehicular traffic. Additional sidewalks would allow for increased and safer pedestrian traffic in the city.

However, sidewalk construction on existing streets can be expensive and time consuming. Adding sidewalks could require the acquisition of right-of-way, construction of curb and gutter, and construction of sub-terrain drainage, as well as other issues. The expensive cost that would be associated with adding sidewalks makes it imperative that as new development occurs sidewalks be required. Amending or adopting a new subdivision regulation to reflect this would be required. It would also be imperative that the city enforce the new subdivision regulations.

Greenway and greenlines have also been popular in many cities. These paths provide an alternative transportation method as well as a recreational opportunity. Most of the time these trails are constructed along abandoned railway. Louisville is lucky to have an active railroad and should strive to keep the Kansas City Southern as an active line since it is a vital industrial development tool. Another possible location for such a pedestrian trail would be along a creek or river, where flooding and environment concerns often prevent intense development. The addition of a pedestrian trail would provide an alternative transportation option and recreation opportunity. The city should study and discuss the interest in such a trail before attempting to receive funding for it or constructing it.

RAILROAD CORRIDORS

The Kansas City Southern Railroad plays a role in transportation in Louisville. The Kansas City Southern Railroad is a Class I major line, that reaches from central Illinois to Central Mexico. No passenger rail service is available in Louisville; the Kansas City Southern Railroad transports freight exclusively. The nearest passenger rail service is Amtrak in Greenwood, Mississippi. The Kansas City Southern is vital industrial asset to the City of Louisville. This city should use the railroad to attract industrial residents that need access to a railroad.

COMPLETE STREETS

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous. Changing policy to routinely include the needs of people on foot, public transportation, and bicycles would make walking, riding bikes,

riding buses and trains safer and easier. People of all ages and abilities would have more options when traveling to work, to school, to the grocery store, and to visit family.

The City of Louisville would benefit greatly to the implementation of a Complete Streets policy. In Louisville it is likely that complete streets will include sidewalk, bicycle paths and roads. The size of Louisville will discourage any large scale public transit like buses or light rail. The community has expressed interest in greater sidewalk connectivity and bicycle lanes, both ideas the city should consider implementing further.

GENERAL RECOMMENDATIONS

The following recommendations are true for any Comprehensive Plan and are accepted planning practices across the state and country.

- Future streets have been “reserved” by mapping them on the Future Land Use and Transportation Plan. This way the City may not allow development to occur on planned right-of-ways. Enforcement of this legislation is accomplished through the use of the Subdivision Regulations and by refusing building permits that encroach in mapped right-of-ways.
- In exchange for development rights, developers of new subdivisions should be required to make road improvements because of the increased road usage caused by the development. This should take the form of creating roads where none exist, paving gravel roads, improving narrow width roads, dedicating right-of-way for the existing road if none exists, dedicating additional right-of-way for expansion, and/or potentially adding lanes to congested roads.
- Existing roads should be extended to connect into new adjacent developments and each new development should build some roads to the edge of the property so that adjacent properties can continue “neighborhood building.” Interconnected areas provide better and safer access for emergency vehicles and help minimize developments of a certain size.
- Keep private streets to a minimum and ensure that they are built to city standards and maintained.

CHAPTER SEVEN: COMMUNITY FACILITIES PLAN

Community facilities are locations and service usually provided by a local government but also may be provided by a private enterprise. Some examples of community facilities include public schools, fire stations and fire protection, libraries, parks, cemeteries, water and sewer services, solid waste disposals, ambulance services, police protection, and court systems. Providing a brief inventory and analysis of the existing services in Louisville will be beneficial when planning for the future. This information will also assist in developing goals and objectives for improving the variety and quality of services currently provided and can be used as support for developing a plan for future capital improvements.

GENERAL GOVERNMENT OPERATIONS

The City of Louisville is served by six (6) elected officials. Officials are the mayor and five (5) aldermen. Four of the aldermen are elected by districts, and another is elected at-large. Day-to-day business of the City is handled by the mayor's office and the city clerk's office. The city clerk's office is also responsible for financial duties, record keeping, elections, and a variety of other tasks that serve the citizens of Louisville. Louisville City Hall is located on South Church Street.

Currently, City Hall lacks adequate office and storage space. This issue will only worsen with any new growth and development that occurs. A possible solution that will also alleviate space and building concerns to be raised in the Emergency 911 and Police Department section is to build a Public Safety Complex that includes office space for Emergency 911, Police Department and City Courts. This expansion would not only free up space to be utilized by the city clerk and other departments but give the Emergency 911 and Police Department room to grow. City officials should continually monitor the function and efficiency of its departments to plan for any additions or improvements that may be necessary.

ANIMAL CONTROL

The City owns and operates an animal shelter located on Thompson Street. The current animal shelter is an undersized facility and in need of replacement. The current building stays at capacity and any growth in Louisville is only going to make the capacity problems worse. The City currently owns a piece of land for the shelter to be constructed on, it just needs a building on the land. A properly equipped and running animal shelter is expected to cost \$250,000. The City of also needs some additional personnel in the department the City should at least hire a part-time employee to work with the department and annually assess the need for additional personnel.

CITY COURTS

Currently the city courts work out of City Hall and use the boardroom to hold city courts. The need to expand for both the Emergency 911 and Police Department yields the opportunity for the courts system to be place in a public safety complex with a facility that better suits their needs. Currently the city boardroom acts as the city courtroom and puts the judge at the same level as the defendants and general public. This would allow the city courts to address their needs for a courtroom that better suits the flow of city court. As with any city department, an annual assessment of personnel and equipment is needed to address future needs.

CEMETERY

The City owns, operates and maintains one city cemetery located on John C. Stennis Drive. Currently, the city cemetery in need of further clean up following the April 2014 Tornado. The cemetery took a direct hit during the tornado that disturbed the grounds and grave markers. Most of the work to be done includes dirt work, resetting grave markers and improving the roads with the cemetery. Once these current needs are addressed the city cemetery will be in good condition. As with any city department, an annual assessment of personnel and equipment is needed to address future needs. The City should also monitor the need for expansion of the cemetery.

CODE ENFORCEMENT/BUILDING INSPECTION

The City of Louisville has no defined Department of Planning and Development. The functions of this department are handled jointly by the city engineer and the code enforcement officer. Currently, the City of Louisville has a full complement of land use regulations. The current zoning ordinance was adopted in August of 1977 and amended in February of 1987 and the subdivision ordinances were adopted in December of 1971. Along with those ordinances they have adopted the following codes: International Building Code, 2012; International Existing Building Code, 2012; International Residential Code, 2012; International Plumbing Code, 2012; International Fuel Gas Code, 2012; International Mechanical Code, 2012; and International Property Maintenance Code, 2012.

The City of Louisville provides code enforcement and building inspection services to the citizens of the city. These services are especially important to ensure the safety and durability of construction and to maintain a positive image. The absence of an effective code enforcement program can be problematic in that code violations create a negative impression upon those visiting or living in the city.

Although beauty is in the eye of the beholder, negative conditions (dilapidated buildings, unkempt yards, abandoned vehicles, illegal dumping, etc.) in the city can be remedied or avoided through the application and enforcement of proper codes. The negative conditions do nothing to better the neighborhoods, increase property values or provide a high quality of life. Louisville must continually enforce its codes to avoid the blighting impacts of inadequate property maintenance.

This department is a one-man operation that addresses complaints from citizens and addresses them as necessary. A large portion of this department's time is spent logging complaints and filing paperwork on an antiquated filing system that makes discovering repeat offenders difficult. Updating this system to modern codes software would help the efficiency of the department greatly. Currently, the building official notes the violation and files it away; with the code software, the violation would be noted in the computer and easily found if a repeat violation occurred. The best solution for updating the code violation system would be to add code software to the office computer and to provide the building official with a laptop with the code software on it too. This could be broken into a two part process of adding the code software to the office and at a later date adding the mobile platform.

It is also the responsibility of this department to demolish condemned structures. Currently, the City contracts out demolition jobs to contractors. If the department were to acquire the equipment and a qualified operator to perform the demolitions, it could make them more efficient and cost effective. This would likely require the acquisition of a track hoe, trailer and dump truck.

Louisville needs to update its land use controls. The subdivision and zoning ordinances are 44 and 38 years old respectively and need to be changed to reflect the current city and its goals. Updating both ordinances will go a long way in helping implement this plan especially the future land use chapter. The age of both of these document will hinder the implementation of a plan that was produced nearly forty years later. These are two of the most important land use controls a city implements.

In addition, the City could adopt Architectural Design Standards, Landscaping Ordinance, Sign Ordinance and Unkempt Property and Junk Automobile Ordinance. Architectural Design Standards enhance the aesthetic character of the community and promote a more sustainable community, while protecting property values and preserving heritage. Landscaping Ordinance preserves the visual environment of a community. They help improve the visual perception and image for both residents and visitors by screening undesirable features. Sign Ordinance helps promote a positive visual perception by reducing and managing the visual signage clutter that can result in an unregulated community. Unkempt Property and Junk Automobile Ordinance enhances the visual quality of a community by controlling weed height, rubbish, junk and other public safety hazards caused by unsightly conditions on properties.

Louisville has done a great job of keeping its codes up to date. The International Building Code, Existing Building Code, International Residential Code, International Plumbing Code, International Fuel Gas Code, International Mechanical Code and International Property Maintenance Code have all been adopted as the 2012 edition. Continually adoption and enforcement of these codes help to ensure public safety and help keep the city's fire rating

low. These codes should be updated as deemed necessary by the building inspector and the Mississippi State Ratings Bureau.

EMERGENCY 911

Communications is the one element that pulls the fire, police and E911 departments together. The current communication system does not allow for communication between city police, city fire, the sheriff and county fire. Resolving this is of a major concern. Currently, the only way for inter-departmental communication is through dispatchers at the E911 office. This slows emergency response and discourages cooperation in the field. Conversion to the MS Win system would resolve many of these issues.

The MsWin (Mississippi Wireless Information Network) was designed to allow interdepartmental and interjurisdictional communication. In theory MsWin radios should be able to communicate anywhere within the State of Mississippi with any local, state or federal agency that is required in a certain situation. According to the Mississippi Wireless Communication Commission ninety-seven percent of the State of Mississippi is covered by the MsWin System.

Winston County is legally responsible for the 911 dispatch, although the City of Louisville and Winston County both share in the use and upkeep of the 911 dispatch office and personnel. This is a relationship that should continue moving forward and one that is vital to the public safety of both Louisville and Winston County. Along with the communication system that will benefit the 911, police and fire departments, a public safety facility is needed that would include the City's Police Department, Emergency 911 and the City Courts.

A new public safety facility that included the Emergency 911 personnel would remove said personnel from a dangerous situation in severe weather situations when they are needed most. The current E911 building is a strand steel building with a brick façade and an external storm shelter. During severe weather situations E911 personnel either leaves the 911 communications unmanned or continues to be in harm's way in the current structure. A new public safety center could include a safe room that E911 operates out of at all times or at least a safe room with communications equipment.

In addition to this one major addition to the department several smaller additions are needed to improve the level of service of the E911 office. Adding another two dispatchers would be helpful, especially on night shift when only one dispatcher is on duty. This would ensure that the communication center is always manned even if someone needs to step away for a moment. E911 has recently updated there CAD addressing system and is in the process of updating addressing information for the entire county.

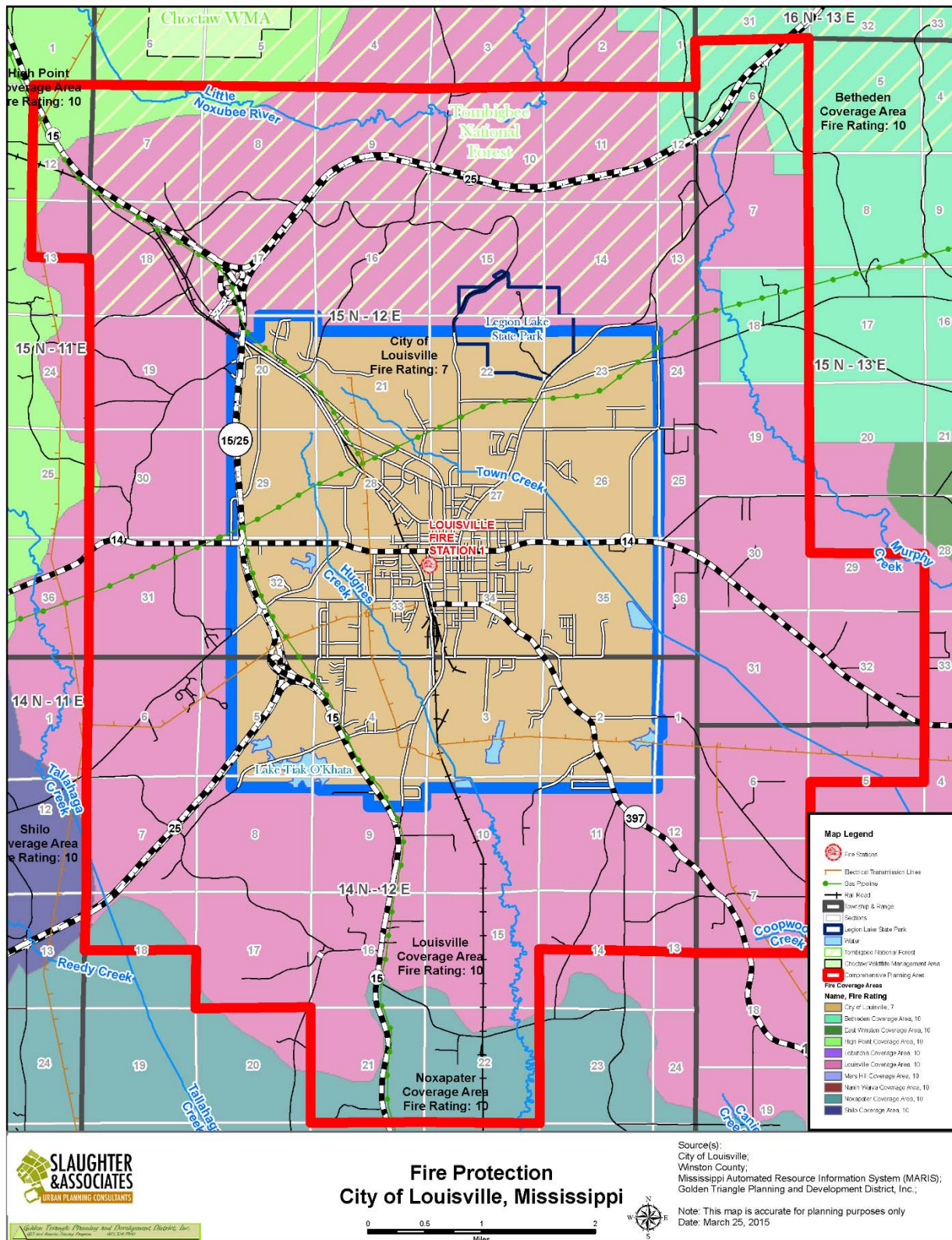
Adding a GPS unit to add new structures to the system will keep the new address database up to date and effective for years to come. Adding an addition vehicle for addressing structures, training travel, and other business travel will help the department improve service. In the next twenty to twenty-five years the computer system will need continual upgrades to keep it in the best possible operating condition. The issues with the current communication system also keep some minor upgrades from taking place. The current system requires a call to be fielded on a handset and then distributed on the proper radio system to the appropriate department. Integrating the phone and radio communications into one handset will increase the speed and efficiency of dispatching emergency personal to where they are needed.

FIRE DEPARTMENT

The City of Louisville operates as both a professional and volunteer fire department operating one fire station. The fire station is located near the intersection of Park Street and Spring Avenue. The department is staffed by nine (9) full-time firefighters and ten (10) volunteer firefighters and has two engine companies. The fire department provides fire protection both within the corporate limits of Louisville and within five (5) mile of the city limits.

Mississippi State Rating Bureau (MSRB) is a non-profit corporation that has leadership and membership comprised of the insurance companies that write fire protection policies. MSRB provides services related to the grading of public fire protection and services in connection to insurance rates in the state of Mississippi. MSRB has given the City of Louisville a Class 8 fire rating with the areas outside of the city receiving a Class 10 fire rating. The

Map 7.1: Fire Protection Districts, Ratings and Stations



inspection system is based on a point schedule with credit given in several categories related to fire fighting and protecting property from fire damage. These categories include the age of firefighting equipment, the quantity of water available to fight fires, the number of firefighters responding as an average per call, and the distance the firefighting equipment must travel in order to reach a fire (run distance).

City officials should continually assess the adequacy of firefighting equipment and develop a program to replace that which has aged beyond its useful life. The City's 1996 Ford L8000 Commercial Pumper has a fifteen year rated life span and has been recertified for five additional years. This engine will need to be replaced in 2016. Replacing the Ford L8000 will cost an estimated \$300,000 to \$400,000, with known obsolescence of this equipment the city should begin planning for its replacement when the truck is required to be recertified.

The City's 2009 Ferrara Custom is certified for twenty years and then an additional five years, meaning that it will not need to be replaced until 2034. The city has seen expansion of commercial offerings on Highway 25 and providing these areas with adequate fire protection is necessary. Adding a fire station along Highway 25 would help better serve these businesses. With an additional fire station additional personnel will be needed. Currently, the City runs four shifts with three firefighters per shift with an additional station that number would need to be increased to four per shift. That would mean hiring an additional four full time firefighters. In addition the department would need to improve National Fire Protection Association (NFPA) turnout gear. The current NFPA turnout gear is out of date or damaged and needs to be replaced.

Water supply is a major part of the city firefighting capabilities. In Louisville the utilities are operated by an independent board not by the City. The fire department should work with Louisville Utilities to identify areas that are in need of fire hydrants and water pressure improvements. The city should also take preemptive measures in city ordinances, such as an improved subdivision regulations, to ensure that as new development occurs developers make the necessary improvement to maintain a high level of fire protection. These needs are likely to change and evolve overtime so the city administration should routinely meet with and discuss both personnel and equipment needs for the department.

LOUISVILLE UTILITIES

ELECTRIC

Louisville Utilities provides electricity to the greater Louisville area. The Tennessee Valley Authority provides electricity to Louisville Utilities for distribution in their service area. With the industrial growth that Winston Plywood could potentially spur the electric system could need to increase capacity. At the present time, it is possible that a new substation could be needed in the southern portion of Louisville. Louisville Utilities with the help of TVA should monitor and anticipate any changes to the power grid that are needed. Louisville Utilities should also annually assess its personnel, their training and equipment to determine if upgrades or replacements are needed.

SEWER

Louisville Utilities provides sewer service to the most areas of the city and to Stringer Industrial Park. The sewer system currently is in need of several improvements. The East Lagoon pump station is currently in need of a rebuild to function more efficiently. The pump station near the intersection of Mississippi Highway 14 and the Mississippi Highway 15/25 bypass is also in need of an upgrade. In addition to the upgrades of those two pump stations new sewer lines need to be installed in several locations. Sewer line extensions are needed on both side of the Mississippi Highway 15/25 bypass and new gravity feed lines are needed behind the new hospital to replace two pump stations that are currently in use.

The City and Louisville Utilities should work together to make the necessary improvement to the sewer system as not to limit the potential development of the city. Louisville Utilities with the help of the city should monitor and anticipate any changes to the sewer system that are needed. Louisville Utilities should also annually assess its personnel, their training and equipment to determine if upgrades or replacements are needed.

Map Legend

Sewer Point

RefName

- MAIN-OLE
- PROPOSED MAIN-OLE
- UFT STATION
- PS - INTERMEDIATE PUMP STATION

Sewer Lines

Sewer Line

- 2
- 8
- 10
- 12
- 14
- 16
- 18
- 20
- 22
- 24
- 26
- 28
- 30
- 32
- 34
- 36
- 38
- 40
- 42
- 44
- 46
- 48
- 50
- 52
- 54
- 56
- 58
- 60
- 62
- 64
- 66
- 68
- 70
- 72
- 74
- 76
- 78
- 80
- 82
- 84
- 86
- 88
- 90
- 92
- 94
- 96
- 98
- 100
- 102
- 104
- 106
- 108
- 110
- 112
- 114
- 116
- 118
- 120
- 122
- 124
- 126
- 128
- 130
- 132
- 134
- 136
- 138
- 140
- 142
- 144
- 146
- 148
- 150
- 152
- 154
- 156
- 158
- 160
- 162
- 164
- 166
- 168
- 170
- 172
- 174
- 176
- 178
- 180
- 182
- 184
- 186
- 188
- 190
- 192
- 194
- 196
- 198
- 200
- 202
- 204
- 206
- 208
- 210
- 212
- 214
- 216
- 218
- 220
- 222
- 224
- 226
- 228
- 230
- 232
- 234
- 236
- 238
- 240
- 242
- 244
- 246
- 248
- 250
- 252
- 254
- 256
- 258
- 260
- 262
- 264
- 266
- 268
- 270
- 272
- 274
- 276
- 278
- 280
- 282
- 284
- 286
- 288
- 290
- 292
- 294
- 296
- 298
- 300
- 302
- 304
- 306
- 308
- 310
- 312
- 314
- 316
- 318
- 320
- 322
- 324
- 326
- 328
- 330
- 332
- 334
- 336
- 338
- 340
- 342
- 344
- 346
- 348
- 350
- 352
- 354
- 356
- 358
- 360
- 362
- 364
- 366
- 368
- 370
- 372
- 374
- 376
- 378
- 380
- 382
- 384
- 386
- 388
- 390
- 392
- 394
- 396
- 398
- 400
- 402
- 404
- 406
- 408
- 410
- 412
- 414
- 416
- 418
- 420
- 422
- 424
- 426
- 428
- 430
- 432
- 434
- 436
- 438
- 440
- 442
- 444
- 446
- 448
- 450
- 452
- 454
- 456
- 458
- 460
- 462
- 464
- 466
- 468
- 470
- 472
- 474
- 476
- 478
- 480
- 482
- 484
- 486
- 488
- 490
- 492
- 494
- 496
- 498
- 500
- 502
- 504
- 506
- 508
- 510
- 512
- 514
- 516
- 518
- 520
- 522
- 524
- 526
- 528
- 530
- 532
- 534
- 536
- 538
- 540
- 542
- 544
- 546
- 548
- 550
- 552
- 554
- 556
- 558
- 560
- 562
- 564
- 566
- 568
- 570
- 572
- 574
- 576
- 578
- 580
- 582
- 584
- 586
- 588
- 590
- 592
- 594
- 596
- 598
- 600
- 602
- 604
- 606
- 608
- 610
- 612
- 614
- 616
- 618
- 620
- 622
- 624
- 626
- 628
- 630
- 632
- 634
- 636
- 638
- 640
- 642
- 644
- 646
- 648
- 650
- 652
- 654
- 656
- 658
- 660
- 662
- 664
- 666
- 668
- 670
- 672
- 674
- 676
- 678
- 680
- 682
- 684
- 686
- 688
- 690
- 692
- 694
- 696
- 698
- 700
- 702
- 704
- 706
- 708
- 710
- 712
- 714
- 716
- 718
- 720
- 722
- 724
- 726
- 728
- 730
- 732
- 734
- 736
- 738
- 740
- 742
- 744
- 746
- 748
- 750
- 752
- 754
- 756
- 758
- 760
- 762
- 764
- 766
- 768
- 770
- 772
- 774
- 776
- 778
- 780
- 782
- 784
- 786
- 788
- 790
- 792
- 794
- 796
- 798
- 800
- 802
- 804
- 806
- 808
- 810
- 812
- 814
- 816
- 818
- 820
- 822
- 824
- 826
- 828
- 830
- 832
- 834
- 836
- 838
- 840
- 842
- 844
- 846
- 848
- 850
- 852
- 854
- 856
- 858
- 860
- 862
- 864
- 866
- 868
- 870
- 872
- 874
- 876
- 878
- 880
- 882

WATER

Louisville Utilities provides water to most of the city and areas north, south and east of the city. At the present time Louisville's water system is in generally good condition and is expected to remain in such. The City and Louisville Utilities have maintained the water system to standard that will not limit potential development in the city. Both entities should discuss where new lines are needed and where line size might need to be increased to spur and promote all types of development. The City and Louisville Utilities should work together with the Mississippi State Rating Bureau to identify and replace any defective or underperforming fire hydrants. Working together to ensure that Louisville's entire water system remains in tip top shape is of utmost importance to spur growth opportunities and provide excellent fire protection. Louisville Utilities, with the help of the City, should monitor and anticipate any changes to the water system that are needed. Louisville Utilities should also annually assess its personnel, their training and equipment to determine if upgrades or replacements are needed.

PARKS, OPEN SPACE AND RECREATION

The Louisville Parks and Recreation Department is responsible for a wide range of recreational and cultural opportunities in the city including the competitive sports (baseball, softball, tennis, basketball, and football) and community facilities (community pavilion, tennis courts and playgrounds). Louisville currently has four parks and the Louisville Coliseum located throughout the city offering a variety of activities at each.

Ivy Park is Louisville's largest and main recreation park. As of April of 2015, Ivy Park has five baseball/softball fields, one multipurpose field, eight tennis courts, a playground and walking track. New land and a building are currently in the works for Ivy Park. This will provide the city with a community center and/or senior center. The acquisition of new land could also give the city an opportunity to add a dedicated soccer field and walking track. Also, the addition of a community center and/or senior center will give city the opportunity to add additional non-sports related recreational opportunities base on citizen interest. Additionally, the city would like to add a playground and splash pad at Ivy Park.

The Louisville Coliseum is a multipurpose building that can be used for rodeos, concerts, et cetera. Academy Park is a smaller neighborhood park that offers a baseball/softball field, a tennis courts, a playground, a walking track and two basketball courts as amenities. Academy Park needs to become more inviting to the citizens of Louisville. It is currently located at the end of a dead end road and is somewhat hidden from the rest of the city. The City should work with nearby land owners and citizens to make the park more inviting to visitors, possibly adding access from Main Street. Pontotoc Park is a smaller neighborhood park that offers two baseball/softball field. Martin Luther King, Jr. Park is a small neighborhood park that has two unfinished tennis courts.

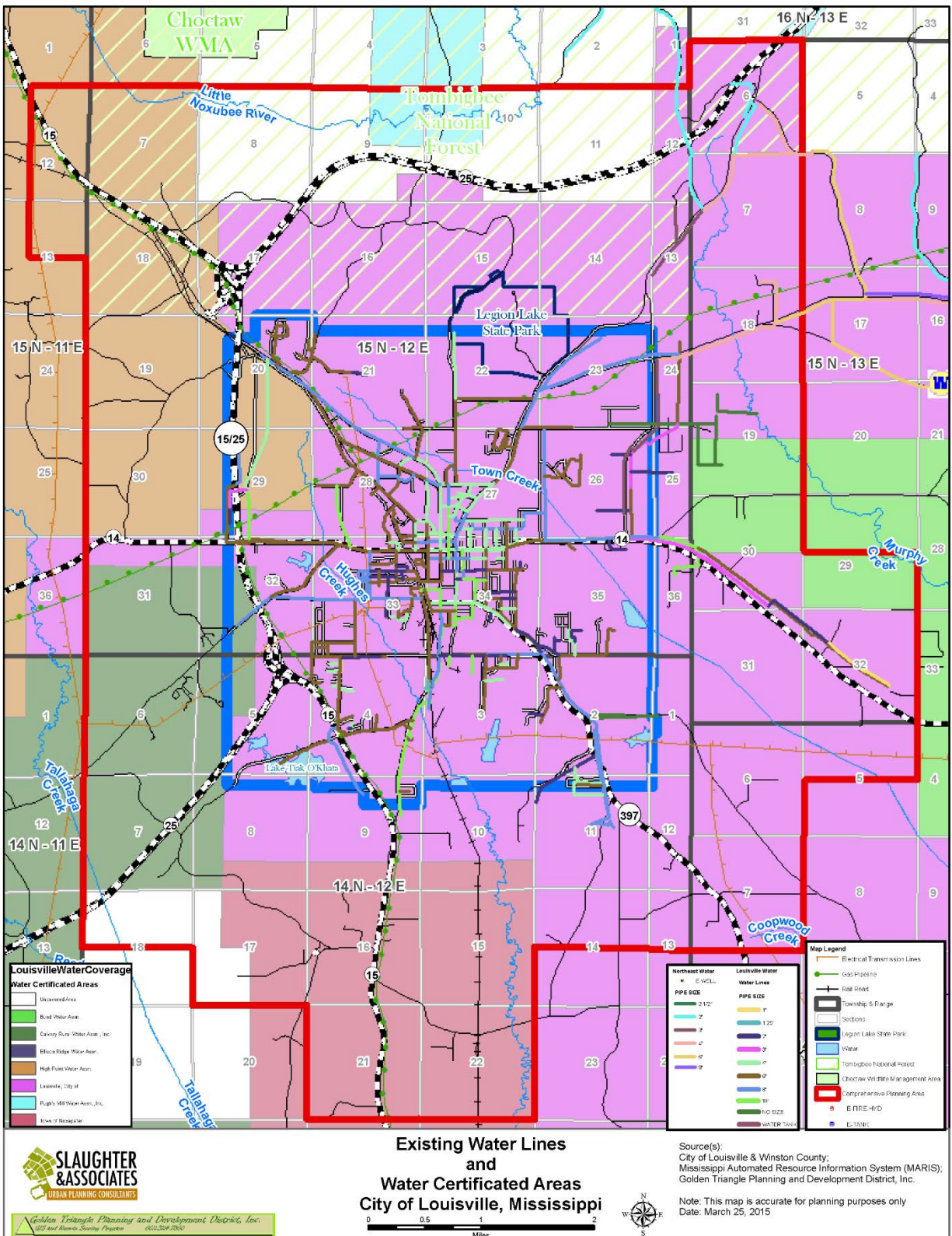
In addition to making improvement at current sites the city should explore the possibility to expand the parks systems. Downtown has historically had a park and currently it does not, adding a park downtown would add a gathering place downtown for events like a farmers market, festivals or just a place for worker to have lunch or take a break. The City and citizens also wish to add additional multi-purpose fields and basketball courts. Concentrating all these resources at one central park does make maintenance easier but does not provide use opportunities to everyone involved. The Parks Department should annually assess the need for additional personnel and equipment along with monitoring the need to expand both facilities and offerings.

POLICE DEPARTMENT

The City of Louisville Police Department consist of twenty-one sworn officers and ten auxiliary officers spread across five divisions. The standard for measuring police protection is to calculate the ratio of the number of officers per unit of population. Staffing within the Louisville Police Department equates to a ratio of approximately 3.2 sworn officers per 1,000 population. Louisville has less than the FBI's East South Central Region average of 5.3 officers and less than the United States average for cities less than 10,000 in population of 4.6 officers.

This data lines up perfectly with the police chief's desire to add an additional three officers in the next three years and an additional three officers in the next five years. However, Louisville would need to add additional officers even over those six to reach the 5.3 average officer statistics presented by the Federal Bureau of Investigation.

Map 7.3: Existing Water Lines and Future Improvements to the Water System



Population is not the only influence on the demand for police officers, Louisville should continually assess the crime rate within the city and adjust police protection methods accordingly.

Currently, the City's highest need within the department is better radios. The current radio system does not provide adequate service. Communication issues are not isolated to just the Police Department, both E911 and the Fire Department are in need to improved radio communications as does Winston County emergency personnel. It is estimated that it will take \$300,000 to \$400,000 to resolve both the police and fire departments radio communication issues.

The Police Department currently shares a portion of City Hall with the City Courts and other administrative staff. This space is a bit too small for all of the departments that occupy the space. The creation of a Public Safety Complex that housed the E911, police and courts would free up space for other uses in City Hall. A new Public Safety Complex will give a possibly expanding Police Department room to grow.

Since the department wishes to add six new officers in the next five years. It will require additional patrol cars for those officers. Initially, three patrol cars will be needed from the beginning and the replacement of 3 patrol cars on a yearly basis going forward will help keep the police department's patrol cars dependable. The addition of three patrol cars will also make it possible for officer in the city limits to take cars home. This has two positive effects on the city. Patrol officers take better care of a car that is "theirs" and it adds a police presents in those neighborhoods even when the officer is not on duty.

The Louisville 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 the upgrading and addition of law enforcement equipment, maintaining a high level of training and certification for the officers, and expanding the police force as needed. The city should monitor criminal activity and traffic loads within the City and adjust the size of the police force as necessary. In addition to providing high quality police services, Louisville should strive to maintain a positive public perception with regard to the safety of the community.

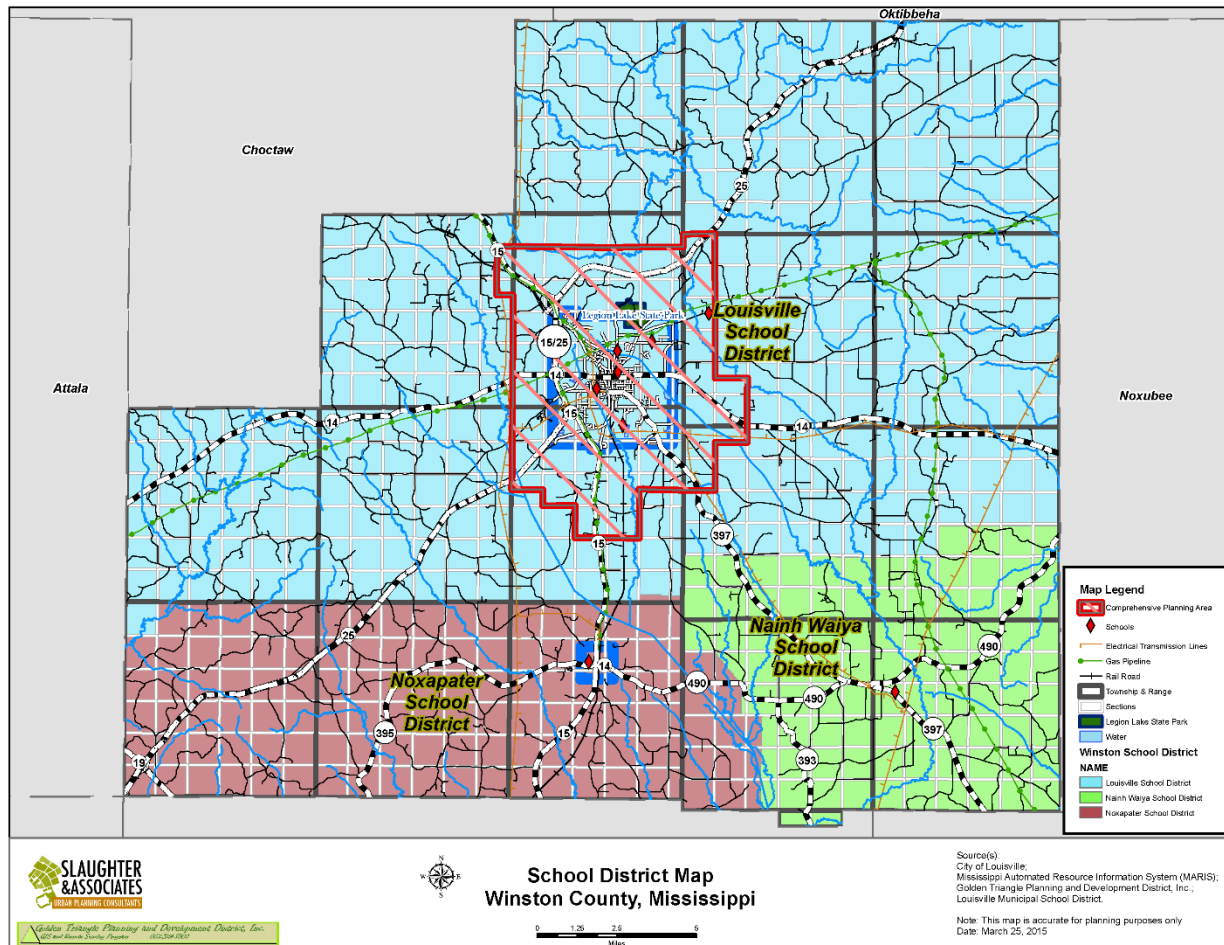
PUBLIC WORKS AND CITY ENGINEER

The public works department covers many city functions including but not limited to city engineering, land use controls (with the help of Code Enforcement/Building Inspections), debris removal and streets. Currently, the sub-departments provide employees to other sub-departments as needed i.e. streets crews at the landfill and so on. At this time the greatest needs come in the form of man power. The public works department could use additional personnel in each of these sub-departments: 3 at the landfill, 4 on the streets crew and 3 in debris removal. In addition to sharing personnel the sub-departments share equipment. Currently, public works could use a backhoe, mini excavator, dump truck and a leaf loader.

This department handles both streets and drainage issues in the city. Currently, two drainage issues need to be address on Hunt Avenue, one at the intersection with Isabell Street and the other at the intersection with Sikes Street. These issues need to be studied by an engineer to determine the best course of action and cost of repairs. Several opportunities also exist to add and improve streets. Mississippi Highway 14 could use a turn lane to ease congestion, Pearl Avenue needs to be extended to Church Street, a new road is needed for the logging truck coming to Winston Plywood and Veneer and the extension of a street across from Wal-Mart Drive could spur development along the bypass.

In the public works Department more so than other department planning and assessing future needs is important. This department should keep a listing of streets and drainage projects that need to be completed. This list should be reviewed annually if not quarterly and projects addressed as funds are available. This department also needs to conduct a yearly review of its equipment and personnel needs.

Map 7.4: Louisville School District



PUBLIC EDUCATION LOUISVILLE MUNICIPAL SCHOOL DISTRICT

The Louisville Municipal School District is like all other school districts in the State of Mississippi in that it is a separate entity from local governments. The district has its own governing board. The board has its own budgets and sets its own millage rates to fund the budget. The school district not only serves Louisville but all of Winston County. The Louisville Municipal School District is home to seven schools; Fair Elementary, Louisville Elementary, Eiland Middle School, Louisville High School, Noxapater School, Nanih Waiya School and Winston-Louisville Career and Technology Center. The Louisville Municipal School District serves approximately 2,892 students.

For the purposes of this plan, the City of Louisville is encouraged to continually communicate with the school district regarding growth and development and the betterment of the schools. Overtime, the schools will need improvements such as expansions, technological upgrades or full replacement depending upon the age of structures. To the extent possible, Louisville should monitor the spatial needs of the school district and work to achieve those needs through the City's development approval process. It is important that as school building programs are implemented, school facilities remain within the city limits or within close proximity to the city limits to allow for the delivery of services.

DISTRICT VISION STATEMENT

The Louisville Municipal School District provides educational opportunities to meet the needs of students with various backgrounds and abilities.

DISTRICT MISSION STATEMENT

The Louisville Municipal School District in collaboration with stakeholders is committed to providing a quality education that prepares students for a successful future.

DISTRICT SUPPORTING BELIEFS

- ❖ All students can learn.
- ❖ Student learning is the chief priority.
- ❖ A safe and supportive environment enhances student achievement.
- ❖ Students with special needs require individualized services and resources.
- ❖ Teachers, administrators, parents, and the community share the responsibility for advancing the district mission.
- ❖ The district is committed to continuous improvement.
- ❖ Professional development is an integral part of continuous improvement.

DISTRICT MOTTO

Every Child -- Every Chance -- Every Day

SOLID WASTE/GARBAGE DEPARTMENT

The City of Louisville contract garbage collection to Waste Pro. The City provides residential and small businesses with a ninety-five gallon can. That can is collected once a week for a \$15.00 monthly fee, an additional can cost \$10.00 monthly. The City collects loose leaves during season and bagged leaves year round. Brush collection occurs on a weekly basis year round.

INDUSTRIAL PARKS

Louisville has a unique opportunity to attract new employers to the city after the tornado. Winston Plywood and Veneer has made a tremendous investment to rebuild a state of the art plywood facility. This could attract both supplier and product users to the area. Louisville has at least two industrial sites to locate any possible employers. The Stringer Industrial Park and Winston Biomass Site could potentially host a new industrial employer. The Stringer Industrial Park has 391 available acres with electric, gas, water and sewer utilities on site, at the present. The site is within sixty (60) miles of a port, regional airport and major U.S. highway. The Winston Biomass Site has 36 available acres with electric, gas, water and sewer utilities on site. The site is also within sixty (60) miles of a port, regional airport and major U.S. highway and has direct access to the Kansas City Southern Railroad. These two industrial parks, coupled with other potential industrial sites, like the Louisville Rail Park, South Louisville Industrial Park, and MS Band of Choctaw Indians Site, give Louisville the opportunity to land future employers.

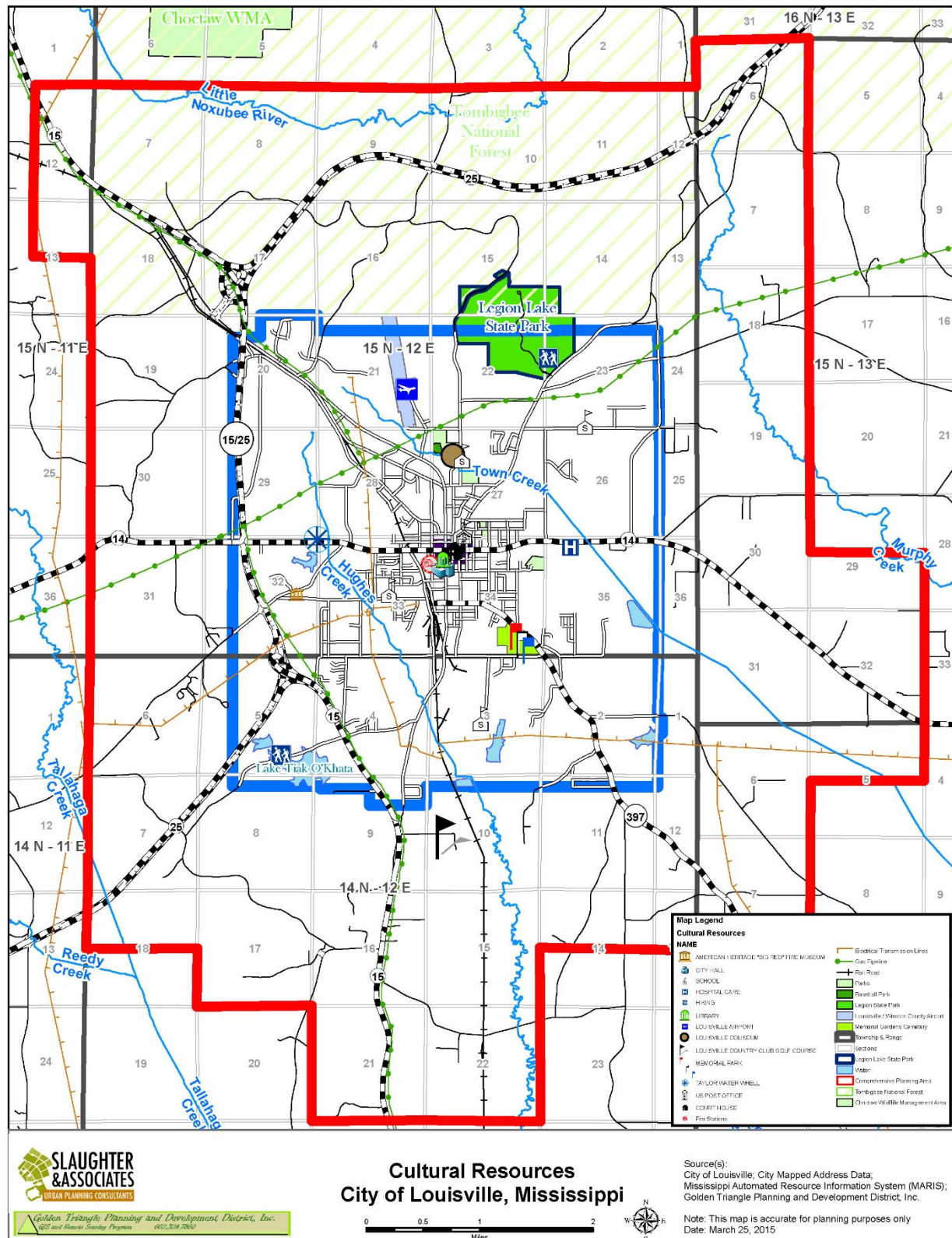
The Louisville Data Center Site has 57.5 available acres with electric, gas, water and sewer utilities on site. The site is within sixty (60) miles of a port, regional airport and major U.S. highway. However, this site is unique in the fact that it has three converging sources of fiber-optic network. This means this site have the potential to develop in a less industrial manner and in turn attract more technology based high paying jobs. These sites, with some additional industrial developing sites should provide the city with plenty of industrial land for years to come. However, the City should not become complacent but be proactive about weighing and selecting future industrial sites. The city should always be aware of potential industrial site whether they are in an industrial park or individual parcels.

WINSTON MEDICAL CENTER

Winston Medical Center is a full-service facility that has served Winston County and Louisville since 1958. The April 2014 tornado has changed the role of Winston Medical Center in the short term. The tornado damaged the facility to the point that it was not usable. The damage was severe enough that the hospital has been forced to make use of temporary medical facilities. The hospital will operate out of the transitional facility until a new medical campus is constructed. The new medical campus will include a new medical clinic, hospital, administration building and nursing home units. The tornado has provided the medical center an opportunity to improve and expand on already great service that they offer the city.



Map 7.5: Cultural Resources



CHAPTER EIGHT: IMPLEMENTATION AND PLAN MAINTENANCE

This chapter includes a sample list of tools to implement the Comprehensive Plan, a strategy to maintain the Plan in the future and a summary of all projects included in this Plan.

IMPLEMENTATION TOOLS

This section includes ten possible tools that can be used by the City of Louisville to achieve the goals and objectives in Chapter 3 of this plan. The list and brief explanation of these tools is by no means a comprehensive toolset for implementing this Comprehensive Plan. It is, however, a basic list to start implementing the Comprehensive Plan.

ANNEXATION STUDY

Annexations are performed to replenish land inventory, guide development along the city's fringe, provide essential city services, and protect the city's social and economic vitality. Portions of the planning area could certainly benefit from essential city services such as police and fire protection, land use controls, and subdivision regulations. A typical annexation study includes a demographic analysis, land use analysis, and a financial analysis estimating revenues and expenditures anticipated from the annexation study area. Information gathered during an annexation study equips city leaders to make an informed decision regarding specific areas to consider for annexation and the future of the overall community.

ANNUAL BUDGET

Specific goals, actions, or decisions are usually discussed and recommended during the City's annual budget process. This is the time when elected officials determine if the City has the funds and budget to proceed with certain items for implementation. This can vary from funding for specific Plan elements or services to staff or man-power assistance in order to follow through with Plan goals. Incorporating the Comprehensive Plan into the annual budget process can ensure that needs and goals outlined here are at least being reviewed and considered for implementation by elected officials.

ARCHITECTURAL DESIGN STANDARDS

Architectural design standards help enhance the aesthetic character of the community and promote a more sustainable community, while protecting property values and preserving heritage. The standards provide the community with information on the quality of architectural design expected without advocating a particular architectural style.

BUILDING, CONSTRUCTION AND FIRE CODES

Construction, building and fire codes, including electrical, mechanical, plumbing, etc., provide a standard upon which to build safe structures. 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 Louisville in efforts to ensure safe housing and safe buildings. However, with the adoption of such codes comes the responsibility to make inspections to assure that the codes are being complied with.

CAPITAL IMPROVEMENTS PROGRAM (CIP)

A Capital Improvement Program (CIP) is a budgeting tool that outlines proposed public investments or roadway improvements over a specific timeline. A CIP is usually established and projects costs for various investments over a five year period. This method or other similar methods are effective ways to plan for major capital investments. It clearly identifies the investment goals of the City and can alleviate monetary stresses if projects are spaced over a certain period of time. The "Summary of Project" table that is provided later in this chapter can act as a primer for a CIP.

DAY-TO-DAY POLICY ENFORCEMENT

For Louisville many of the Goals and Strategies involve setting or updating policies and then enforcing the policy. This usually involves City staff processing the reports that have been given to, or identified by, the elected officials. Louisville will need to develop some capacity for day-to-day policy enforcement in order to raise the levels of service.

INTERGOVERNMENTAL AGREEMENTS

Intergovernmental agreements between local government entities can help to spread the burden of certain services by sharing some responsibility to benefit the community as a whole. This Comprehensive Plan recommends no specific opportunities for intergovernmental agreements. The use of this tool can be effective and beneficial for the residents of Louisville.

LANDSCAPING ORDINANCE

Landscape Ordinance preserves the visual environment of a community. They help improve the visual perception and image for both residents and visitors. Landscaping can visually screen undesirable features required in an urbanized landscape, protect privacy of residents, and promote the community as one that cares about its appearance. It can also improve the physical environment of a community through using plants best suited to the climate, improving drainage and enhancing air quality.

SIGN ORDINANCE

A sign ordinance helps promote a positive visual perception by reducing and managing the visual signage clutter that can result in an unregulated community. Sign ordinances control the number, size, height, type and placement of signs. The ordinance can also be tailored to control temporary signage, billboards and other signage issues. The overall goal of the ordinance is to help protect the existing character of a community, establish or enhance community identity.

SUBDIVISION REGULATIONS

Subdivision Regulations control the process for division of land and establish design standards for any improvements made to the divided parcels. These regulations ensure that new property owners of this subdivided land have adequate public services and that the subdividers pay their share of construction cost for these services so the City or existing residents are not burdened with the expense.

UNKEMPT PROPERTY ORDINANCE

An unkempt property ordinance enhances the visual quality of a community by controlling weed height, rubbish, junk and other public safety hazards caused by unsightly conditions on properties. The ordinance sets a community standard for maintenance of real property which enhances property values and ensure that the rights of all businesses and residents to privacy, safety and attractive environment are respected.

ZONING ORDINANCES

Zoning is the regulation of land uses in certain locations; it is intended to guide development into compatible land use patterns. Zoning protects the individual land owners and preserves and establishes the character of a community. The Future Land Use Map sets forth some general land use categories but lacks the complexity of a Zoning Code. A Zoning Code regulates items such as: minimum lot size, setbacks, building heights, locations of manufactured housing, housing density, landscaping and parking. A Zoning Ordinance can be tailored to the City's specific objectives and goals.

PLAN MAINTENANCE

Maintaining the Comprehensive Plan is as important as implementing the Plan. Many factors can lead to the Comprehensive Plan needing to be amended or updated.

AMENDMENTS

This Plan, along with all of its elements, is intended to be a guide for the long-term development of the City. Market conditions and major investments made by others both have the ability to shift growth patterns and influence land use in ways that was not anticipated by the Comprehensive Plan. In order to deal with these various changes, the City should setup up a process for any amendments to this Plan or elements/maps within this Plan. It should also be noted that multiple amendments can unintentionally alter the policies that this Plan was based on; amendments should be limited and well justified.

PLAN REVIEW AND FUTURE UPDATES

The Comprehensive Plan should be a dynamic document. Periodic review and update of the Comprehensive Plan is essential in order to accurately reflect the changes within the city. Yearly review is crucial to keep the Plan current of any special topics or influences that will affect the city. Every three to five years is an adequate time for review of major land use changes, but if drastic changes occur in the City, a Plan review and update may be needed sooner than that. During review, the Board of Alderman, Planning Commission, or Comprehensive Planning Committee should examine the success in implementing the current before making any changes. After all elements and 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.

SUMMARY OF NEEDS/PROJECTS BY DEPARTMENT

The following section includes a list of all projects recommended in this plan and an estimate of the cost of those projects. The list is intended to be a quick reference guide to the projects recommended by this plan not as a substitute for the text in the preceding Chapters. The cost estimates provided are simply that an estimate of the cost of completion in 2015 and intend to only act as a guide to the project cost. The table that follows includes a list of projects by City Department and the expected cost. If desired this summary list could be used to create the basic framework of a Capital Improvements Program for the City of Louisville.

| General Government Operations | |
|---|--|
| <i>Project Summary</i> | <i>Cost</i> |
| Add storage space in City Hall. | Varies based on solution. |
| | |
| Animal Control | |
| <i>Project Summary</i> | <i>Cost</i> |
| Add new animal shelter. | \$250,000 to \$300,000 |
| Add personnel. | Varies based on salary and benefits offered. |
| | |
| Cemetery | |
| <i>Project Summary</i> | <i>Cost</i> |
| Grade work, dirt, asphalt, etc. to improve looks of cemetery. | \$50,000 |
| | |
| City Courts | |
| <i>Project Summary</i> | <i>Cost</i> |
| Build a Public Safety Complex. | Varies based on construction cost. |
| Dedicated court room in Public Safety Complex. | Included in Public Safety Complex. |
| | |
| Code Enforcement/Building Inspection | |
| <i>Project Summary</i> | <i>Cost</i> |
| Update Zoning Ordinance and Zoning Map. | Varies based on need of consultant. |

| | |
|--|--|
| Update Subdivision Regulations. | Varies based on need of consultant. |
| Adopt Sign Regulations. | Varies based on need of consultant. |
| Adopt Unkempt Property Ordinance. | Varies based on need of consultant. |
| Adopt Minimum Rental Property Standard Ordinance. | Varies based on need of consultant. |
| Adopt Architectural Design Standards. | Varies based on need of consultant. |
| Adopt Landscaping Ordinance. | Varies based on need of consultant. |
| Continually update the City's building and fire codes. | Varies based on need of consultant. |
| Acquire a track hoe, trailer and dump truck. | \$120,000 |
| Hire a qualified operator. | Varies based on salary and benefits offered. |
| | |
| Emergency 911 | |
| <i>Project Summary</i> | <i>Cost</i> |
| Build a Public Safety Complex. | Varies based on construction cost. |
| Upgrade to MsWin Radio System. | \$300,000 to \$400,000 |
| Add two (2) additional dispatchers. | Varies based on salary and benefits offered. |
| Add GPS Unit and camera. | \$2,500 to \$12,000 |
| Upgrade Computers. | \$11,000 |
| Intergrade phone system and radio handsets. | Varied based on equipment needed. |
| Add vehicle for business travel. | \$20,000 to \$25,000 |
| | |
| Fire Department | |
| <i>Project Summary</i> | <i>Cost</i> |
| Upgrade to MsWin Radio System. | \$300,000 to \$400,000 |
| Replace of L8000 Commercial Pumper. | \$300,000 to \$400,000 |
| Replace of NFPA turnout gear. | \$2,000 per suit |
| Add new fire station in Highway 25 area. | Varies based on architecture, engineering and construction cost. |
| Add four (4) additional full-time firefighters. | Varies based on salary and benefits offered. |

| | |
|---|--|
| Work with Louisville Utilities to place fire hydrants where needed. | Varies based on engineering and construction cost. |
| Louisville Electric | |
| Electric Project Summary | Cost |
| Construct substation, if needed. | Varied based on engineering and construction cost |
| Sewer Project Summary | |
| | Cost |
| Upgrade to East Lagoon Pump Station. | \$2.11 million |
| Install 2,000 ft. of sewer west of Hwy 15/25. | \$135,000 |
| Install 2,000 ft. of sewer east of Hwy 15/25. | \$135,000 |
| Rework pump station at intersection of Hwy 14 and Hwy 15/25. | \$148,500 |
| Install 4,500 ft. of sewer behind new hospital. | \$323,750 |
| Water Project Summary | |
| | Cost |
| Work collaboratively to ensure fire hydrants have adequate pressure and volume. | Varied based on engineering and construction cost |
| Police Department | |
| Project Summary | Cost |
| Build a Public Safety Complex. | Varies based on construction cost. |
| Upgrade to MsWin Radio System. | \$300,000 to \$400,000 |
| Add three (3) additional officers in next (3) years (by 2018-2019). | Varies based on salary and benefits offered. |
| Add three (3) additional officers in next five (5) years (by 2020-2021). | Varies based on salary and benefits offered. |
| Add three (3) additional patrol cars in next (3) years (by 2018-2019). | \$28,700 Each \$86,100 Total |
| Add three (3) additional patrol cars in next five (5) years (by 2020-2021). | \$28,700 Each \$86,100 Total |
| Replacement of three (3) patrol cars a year. | \$28,700 Each \$86,100 Total |
| Add E-ticket system for patrol cars. | \$2,000 per patrol car |

| Parks and Recreation | |
|--|--|
| <i>Project Summary</i> | <i>Cost</i> |
| Add a passive park in downtown. | Varied based on engineering and construction cost |
| Add a soccer field with astro turf and lights. | \$2.5 million |
| Add rubberized track around soccer field. | \$1 million |
| Add multiple multi-purpose fields. | Varied based on number constructed. |
| Add basketball courts in city parks. | Varied based on number constructed. |
| Add parking at Ivy Park. | \$500,000 |
| Construct senior center/community center. | Varies based on architecture, engineering and construction cost. |
| Remodel current sports fields. | \$2 million |
| Add new playground at Ivy Park. | \$375,000 |
| Add new splash pad at Ivy Park. | \$375,000 |
| Add non-sports related activities to park offerings. | Varies based on offerings and staffing needs. |
| | |
| Public Works | |
| <i>Project Summary</i> | <i>Cost</i> |
| Promote pedestrian mobility throughout the city. | Varies based on need of consultant and projects undertaken. |
| Promote cycling mobility throughout the city. | Varies based on need of consultant and projects undertaken. |
| Add a turn lane to Mississippi 14. | Varied based on engineering and construction cost |
| Extend Miller Avenue to Mississippi 14. | Varied based on engineering and construction cost |
| Extend Pearl Avenue to Church Street. | Varied based on engineering and construction cost |
| Add a new street to Winston Plywood and Veneer. | Varied based on engineering and construction cost |