

TABLE OF CONTENTS

	PAGE
LIST OF TABLES	iii
LIST OF MAPS	v
INTRODUCTION	1
Purpose of the Plan	
Elements of the Plan	
How to Use This Plan	
Overview	
Use of the Plan	
Nonconformance to the Plan and Plan Amendments	
Implementation Devices	
CHAPTER I: GOALS AND OBJECTIVES	5
General Goals	
Residential Development	
Commercial Development	
Industrial Development	
Parks and Open Space	
Public Facilities	
Transportation	
Central Business District	
Education	
Implementation	
CHAPTER II: LAND USE	17
Introduction and Methodology	
Population Study	
Economic Study	
Existing Land Use Methodology	
The Land Use Plan	
Overview	
Methodology	
Location Criteria	
Land Use Map	
Explanation of Land Use Categories on the Land Use Plan Map	
Agricultural	
Residential Classifications	
Central Business District	

Commercial Classifications	
Industrial Classification	
Public/Quasi Public Uses	
Floodplains and Floodways	
Recommendations	

CHAPTER III: TRANSPORTATION PLAN33

Introduction	
Thoroughfares Plan: Functional Classifications	
Minimum Rights of Way and Surface Width Requirements	
Proposed Thoroughfare Improvements	

CHAPTER IV: PUBLIC FACILITIES PLAN42

Introduction	
City Hall	
Police Department	
Fire Department	
Public Library	
Introduction and Methodology	
Current Library System Needs	
Findings and Recommendations	
Parks and Recreational Facilities	
Introduction and Methodology	
Prototype Standards	
Findings and Recommendations	
Schools	
Introduction	
Methodology	
Water and Sewer Facilities	

LIST OF TABLES

TABLE	PAGE
II-1: Population by Race.....	18
II-2: Population by Gender	18
II-3: Population Projections	19
II-4: Population by Age.....	20
II-5: Educational Attainment.....	21
II-6: Employment by Type of Industry	22
II-7: Employment by Occupation	23
II-8: Household Income.....	23
II-9: Residential Structure Count.....	24
II-10: Existing Land Use.....	25
III-1: Generalized Roadway Capacities.....	36
III-2: Proposed Thoroughfare Improvements	37-40
IV-1: Relative Values and Maximum Deficiency Points.....	43
IV-2: Relative Class as Determined by Points of Deficiency	44
IV-3: ALA Guidelines for Determining Library Needs	45
IV-4: Experience Formulas for Book Stock, Circulation and Size.....	45
IV-5: Determination of Current Year Library Needs	46
IV-6: Determination of Year 2035 Library Needs	47
IV-7: Current and Future Demand for Recreational Areas	53
IV-8: School Attendance by School.....	54
IV-9: 2009-2010 School Year Breakdown.....	55

IV-10: Byram/Terry Attendance Zone Enrollment Projections.....	55
IV-11: Byram/Terry Attendance Zone Classroom Forecast	56

LIST OF MAPS

MAP	PAGE
Existing Land Use Plan	Chapter III
Future Land Use Plan/Thoroughfares Plan	Chapter III

INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a policy guide to the decision-making process in city government. City officials recognize the importance of planning in making effective decisions concerning the city's future. This plan is a result of extensive study into existing development patterns, as well as population and economic studies. This plan should, however, be reviewed and updated periodically in order for it to continue to be effective and to grow along with unforeseen economic and population patterns.

ELEMENTS OF THE PLAN

Section 17-1-1 of the Mississippi Code defines a Comprehensive Plan as follows: "... a statement of public policy for the physical development of the entire municipality or county adopted by resolution of the governing body..." A comprehensive plan must include a minimum of four components in order to comply with the statute. These components are long-range goals and objectives, a land use plan, a transportation plan and a community facilities plan.

The goals and objectives of a comprehensive plan are made with respect to the future. Long-range community development plans help a community identify what it desires to achieve in the future. Section 17-1-1 of the Mississippi Code requires that the goals and objectives section of the plan address residential, commercial and industrial development, as well as parks, open space and recreation. Additionally, street and road improvements, public schools and community facilities must be considered.

The second part of a comprehensive plan is the Land Use Plan. This plan designates, in map form, the proposed distribution and extent of land use for residential, commercial, industrial and recreational lands, as well as public and quasi-public facilities and open space. The land use section of this plan contains projections of population, economic growth and land use for the community.

The third part of a comprehensive plan is the Transportation Plan. This plan, in map form, classifies all existing and proposed streets, roads and highways and shows them on the Land Use Plan. The Transportation Plan covers the same time period that the Land Use Plan covers. Based on traffic predictions, the plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements.

The final portion of the comprehensive plan is the Community Facilities Plan. Used as a basis for making capital improvement decisions, the community facilities plan includes: housing, schools, parks and recreation, public buildings and facilities, utilities and drainage.

HOW TO USE THIS PLAN

OVERVIEW

As noted in the Introduction, a comprehensive plan serves as a policy guide for the physical and economic development of the community. It is to be used in making decisions regarding rezoning, variances, special exceptions and site plan review. It may also be used to aid in locating business, industry and public facilities. Finally, it forms the basis of a zoning ordinance and a capital improvements program.

Community planning does not attempt to replace market forces of supply, demand and price, but to shape and channel market forces by establishing certain rules for development and conservation. A community plan should foster growth that enhances the community and not “no growth.” For example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases.

According to state law, zoning and other land use regulating must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with a plan’s policies, goals and objectives, as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when these decisions are based on plans. For example, land use decisions requiring an upzoning (zoning to a more intensive use) or a downzoning (zoning to a less intensive use), when challenged on taking grounds, are likely to be upheld by the courts.

The goals and objectives element of the plan is used by the governing authority to have written, consistent policies about how the community should develop. The plan enables the legislative body to make decisions on development matters that arise, using a unified set of general, long range policies. The plan is supposed to serve as a practical working guide to the governing body in making decisions.

The governing body uses the comprehensive plan to take action on two types of physical development matters: 1) measures which are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the official map and development plans), and 2) other measures which routinely require legislative approval (rezoning cases, special use permits/special exceptions/ conditional use permits, variance applications, subdivision plats, street closing, site acquisitions and public works projects). For both types the plan should at least be consulted to see if the plan speaks specifically to the matter or

provides any guidance as to how the matter should be handled. It should be remembered that the plan may not indicate what action to take, nor will it answer all the questions which come before the governing body. It is not supposed to; its purpose is to serve as a generalized guide, which has the force of law in many communities.

USE OF THE PLAN

The proponent or applicant for a zoning change must show that the proposed change is in conformance with the comprehensive plan. The applicant must also show that there is a public need for the kind of change in question, and that the need will be best served by changing the zoning classification of the property in question.

Usually, a rezoning's conformance or nonconformance can be quickly established by looking at the land use plan map. The colored designations of land use categories on the map should follow specific boundaries to be useful as a decision making guide. Arbitrarily drawn land use boundaries can make it difficult to determine into which map section a particular piece of property falls. If an applicant's property falls on or near the boundary between a conforming and a nonconforming land use category on the land use plan, the applicant should make a case that his particular proposal is consistent with the plan to the nearest natural topographical boundary, or to the nearest street or property line. The applicant should also establish conformance with both the map and the text, if possible, and it is important that both the plan and the facts showing conformance be placed into the record of the hearing.

NONCONFORMANCE TO THE PLAN AND PLAN AMENDMENTS

If the proposed change does not conform to the plan, the plan must be amended before the requested change in zoning classification can be approved. For all practical purposes, if an applicant submits a plan amendment application to change the designation of a parcel of land, he should also submit a rezoning application. The application should explain exactly why a plan amendment and zoning map amendment are needed. The reason is that the Planning Commission should be informed as to the intent or the end result of the plan amendment so that they can make an informed decision. Most proposed plan amendments are in pursuit of rezoning.

All development proposals, as well as proposed rezoning, would not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each element of the plan. The goals, objectives and policies would be checked against the proposal to determine if there are any conflicts. The Land Use Plan must be checked to see if the proposed rezoning is in line with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show a high density classification for that site. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

IMPLEMENTATION DEVICES

Once the plan has been prepared, it needs to be implemented. There are three primary means or devices commonly used to implement comprehensive plans; zoning ordinances, subdivision regulations and capital improvements programs. Other devices include official maps and specific development plans. The Planning Commission shall conduct an annual informal review of the Comprehensive Plan to see if there are any needed revisions. Plans should be completely revised/rewritten every five years to take advantage of changes that have occurred and to use current information.

Comprehensive plans can and should be used for concurrency plans. This is the concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. Otherwise, what often happens is that when infrastructure is inadequate to support development, the existing facilities are overwhelmed and the cost of bringing the infrastructure up to standard can be quite expensive and difficult. It is better to have adequate infrastructure in place before development takes place. This becomes a matter of timing.

CHAPTER I

GOALS AND OBJECTIVES

The Goals and Objectives contained in the Byram Comprehensive Plan should be considered as official City policy to guarantee that growth is directed in an efficient and desirable manner. The Comprehensive Plan contains a set of General Goals followed by more specific goals which include Residential, Commercial, Industrial, Parks and Open Space, Public Facilities and Transportation Goals.

GENERAL GOALS

GOAL: Through new developments to make the community a healthy, safe, convenient and environmentally friendly place, and to provide a pleasant and attractive atmosphere for living, shopping, recreation, civic and cultural and service functions.

OBJECTIVE: To ensure that future development will be in the best interest of the community and its citizens, measures will be taken which will generally improve the quality of life of the citizens of this community.

GOAL: To improve the overall visual image of Byram through the promotion and orderly expansion of urban growth, which will provide for compatibility of land uses and promote the most efficient use of existing resources.

OBJECTIVE: To encourage good urban design to improve the appearance of the central business district, the highways, streets, bridges, intersections and the street facilities that will enhance the aesthetic qualities and reflect the beauty and attractiveness of the community.

OBJECTIVE: To coordinate land uses so as to create a functional and appealing image for the community.

OBJECTIVE: To redevelop areas of Byram that are blighted in order to make these areas more useable.

GOAL: To recognize and consider environmental constraints in the establishment of land use patterns.

OBJECTIVE: To manage flood plain development.

OBJECTIVE: To control land management practices and land development in a manner that is environmentally sound.

OBJECTIVE: To decrease the rate of soil erosion.

OBJECTIVE: To identify areas which have extreme soil characteristics and to manage development of those areas accordingly.

OBJECTIVE: To encourage proper use of land that has a hazard potential due to slope or some combination of factors that include slope.

OBJECTIVE: To reduce storm water runoff from new development, where appropriate, to lessen its adverse impact.

GOAL: To guide and direct the development of the foreseeable future into desirable forms and patterns rather than inefficient sprawl.

OBJECTIVE: To prevent the inefficient use of land. By using the comprehensive plan as a guide to development, the desired land use pattern will be produced.

OBJECTIVE: To preserve and enhance the value of places and objects of historic landmark and cultural importance to the community.

GOAL: To coordinate living areas, working areas and leisure time areas into an integrated relationship and create a unique combination of function, circulation, and image through which a balanced community development can be reached.

OBJECTIVE: Development of residential, commercial, recreational and other areas will be in such a manner as to compliment the overall land use pattern using smart growth ideas as a guide.

GOAL: To promote the involvement of citizens in the comprehensive planning process and in other policy developments within the City.

OBJECTIVE: To foster a positive, interactive relationship with the public and encourage citizen involvement through establishment of a website notifying the public of Planning Commission meetings and meetings of the Mayor and Board of Aldermen.

OBJECTIVE: To formalize a regular review of the Comprehensive Plan by the Planning Commission.

OBJECTIVE: To educate City staff and the community about the Comprehensive Plan.

GOAL: To retain the rural/country living community character.

OBJECTIVE: To maintain and protect distinct, physical attributes of Byram which make it a desirable place in which to live, through a careful balance of housing,

businesses and services, public facilities, and preservation of significant natural environmental resources.

OBJECTIVE: To reserve through the Zoning Ordinance areas of the city for larger lot development (1/2 acre or larger) as a means of preserving the rural/country character.

GOAL: To create a Heart for the City.

OBJECTIVE: To create public gathering places at multiple locations throughout the city.

OBJECTIVE: To create a downtown or town center in part by establishing a Centre City District in the Zoning Ordinance

GOAL: To promote and develop cooperation and coordination with neighboring government bodies to ensure the long term success of the City and surrounding communities.

OBJECTIVE: To encourage dialogue and collaboration with neighboring Zoning & Planning Commissions regarding land use and development issues.

OBJECTIVE: To work to establish common or compatible development standards for uses near the City's boundaries that are palatable to both the City and the adjoining municipalities.

GOAL: To establish a Responsible City Government that will constantly strive to look out for the best interests of the citizens of Byram.

OBJECTIVE: To ensure the City develops, for its citizens, a workforce that is: professional, well trained and appropriately compensated.

OBJECTIVE: To ensure that the City operates as a service business.

OBJECTIVE: To serve the members of the Byram community with quality customer service.

OBJECTIVE: To provide the members of the Byram community with easy access to City government information and services and to establish consistent financial policies through establishment of a City website.

OBJECTIVE: To constantly strive to keep the community aware of City programs and services opportunities available to them.

GOAL: To encourage Smart Growth and Green Building Principles into all Urban and Architectural Design.

OBJECTIVE: To consider environmental sustainability and overall energy efficiency as integral parts of all aspects of building design and development.

OBJECTIVE: To design buildings and neighborhoods using the best available technologies and processes feasible to protect the local environment.

RESIDENTIAL DEVELOPMENT

GOAL: To establish a residential density pattern that will produce desirable concentrations of residences and will not overburden the local community facilities or cause congestion.

OBJECTIVE: To preserve established neighborhoods and development patterns in Byram and to encourage compatible additional development that will help to maintain the desirability and value of already improved properties.

OBJECTIVE: To establish lot size requirements for each type of residential development. Low-density residential lots should be set at a minimum of 12,000 square feet.

OBJECTIVE: To establish new regulations with regard to high-density residential development, limiting the number of apartments or condominium units that can be constructed to a maximum of 6 units per acre.

OBJECTIVE: To draft and adopt new Subdivision Regulations.

OBJECTIVE: To encourage and promote the development of subdivisions that provides quality amenities to its residents including but not limited to: golf courses, tennis courts, clubhouses and swimming pools, by requiring such amenities within smaller lot (under one acre) residential subdivisions as part of a Zoning Ordinance.

GOAL: To require sufficient open space in conjunction with all residential uses in order to prevent overcrowding and provide sufficient light and air.

OBJECTIVE: To prevent through adoption of a Land Use Plan and Zoning Ordinance the location of high density residential or intense commercial uses immediately adjacent to single-family residences, unless proper buffering is provided in the form of wide set-backs with required screening and landscaping of the set-backs. These set-backs should not be encroached upon by parking, driveways, patios or other paved areas.

GOAL: To encourage development of low density single family housing.

OBJECTIVE: To permit the location of manufactured homes only in certain tightly defined zones: (1) manufactured home parks (2) manufactured home subdivisions and (3) as conditional uses.

OBJECTIVE: To allow development of only quality apartment communities through stringent review of site plans as required by a Zoning Ordinance.

GOAL: To encourage and promote development and redevelopment of quality single family housing.

OBJECTIVE: To encourage the removal of substandard housing and replacement with quality housing and to upgrade substandard housing where practical.

OBJECTIVE: To encourage development of adequate housing resources to improve the housing of the City's most disadvantaged residents.

GOAL: To sustain high quality of neighborhoods and to protect individual property values by encouraging proper standards of design, construction and maintenance.

OBJECTIVE: Improve residential areas to increase the residents' overall quality of life and property values. To require improvements that increase pedestrian safety, such as sidewalks, which can be required in Subdivision Regulations and a Zoning Ordinance.

OBJECTIVE: To prohibit non-conforming nuisance uses in residential neighborhoods that inhibits investment in low- and moderate- income housing.

GOAL: To provide recreational opportunities in close proximity to all residential areas.

OBJECTIVE: To require the reservation/ dedication of a minimum of 30% of the gross area of a multiple family residential site for open space and recreational facilities---exclusively for use by residents of the multiple family development.

OBJECTIVE: Through enforcement of the City of Byram's Zoning Ordinance, improve the conditions and visible appearance of manufactured homes within the City's incorporated limits.

COMMERCIAL DEVELOPMENT

GOAL: To promote development of well-designed, attractive commercial uses in areas of the City that are suitable for and compatible with the particular use proposed.

OBJECTIVE: To segregate commercial uses on the Land Use Plan by intensity of use. Commercial uses which involve outdoor activities, heavier vehicular traffic and noise should be located well away from ALL residential uses.

OBJECTIVE: To provide sufficient neighborhood oriented convenience commercial development to accommodate the residential population.

OBJECTIVE: To limit the number and restrict the location of mini storage/warehouse buildings to areas deemed suitable by the land use plan and governed by a Zoning Ordinance.

OBJECTIVE: To permit future outdoor commercial activities to be established in Byram only under strict development standards, such as wide set-backs, screening, access control, etc., and as much as possible when the proposed use is compatible with surrounding uses. Candidate areas for outdoor commercial development include areas along I-55, Siwell Road both the East and West Frontage Roads & the northern portion of Terry Road above Siwell Road that are not in proximity to residential uses or other uses sensitive to noise impacts. Outdoor commercial uses near these uses must be required to provide a proper "buffer" area to reduce adverse impacts.

GOAL: To develop sign regulations which allow merchants to convey their message to customers without creating traffic safety hazards or becoming garish.

OBJECTIVE: To include regulations in the Zoning Ordinance controlling the size, location and type of illumination of all outdoor signs in the City of Byram.

GOAL: To require landscaping in accordance with adopted standards along the street frontage of all new commercial uses in order to insure consistent treatment along arterial streets.

OBJECTIVE: To require landscaping in all areas of a commercial lot that is not used for buildings, parking, driveways, patios and sidewalks. This landscaping should be installed in accordance with standards adopted by the City with regard to planting material and spacing.

GOAL: To strengthen the entire community by carefully planning the location of shopping centers and the design of business establishments.

OBJECTIVE: To zone areas for commercial development only where streets have the capacity for handling the traffic generated by such development.

GOAL: To encourage and promote the development of commercial businesses that will add to and improve upon the character of the City of Byram.

OBJECTIVE: To establish minimum standards for the construction of buildings and structures through uniform and consistent enforcement of the adopted International Building Codes.

OBJECTIVE: To adopt and enforce a Property Maintenance Code.

OBJECTIVE: To hire adequate staff to ensure enforcement of all adopted and proposed Codes, Regulations and Ordinances.

GOAL: To promote the development of entertainment venues in the City of Byram.

OBJECTIVE: To encourage commercial development in the City of Byram that will make available entertainment venues including but not limited to: a bowling alley, a movie theater, etc

INDUSTRIAL DEVELOPMENT

GOAL: To designate adequate and suitable land for the expansion of existing and promotion of new industrial development.

OBJECTIVE: Expansion of industrial areas will be determined based upon future predictions of industrial activity and the Land Use Plan.

OBJECTIVE: To restrict industrial activity to only those areas deemed suitable by the land use plan.

GOAL: To provide well-located sites adequately served by highways, railroads, utilities and services for new industrial development.

OBJECTIVE: To identify, isolate and preserve areas for industrial development within the City of Byram.

PARKS AND OPEN SPACE

GOAL: To develop parks and open space in accordance with prototype standards specified in the Mississippi State Comprehensive Outdoor Recreation Plan (SCORP) to insure that the long-range open space and recreational needs of the citizens of Byram are met.

OBJECTIVE: To commit to the enhancement of the overall community by providing safe, well-maintained, and steadily-improving facilities that promote activities for the physical and mental well-being of citizens of all ages, including our senior citizens and youth.

GOAL: To develop and construct an easily accessible and convenient Multi-Plex facility that will provide programs for people of all ages and serve as a center for all of the City of Byram's community events and festivals.

OBJECTIVE: To provide a facility that will have a community center, provide a place for members of the community to have family reunions and also for seniors to meet and have activities such as classes for quilting, pottery, etc etc..

OBJECTIVE: To construct on the Multi-Plex facility site baseball, softball, football and soccer fields, tennis and volleyball courts, and an equestrian center.

OBJECTIVE: To provide recreational activities for citizens of all ages which include, but are not limited to: little league and youth softball and baseball, pee wee and flag football, youth soccer, tennis leagues etc etc...

OBJECTIVE: To develop a schedule of activities for the community examples include: such as Christmas Parade, New Years Celebration, Fourth of July Celebration, Byram Day, Mayors Easter Egg Hunt, etc, etc...

GOAL: To protect and promote improvements to the existing natural landscape of the City.

OBJECTIVE: To adopt landscape regulations that would require new developments to incorporate suitable greenspace by incorporating landscape requirements into a Zoning Ordinance.

PUBLIC FACILITIES

GOAL: To establish, maintain, and invest in quality public safety services which will serve to protect and provide a higher quality of life for ALL citizens and business owners of the City of Byram.

OBJECTIVE: To establish and maintain a professional and premier police department.

OBJECTIVE: To establish and maintain a professional fire and EMS department.

OBJECTIVE: To improve the City's current fire rating.

OBJECTIVE: To establish and maintain a professional building inspection services department.

OBJECTIVE: To establish and maintain a professional animal control department.

OBJECTIVE: To develop a city emergency management plan for natural and man-made disasters.

OBJECTIVE: To support community involvement in public safety.

OBJECTIVE: To support a Neighborhood Watch Program.

OBJECTIVE: To create and promote a Business Watch Program.

OBJECTIVE: To develop a city website to effectively communicate public safety information.

OBJECTIVE: To develop and enforce a Zoning Ordinance with standards for safe and healthy housing, impose fines and seek legal relief against negligent property owners.

OBJECTIVE: To establish a dedicated funding source for installation and maintenance of street lighting.

GOAL: To establish a citywide Information Technology Committee, comprised of public and private entities, to take advantage of the various forms of work-place technology to meet long term information needs.

OBJECTIVE: To develop and coordinate information technology strategies.

GOAL: To provide adequate water and sewer services to ALL citizens, businesses and industry located within the incorporated boundaries of the City of Byram.

OBJECTIVE: To extend water and sewer services to areas within the incorporated limits of Byram that presently are not served.

OBJECTIVE: To support development utilizing existing infrastructure and utilities.

OBJECTIVE: To support and promote the utilization of well planned new infrastructure.

OBJECTIVE: To support and promote infrastructure and utility efforts coordinated with other entities.

OBJECTIVE: To require installation of underground utility lines in new residential subdivisions through adoption of Subdivision Regulations.

OBJECTIVE: To continually upgrade existing infrastructure.

GOAL: To ensure the preservation of areas and/or structures deemed to hold historical significance to the City of Byram.

TRANSPORTATION

GOAL: To provide an efficient and a safe street system which will meet the travel demands of motorists by implementing traffic operational improvements, establishing mass transit services and implementing major street projects, such as widening of thoroughfares and construction of new streets where needed.

OBJECTIVE: To provide better traffic flow to reduce traffic congestion and accidents, and improve vehicular accessibility and circulation.

OBJECTIVE: To address congestion management issues along the major transportation routes in Byram through the establishment of mass transit services such as buses and light rail.

OBJECTIVE: To design a comprehensive circulation system to serve the community and its entire region and to integrate facilities and land use.

OBJECTIVE: To provide better traffic flow by improving or constructing new north-south and east-west transportation routes.

OBJECTIVE: To reduce traffic congestion on existing major and minor streets between homes and places of shopping and employment and to discourage through traffic in residential areas.

OBJECTIVE: To improve vehicular accessibility and circulation.

OBJECTIVE: To address the recreational needs of pedestrians and bicycle riders by working with the CMPDD to develop facilities that will meet the needs of Byram citizens.

OBJECTIVE: To maintain a presence in the Metropolitan Planning Organization in order to be involved in an area wide transportation planning process.

OBJECTIVE: To reduce the impact of railroad, highway, and arterial road noise on residential properties by recommending spatial separation of residential uses from these elements of the areas thoroughfares system.

OBJECTIVE: To determine the right-of-way of new roads before any development begins, and to begin a continuous program to buy the right -of-way for proposed new streets and for streets that need to be widened.

OBJECTIVE: To provide a roadway system capable of accommodating the accessibility needs of development that occurs in the planning area.

GOAL: To establish identifiable landscape, public art, and/or architectural features along principal transportation routes.

OBJECTIVE: To develop and enhance entryways that would focus on improving the appearance of arterial roads by establishing high standards for entryway zones in a Zoning Ordinance.

OBJECTIVE: To establish distinct landscape regulations through a Zoning Ordinance that would enhance the aesthetic beauty along both the north and south ingress routes along I-55, which is Byram's primary access corridor.

CENTRAL BUSINESS DISTRICT

GOAL: To encourage Business Planned Unit Developments that would promote and enhance the character of the City of Byram by preventing the location of inappropriate land uses throughout the District and prohibiting incompatible architectural design and materials throughout the District.

OBJECTIVE: To create a zoning district in the new Zoning Ordinance following adoption of the Comprehensive Plan. The Central Business District should allow only:

- single-family detached residences;
- certain INDOOR commercial uses such as offices, specialty shops, and full-service restaurants;
- public/quasi-public uses as special exceptions;

OBJECTIVE: To prescribe land uses in the Zoning Ordinance which are compatible with the character of the area including: single-family detached residential, "indoor" commercial uses (where there is little or no outdoor storage or display of merchandise) and multiple-family residential uses as special exceptions.

OBJECTIVE: To develop architectural and building material criteria to prevent the construction of metal-fronted buildings and other types of structures that would destroy the integrity of the area.

GOAL: To designate and make available adequate parking facilities for each low intensity commercial development located in the Central Business District.

OBJECTIVE: To require low intensity commercial developments to provide additional on site or off site parking, if sufficient space isn't available, within a short walking distance of the facility, to its patrons as a conditional requirement to operate in the Central Business District.

EDUCATION

GOAL: To provide academic excellence in a safe environment conducive to learning for all students.

OBJECTIVE: To ensure that school facilities are developed based upon projected demand and accepted or legislated standards, and are placed in optimal locations in the City relative to population concentrations and major transportation routes, as well as, other pertinent location standards.

IMPLEMENTATION

GOAL: To implement the Comprehensive Plan.

OBJECTIVE: To use the land use plan as a guide for the development of the area.

OBJECTIVE: To adopt a Zoning Ordinance and Official Zoning Map as tools for implementing the plan.

OBJECTIVE: To adopt subdivision regulations as a tool for implementing the plan.

OBJECTIVE: To adopt and use a capital improvements plan as a tool for implementing the plan.

OBJECTIVE: To adopt any other development-related ordinances that will aid in the implementation of the plan.

CHAPTER II

LAND USE PLAN

INTRODUCTION AND METHODOLOGY

Section 17-1-1 of the Mississippi Code specifies that the Land Use Plan element of the Comprehensive Plan shall designate "---in map or policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space, public/quasi-public facilities and lands." The Code also requires that "background information shall be provided concerning the specific meaning of land use categories depicted in the plan in terms of the following: residential densities; intensity of commercial uses; industrial and public/ quasi-public uses; and any other information needed to adequately define the meaning of land use codes (reflected on the Land Use Plan map). Projections of population and economic growth for the area encompassed by the plan may be a basis of quantitative recommendations for each land use category."

The purpose of the land use section of the comprehensive plan is to inventory the community's existing land use patterns and to recommend policies for future development that are consistent with the community's character. These policies also involve decisions on how the land use patterns should change for future needs. The Land Use Plan is a vital part of the Comprehensive Plan since zoning decisions are required by State law to be based on the adopted Land Use Plan. The Land Use Plan is subject to change as the City grows and may be amended at any time following the necessary public hearings.

In addition to an existing land use inventory, population, housing and employment projections are also used to determine future development patterns. Population, housing and employment projections establish patterns of expected future development. The land use section, in particular, serves as a guide for reviewing private development proposals and for making decisions on the location of public facilities.

POPULATION STUDY

During the 2000 U.S. Census, Byram was an unincorporated area. The Census Bureau characterized Byram, at the time of the last Census, as a Census Designated Place. However, the area designated by the Census Bureau and the current City limits of Byram are different. For purposes of this study Census data was taken from 121 Census Blocks that covered the Byram incorporated area, some of which were in both the Byram City Limits and the newly expanded Jackson City Limits. The blocks that were in both the Byram and Jackson incorporated limits, could not be split, due to a loss of necessary data essential to complete this Comprehensive Plan. Though the numbers may be slightly higher for the year 2000, because of this, it is not believed that this would provide a drastic difference in the population numbers of the City of Byram. The information contained in the Census Blocks was used to extrapolate population data that would be as closely as possible representative of the incorporated limits of the City of Byram.

Using these Block Groups, population projections were determined for the City. The total population for the year 2000 was 6,958. This accounts for 2.8% of Hinds County's total population in 2000 which was 250,800. Byram's population was 86.4% white and 12.5% black, which can be seen in Table II-1. This is a huge contrast from the racial makeup of Hinds County which is 37.3% white and 61.1% black a difference of 49%.

The male to female population for Byram is 48.5% male, whereas the female population is 51.5%, as seen in Table II-2. These numbers are similar to that of the County which is 47% male and 53% female, a difference of less than 2% between Byram and Hinds County.

**TABLE II-1
2000 Census
POPULATION BY RACE**

Race	Pop.	%
White	6,009	86.4%
Black or African American	871	12.5%
Native American	2	0.02%
Asian	4	0.06%
Native Hawaiian and other Pacific Islander	0	0.0%
Other	12	0.2%
Two or more races	59	0.8%

Source: Compiled from Block Level Data, 2000 Census

**TABLE II-2
2000 Census
POPULATION BY GENDER**

Gender	Population	Percent
Male	3,373	48.5%
Female	3,585	51.5%

Source: Compiled from Block Level Data, 2000 Census

Similarly, the median age of the population of Byram is 34.4 which is close to Hinds County's median age of 31.9. As shown in Table II-3, Byram's population increased by 36.5% between 1990-2000. This in contrast to the population of Hinds County which decreased by 1.5% during the same time period. As can be seen in the table below, though Hinds County shows a 5.4% decrease in population through the year 2035, the City of Byram shows a projected increase of 56.1%. These projections do not assume that this growth will be confined to within the City limits. Naturally, as the City grows, the geographic area around the outer edge of the City will grow.

**TABLE II-3
2000 Census
POPULATION PROJECTIONS**

Year	Hinds County	Byram
1990	254,441	4,417
2000	250,800	6,958
2010 *	247,159	9,499
2015*	245,339	10,770
2020 *	243,518	12,040
2025*	241,698	13,311
2030 *	239,877	14,581
2035*	238,057	15,852

* These figures were generated using linear regression analysis and 1990 and 2000 Census Block Group Data.

The largest portion of Byram's population won't be near or at retirement age until the year 2035, while the third largest population segment will already be retired by this time. Table II-4 on the following page gives a more detailed breakdown of the City's population by age.

TABLE II-4
2000 Census
AGE DISTRIBUTION IN BYRAM

Age	Population	Percent
Under 5 years	514	7.4%
5 to 9 years	522	7.5%
10 to 14 years	551	7.9%
15 to 19 years	510	7.3%
20 to 24 years	331	4.8%
25 to 34 years	1,120	16.1%
35 to 44 years	1,324	19.0%
45 to 54 years	990	14.2%
55 to 59 years	230	3.3%
60 to 64 years	280	4.0%
65 to 74 years	370	5.3%
75 to 84 years	181	2.6%
85 years and	33	0.5%

Source: Compiled from Block Level Data, 2000 Census

According to the 2000 U.S. Census, 23.7% of the persons 25 or older living in Byram had a college bachelor's degree or higher and 87.7% had a high school education or higher.

**TABLE II-5
EDUCATIONAL ATTAINMENT
Persons 25 and Over**

Educational Attainment	Number	Percent
Less than 9 th Grade	101	2.2%
Some High School, no diploma	461	10.2%
High School graduate (includes equivalency)	1,180	26.1%
Some college, no degree	1,262	27.9%
Associate degree	452	10.0%
Bachelor's degree	839	18.5%
Graduate or professional degree	233	5.2%

Source: Compiled from Block Level Data, 2000 Census

ECONOMIC STUDY

The City of Byram has a civilian labor force of 3,871 with 3.0% unemployed. Tables II-6 and II-7 show a breakdown of employment by industry and types of occupation. Table II-6 shows that Byram's primary employment is in Health Services at 11.7% followed by retail trade and construction at 11.6% and 10.6% respectively. This is positive because the health service industry is growing as the majority of the U.S. population grows older.

**TABLE II-6
EMPLOYMENT BY TYPE
OF INDUSTRY/BUSINESS IN BYRAM**

Type of Industry/Business	Number of Employees	Percent of Employees
Agriculture, forestry, fishing and hunting, and mining	39	1.0%
Construction	399	10.6%
Manufacturing	229	6.1%
Transportation and warehousing, and utilities	212	5.6%
Information	177	4.7%
Wholesale trade	265	7.1%
Retail trade	435	11.6%
Finance, insurance, real estate, and rental and leasing	387	10.3%
Professional, scientific, management, administrative, and waste management services	280	7.5%
Arts, entertainment, recreation, accommodation and food	178	4.7%
Health care and social assistance	439	11.7%
Educational services	208	5.5%
Other services	240	6.4%
Public administration	267	7.1%

Source: Compiled from Block Level Data, 2000 Census

**TABLE II-7
EMPLOYMENT BY
OCCUPATION IN BYRAM**

Type of Occupation	Number of Employees	Percent of Employees
Management, professional and related occupations	1,311	34.9%
Service occupations	338	9.0%
Sales and office occupations	1,267	33.7%
Farming, fishing, and forestry occupations	6	0.2%
Construction, extraction, and maintenance occupations	568	15.1%
Production, transportation, and material moving occupations	264	7.0%

Source: Compiled from Block Level Data, 2000 Census

The median household income for Byram is \$51,878 which is substantially higher than the median household income of the County as a whole which is \$33,991. The percent of families below the poverty level in Byram is 3.6%. This number is substantially lower than the poverty level of the county which is 16.1%.

**TABLE II-8
HOUSEHOLD INCOME DATA FOR BYRAM**

Household Income	Number of Households	Percent of Households
Under \$15,000	209	8.3%
\$15,000 to \$24,999	251	9.9%
\$25,000 to \$34,999	239	9.5%
\$35,000 to \$49,999	500	19.8%
\$50,000 to \$74,999	729	28.9%
\$75,000 to \$99,999	420	16.6%
\$100,000 to \$149,999	128	5.1%
\$150,000 to \$199,999	33	1.3%
\$200,000 or more	14	0.6%

Source: Compiled from Block Level Data, 2000 Census

EXISTING LAND USE METHODOLOGY

The land use survey was conducted by recording the actual land use of each parcel of property in the City and then was transferred to a large base map. The Existing Land Use map was color coded by each parcel according to its existing use. The categories of land use include the following:

1. Agricultural/Vacant
2. Residential estate
3. Low density residential
4. Medium density residential
5. High density residential
6. Manufactured Homes
7. Low intensity commercial
8. General commercial
9. High intensity commercial
10. Light industrial
11. Heavy industrial
12. Parks and open space
13. Public/quasi public

The existing land use map shows present land use patterns and provides a basis for the development of the future land use map and future zoning map. Table II-9 shows the existing residential structures in the incorporated limits and the study area. Table II-10 shows the amount of acreage currently being used by each land use category.

TABLE II - 9
Residential Structure Count
2009 Existing Land Use Survey

Structure Type	City Limits (Total Units)	Study Area (Total Units)
Sound Structure	3,597	4,953
Dilapidated Structure	8	19
Multi-Family Units	878	878
Manufactured Homes	281	413
Total:	4,764	6,263

Source: Central Mississippi Planning and Development District.

**TABLE II-10
CITY OF BYRAM
EXISTING LAND USE BY AREA**

Existing Land Use	City Limits (Acres)	Entire Study Area including City Limits (Acres)
Agricultural / Vacant*	6,678.282	15,990.388
Residential Estate	2,846.603	7,618.765
Low Density Residential	457.101	545.455
Medium Density Residential	367.998	368.145
High Density Residential	79.651	79.651
Manufactured Homes	256.207	756.035
Low Intensity Commercial	42.034	43.510
General Commercial	93.613	99.970
High Intensity Commercial	104.602	114.693
Adult Entertainment Commercial	0	0.681
Light Industrial	60.976	210.582
Heavy Industrial	210.642	1,167.738
Parks / Open Space	41.074	79.433
Public / Quasi-Public	542.769	564.972
Total:	11,781.552	25,288.582

*Includes: Creeks and streams

THE LAND USE PLAN

Overview:

The land use plan represents a composite of all the elements of the planning program. With this context, the plan depicts in narrative, statistical and map forms the general relationships between land use patterns, major transportation arteries, schools, parks and other community facilities, and the overall environment of the community.

Preparation of the land use plan was closely coordinated with the development of all other elements of the planning program, particularly the population and economic study, the transportation plan, and the community facilities plan.

The land use plan should be used primarily as a general and long range policy guide to decisions concerning future land development. The adoption of these policies by the Mayor and Board establishes their dominance as a guide for land use decisions, and that they may change only by amending the plan. The land use plan shall also be used as a forecast of the future land needs of the city. Although the land use forecasts are for 20 to 25 years in the future, the life expectancy of the land use plan, for accuracy and applicability is five to six years. This emphasizes the need to revise the plan every five years.

The plan is not a legal tool; however, because it forms the basis for the zoning ordinance, the subdivision regulations and other implementation documents, it does carry some legal weight. The plan should serve as a guide for consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the public improvements program and the capital improvements budget. The land use plan map is intended to indicate broad categories of development for general areas of the city. In order to be useful to zoning, the land use map attempts to delineate exact boundaries wherever possible.

Methodology:

This section of the Comprehensive Plan was developed using three processes involving plan formulation and evaluation. First, the spatial distribution of Byram's future land uses was made after applying specific locational criteria. Second, the amount of land allocated for future land uses was correlated with existing growth patterns. Last, a physical plan for future growth was developed, which attempts to use city resources and meet city needs in an effective and efficient manner.

The quantities of land needed to accompany various activities in an urban area depend on a multitude of interrelated factors. The most important of these factors are the composition and the characteristics of the population, the economy of the area and the trends in the density of development. Since all three of these factors are closely related, a change in one will cause a corresponding change in the other two. For example, the density of development is dependent, to a large degree, on raw land and development cost (economic factors). Therefore, if these costs increase, the density of the

development usually increases, unless the costs are offset by a corresponding increase in income, sales or other economic factors. Although there are numerous methods and techniques used to forecast demands for the future land uses in urban areas, all of these techniques rely, directly or indirectly, on estimates of these factors.

The future land use plan, in order to be useful as a policy tool for guiding land use decisions, must be carefully composed. In drafting the Land Use Plan Map, the following factors were considered:

1. Existing land use patterns and growth trends
2. Projected future land use needs based on projected future population and employment converted to the number of acres needed to accommodate projected growth levels
3. Flood plains
4. Location of major streets and open space

Location Criteria:

Locational criteria are guiding principles and standards used in the placement of activities on the land. These principles and standards have evolved over time within the planning profession and are recognized for their universal application. These criteria involve numerous considerations including danger from floods and other health and safety standards, the vulnerability of important environmental processes to urban activities, the proximity of one land use from another in time, distance and cost, the social, economic and environmental compatibility of adjacent land uses, physical characteristics of individual locations and their suitability for development and the pattern of land values. General principles relating to the location of land uses customarily identify five major functional areas: the work areas, the living areas, the shopping and leisure time areas, the community facility systems and environmentally critical areas of land and water. These principles can be expressed as follows:

1. **Work areas** should be located in convenient proximity to living areas where energy efficient interconnecting transit and thoroughfare routes can be designed to insure easy access back and forth; they should be in convenient proximity to other work areas and where uses incidental to one another have access to interconnecting truck routes. The spatial distribution of work areas should harmonize with intra-urban patterns of firm interaction. Heavy concentrating of work areas should be avoided so as to disperse point sources of pollution. Some work areas should be in locations accessible to heavy transportation facilities and large capacity utility lines. Work area locations provide sites adequate in size, economic to develop and attractively situated for the particular uses intended.
2. **Living areas** should be located in convenient proximity to the work and leisure time areas and where there are nearby transit and thoroughfare routes to insure easy access. The spatial configuration of residential

communities should take the activity and residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces, with residential areas within easy walking distance of community facilities. They should be located in areas protected from traffic and incompatible uses, in areas which are economic, energy efficient, and attractive to develop, and where desirable residential densities with a range of choice can be insured.

3. **Shopping areas** and entertainment centers such as shopping malls, restaurant areas, cultural centers and educational complexes should be in convenient proximity to living areas. They should be in centrally located areas and on sites adequate for their purposes.
4. **Community facility** systems should be designed around the underlying service-delivery concepts of each such system and its program, with service levels appropriate to the user groups of each facility. Recreational facilities, schools, libraries, medical care facilities, police and fire stations, and other community facilities should be in locations convenient to user groups and on sites economic to develop.
5. **Open space system and environmental protection** Major parks and large open spaces should be located so as to take advantage of, as well as protect, natural processes and unusual landscape features and to provide for a variety of outdoor recreational and other activities. Environmentally critical areas of land and water should be protected from incompatible uses and from pollutants generated by urbanization in the vicinity. Wooded areas that serve a functional purpose in climate, noise, light and pollution control should be preserved as part of an urban forest and open space system. Vulnerable urban development should not be located in areas of natural hazards to life and property such as floods, slides and unstable soils. Development using on-site sewage treatment should be prohibited from areas of unsuitable soil and geological conditions. Present and future water supply drainage basins should receive only urban development compatible with protection of the water quality.

The Land Use Plan Map:

In order for the zoning map to be optimally effective, it should closely mirror the Existing Land Use Plan Map. In addition to the land use map, other considerations in drawing the zoning map are:

1. How many sets of districts shall there be?
2. How much space should be allocated to each type of district?
3. What types of land are suitable for each type of district?

4. What should be the typical relationships between various types of districts?
5. Where should the various districts be located, in general?
6. Where should the exact boundary lines of each district run?

In mapping zoning districts, there is usually a compromise between the distracting pattern dictated by existing development and that called for by the land use plan. The land use plan becomes a guide for this decision making process, as well as for the deliberations to be followed in making later amendments to the zoning ordinance. Generally, zoning districts reflect certain principles as follows:

1. Compatibility of use
2. Appropriateness of the land
3. Locational needs of uses
4. Public Service effects

As a general rule, it is more advisable to run the boundaries of a district along or parallel to rear lot lines, rather than through the center of a street. Where one side of a street is zoned for business and the other for residential use, there is a strong temptation for legislative bodies and courts to authorize business uses on the residential side of the street. Where a district runs parallel to side lot lines it should avoid splitting lots. Land situated similarly should be zoned alike. Care should also be taken that not too many non-conforming uses are created in each district.

Explanation of Land Use Categories Depicted on the Land Use Plan Map:

The following is an explanation of the specific meaning of land use color codes depicted on the Land Use Plan / Thoroughfares Plan map (Map II-3 in the back pocket of this plan).

AGRICULTURAL(White):

- ▶ This land use classification depicts areas that are expected to remain predominantly agricultural with no significant concentrations of residential, commercial, industrial or other development during the period from 2010 through 2035. These areas are not expected to be served by municipal sewerage within the foreseeable future. Therefore, these areas are expected to have on-site wastewater disposal systems which will require that the lots encompass two to three acres, depending upon Health Department requirements.

RESIDENTIAL CLASSIFICATIONS: Residential land use classifications proposed based upon dwelling unit density.

1. **Residential Estate (Chartreuse):** This classification generally includes existing subdivisions containing lots with a minimum area of one-half (½) acre or 21,780 square feet or larger or areas that should remain Residential Estate due to their proximity to existing large lot subdivisions. The preservation of these

neighborhoods for large lot development is important in order to protect the property values of people living in existing Residential Estate subdivisions or other large lot developments. These areas are either served by a central private sewer treatment system, an on-site wastewater disposal system (where lots generally are required to be a minimum of two acres or more), or are expected to have sanitary sewer service by or before 2035.

2. **Low Density Residential (Tan):** This classification includes existing and proposed subdivisions with lots generally encompassing lots ranging from 12,000 square feet to 21,779 square feet. Areas shown on the Land Use Plan as low density residential either have sewer service or are expected to have sewer service by 2035. This land use classification is sometimes used as a “transitional” residential density between Residential Estate areas and smaller lot residential areas.
3. **Medium Density Residential (Yellow):** This classification includes lots ranging from 8,000 square feet to 11,999 square feet for more moderately priced homes.
4. **Patio Homes and Townhouses (Light Orange):** This classification includes patio homes on lots with less than 8,500 square feet in area and townhouses on lots of at least 6,000 square feet in area (end units only).
5. **High Density Residential (Orange):** The maximum density for apartment or condominium development included in this classification is six (6.00) units per gross acre. This includes existing multiple-family units such as duplexes or triplexes (not townhouses) and apartment or condominium complexes. Existing apartments or condominiums may have a higher density, but expansion of those complexes at a higher density is not allowed by the Land Use Plan unless this plan is amended.
6. **Manufactured Home/ Recreational Vehicle Parks (Brown):** This classification includes manufactured and/ or mobile homes located in a designated “park” where the individual space or “pad” one which the home is parked is rented or leased or both the manufactured home/ mobile home and the space are rented or leased; and in a manufactured home park where portions of the park are used for temporary parking of recreational vehicles.

CENTRAL BUSINESS DISTRICT (LIGHT BLUE): “Central Business District” is a mixed-use classification which includes the following: single-family detached residences, indoor-type commercial uses such as offices, specialty shops, and full-service restaurants, and public/quasi-public uses such as governmental buildings and facilities, churches, schools, and civic organization buildings. This area is intended to be the focal point for community life in Byram, to include a Municipal Complex. The Central Business District will be connected to residences, parks, schools and shopping areas by means of proposed multi-use trails.

COMMERCIAL CLASSIFICATIONS: All commercial classifications shown on the Land Use Plan either now have public sewer service or are required to have on-site wastewater disposals systems. Those commercial uses not connected to a public sanitary sewer system must have an on-site wastewater treatment system that meets the requirements of the Health Department. In the event that public sanitary sewer service becomes available within 500 feet of a building being served by an on-site treatment system, such building must be connected, at the property owner's expense, to the sanitary sewer system within 60 days of the availability of public sewer service.

1. **Low Intensity Commercial (Restricted or Limited Commercial) (Pink):** Offices of all types.
2. **General or "Indoor" Commercial (Red):** This classification includes independent indoor commercial retail or service uses and shopping centers / malls.
3. **High Intensity or "Outdoor" Commercial (Purple):** These commercial uses typically involve either significant outdoor activity or the display or storage of goods / materials outside of enclosed structures; or those uses (such as convenience stores or fast food restaurants) that generate vehicular traffic at greater volumes than indoor"commercial uses (such as full-service restaurants). No new High Intensity Commercial areas are proposed on the Land Use Plan next to single-family residential areas unless a minimum 50 foot buffer is proposed between the outdoor commercial use and a existing or proposed single-family residential use.

INDUSTRIAL CLASSIFICATIONS:

1. **Light Industrial (Light gray):** All *indoor* industrial uses, including indoor manufacturing and warehouses *where all storage is inside*; this classification includes self-storage warehouses ("mini-warehouses").
2. **Heavy Industrial (Dark gray):** Outdoor manufacturing and storage of materials out-of-doors; or manufacturing uses that use large amounts of water to process products or discharge large volumes of wastewater into the sewerage system.

PUBLIC/QUASI-PUBLIC USES:

1. **Parks and Open Space (Light Green):** This classification includes existing and proposed parks and open space. It includes open space strips intended to buffer the impact of one intensive land use against a less intensive use (such as commercial uses immediately adjacent to single-family residential uses).
2. **Public/Quasi-public Uses Other than Parks and Open Space (Dark Green):** All governmental facilities, civic organizations, hospital, churches, schools, cemeteries, and nursing homes.

FLOODPLAINS AND FLOODWAYS:

1. **Base Flood (“100-Year Flood”) Floodplains (Light Blue Cross-hatch):** Those areas having a chance of experiencing flooding that is equal to or greater than a “100-year flood” (a 1% chance of occurring in any given year); these base flood (100-year) elevations have been determined by the Federal Emergency Management Agency (FEMA). Any construction in these areas must be elevated by fill or other means to or above the elevation of the 100-year flood. ***Therefore, due to the expense of elevating structures, no residential development is proposed or shown on the Land Use Plan. However, it is generally economically feasible to elevate commercial or industrial structures, so commercial and industrial development is proposed or shown in base flood areas.***
2. **Floodways (Turquoise):** These areas are the river or creek channels and adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. All construction in floodways is prohibited.

Recommendations:

1. Adopt a Flood Plain Ordinance.
2. Adopt Subdivision Regulations.
3. Adopt an Architectural Review Ordinance.
4. Adopt Landscape Regulations.
5. Adopt an Animal Control Ordinance.
6. Encourage and promote quality Low Density residential development.
7. Establish a Central Business District.
8. Allow manufactured housing **ONLY** in specially defined areas in the City as set forth by the new zoning ordinance.

CHAPTER III

TRANSPORTATION PLAN

INTRODUCTION

According to Section 17-1-1 of the Mississippi Code, the Transportation Plan must include a Thoroughfares Plan "---depicting *in map form* the proposed functional classification of all existing and proposed streets, roads, and highways for the area encompassed by the Land Use Plan and for the same time period as covered by the Land Use Plan. Functional classifications shall consist of arterial, collector and local streets---and these functional classifications shall be defined as to right-of-way and surface width requirements; these requirements shall be based upon traffic projections."

THOROUGHFARES PLAN: FUNCTIONAL CLASSIFICATIONS

Concurrently with preparation of the Land Use Plan for the City of Byram Study Area (Chapter II), CMPDD developed a "Thoroughfares Plan", classifying roads, streets and highways according to the function that they can be expected to perform by the target year of the plan: 2035. According to the Federal Highway Administration (FHWA), "functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide" (Highway Functional Classification, U. S. Department of Transportation, July, 1974).

The proposed Byram Thoroughfares Plan is shown on **Map II-3, the Land Use Plan/ Thoroughfares Plan**. Each highway, road or street was functionally classified by the CMPDD according to criteria prescribed by the Federal Highway Administration (FHWA).

The following are FHWA definitions of each classification; the color codes on the Thoroughfares Plan are the colors prescribed by the FHWA in classifying roadways:

1. **Urban Interstate Highways (Blue on the Thoroughfares Plan):** These are the controlled-access highways on the Interstate system. In the Byram study area, the only Interstate highway is I-55.
2. **Other Urban Freeways and Expressways (Blue Dashed on the Thoroughfares Plan):** These are the non-Interstate controlled-access facilities. The U. S. Highway 49 Spur is proposed as an access-controlled roadway.
3. **Urban Principal Arterials (Red on the Thoroughfares Plan):** This system of streets serves the major centers of activity, has some of the

highest traffic volumes and the longest trip desires.

4. **Urban Minor Arterials (Green on the Thoroughfares Plan):** The minor arterial street system interconnects with and augments the principal arterial system. It provides service to trips of moderate length and includes facilities that place more emphasis on land access than the principal arterial system.
5. **Collectors (Purple on the Thoroughfares Plan):** The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It distributes trips from the arterials to their ultimate destinations.
6. **Urban Locals (No color on the Thoroughfares Plan):** These roads and streets provide direct access to adjoining land and to higher systems; they provide the lowest level of mobility, and through traffic movement is discouraged on local facilities. By definition, local streets and roads are not “thoroughfares”.

MINIMUM RIGHTS-OF-WAY AND SURFACE WIDTH REQUIREMENTS

The *general* minimum right-of-way and surface width requirements for non-Interstate and non-freeway roadways shown on the Thoroughfares Plan are specified below:

Principal Arterial (Red): Generally, proposed *minimum* of four basic lanes (48 foot surface width or more); generally, a minimum 100 foot right-of-way. However, some roadways may be classified as principal arterials because of their function, but the projected traffic may not necessitate the widening of the roadway to four or more lanes.

Minor Arterial (Green): At least 3-12 foot lanes; minimum of 70 foot right-of-way

Collector (Purple): 28-36 foot surface width; minimum of 60 foot right-of-way

Local (No Color): 2 lanes; minimum of 50 foot right-of-way

RELATIONSHIP OF THIS TRANSPORTATION/ THOROUGHFARES PLAN WITH THE 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (MULTIPLAN)

As stated in the Introduction to this Comprehensive Plan, the CMPDD is the “Metropolitan Planning Organization” or “MPO” (designated by the Governor of Mississippi and recognized by the Mississippi Department of Transportation and U. S. Department of Transportation) for the Jackson Metropolitan Statistical Area

(now Copiah, Hinds, Madison, Rankin and Simpson Counties) and is responsible for coordinating a Federally-mandated Transportation Planning Process for the Metropolitan Area. One of the primary Federal requirements for MPO's is the development of a *Long-Range Transportation Plan (LRTP)*. The most recent LRTP, the **2030 Jackson Urbanized Area Transportation Plan**, was adopted by the MPO in March, 2006. The next update of the Long-Range Transportation Plan, the **2035 Jackson Urbanized Area Transportation Plan**, must be completed and adopted by March, 2011.

Therefore, in advance of the development of the **2035 Jackson Urbanized Area Transportation Plan**, CMPDD has prepared an updated Thoroughfares Plan for the City of Byram and the surrounding Study Area. In accordance with Mississippi law, the Byram **Thoroughfares Plan** depicts *in map form* (see Map II-3 in the pocket in the back of this Comprehensive Plan) the proposed functional classifications (principal and minor arterial, collector and local) for existing and proposed streets, roads and highways for the same time period as that covered by the Land Use Plan (i. e., to the year 2035).

Computer-simulated traffic projections were prepared in connection with the development of the **2030 Jackson Urbanized Area Transportation Plan** and the **Jackson Mobility Study and Needs Analysis**. The latter study was “— undertaken to provide long-range, strategic planning guidance to the Mississippi Department of Transportation (MDOT) relating to transportation in and around the Metro Jackson region. It assessed the impacts and benefits of beltway concepts and other road corridor improvements on local traffic, through traffic, freight traffic and on economic development. The study identified a prioritized strategy to guide MDOT and other agencies in the planning, development and implementation of major corridor improvements in the region.” (From Draft Final Report: **Jackson Mobility Study and Needs Analysis**, Wilbur Smith Associates and others, May 16, 2008).

Where computer model-simulated traffic projections were not available, CMPDD developed traffic projections using standard projection techniques based upon land use trip generation factors from the **Quick Response Urban Travel Estimation Techniques and Transferrable Parameters**, Program Report 187 prepared by the Transportation Research Board.

All traffic projections were compared to the generalized roadway capacities shown in Table III-1 to assist CMPDD in determining where future roadway improvements will be needed. Table III-2 lists proposed improvements for the Byram Study Area.

TABLE III-1: GENERALIZED ROADWAY CAPACITIES

Functional Classification	24 Hour Capacity
Freeways (Interstate Highways and Other Controlled-Access Freeways or Expressways)	
4 lane	68,000
6 lane	102,000
Arterial Highways, Roads or Streets	
2 lane (without left turn lanes)	11,000
2 lane (with left turn lanes)	15,000
4 lane undivided	23,000
4 lane divided	27,000
6 lane divided	39,000
8 lane divided	51,000
Collector Streets	
2 lane (without left turn lanes)	10,000
2 lane (with left turn lanes)	12,000
4 lane undivided	20,000
4 lane divided	24,000
One Way Streets	
2 lane arterial	12,500
3 lane arterial	20,000
2 lane collector	10,000
3 lane collector	18,000

Source: *2030 Jackson Urbanized Area Transportation Plan*, CMPDD, 2006.

PROPOSED THOROUGHFARE IMPROVEMENTS

Table III-2 presents major proposed thoroughfare improvements for the Byram Study Area through the year 2035. **Traffic projections assume that most residential, commercial and other land uses shown on the Land Use Plan will be fully-developed by the projection year.**

**TABLE III-2
PROPOSED THOROUGHFARE IMPROVEMENTS
BYRAM STUDY AREA**

NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2010 TRAFFIC *
Improvements Included in the 2030 Jackson Urbanized Area Transportation Plan, Phase I (2006-2010):				
Byram-Clinton Norrell Corridor	Norrell Rd. at Interstate 20 to Siwell Rd. at Davis Rd. in Byram	Construct new 4-lane roadway	N/A	13,306
Gary Rd.	Terry Rd. to Davis Rd.	Widen to 4 lanes	5,383	3,663 (1)
Improvements Included in the 2030 Jackson Urbanized Area Transportation Plan, Phase II (2011-2020):				
NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2020 TRAFFIC*
Interstate 55	Interstate 20 to Siwell Rd. in Byram	Widen to 6 basic lanes	49,000	117,418

TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE

**TABLE III-2-CONTINUED
PROPOSED THOROUGHFARE IMPROVEMENTS
BYRAM STUDY AREA**

Improvements Included in the 2030 Jackson Urbanized Area Transportation Plan, Phase III (2021-2030):				
NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2020 TRAFFIC*
Interstate 55	Siwell Rd. in Byram to Copiah County line	Widen to 6 basic lanes	40,000	72,925
Improvements Proposed in "Preferred Plan": Jackson Mobility Study and Needs Analysis				
NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2030 TRAFFIC*
U. S. Highway 49-South to Interstate 55-South Freeway	U. S. Highway 49 near the Star community in Rankin County to Interstate 55 in Byram	Construct new 4-lane limited access roadway and interchange at Interstate 55	N/A	31,251
Interstate 55-South to Interstate 20-West	Interstate 55 in Byram at new interchange to Interstate 20 west of Norrell Road in Hinds County	Construct new 4-lane limited access roadway and interchange at Interstate 55, with split diamond interchange at Terry Rd. and Springridge Rd.	N/A	14,240

TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE

**TABLE III-2-CONTINUED
PROPOSED THOROUGHFARE IMPROVEMENTS: BYRAM STUDY AREA**

ADDITIONAL IMPROVEMENTS NOT INCLUDED IN 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (BUT INCLUDED IN THIS CITY OF BYRAM THOROUGHFARES PLAN)				
NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2035 TRAFFIC
Gary Rd. Extension	Gary Rd. Extension southward to connect with frontage roads at proposed Interstate 55 to Interstate 20 Freeway	Construct new 4-lane divided collector roadway with turn lanes	N/A	Over 20,000
Henderson Rd. Extension	Siwell Rd. to Terry Rd.	Construct new 4-lane divided collector roadway with turn lanes	N/A	Over 20,000
Gary Drive Extension	Gary Rd. To proposed Henderson Rd. Extension	Construct new 4-lane divided collector roadway with turn lanes	N/A	Over 20,000
Central Business Boulevard	Proposed Henderson Rd. Extension to Terry Rd.	Construct new 4-lane divided collector roadway with turn lanes	N/A	Over 20,000
Byram Loop: Siwell Rd.	Davis Rd. to Terry Rd.	Widen to 6-lane principal arterial divided roadway with turn lanes	17,000	Over 35,000
Byram Loop: Terry Rd.	Siwell Rd. to proposed Interstate 55 to Interstate 20 Freeway	Widen to 4-lane minor arterial divided roadway with turn lanes	8,600	Over 23,000

TABLE III-2 CONTINUED ON NEXT PAGE; FOOTNOTES AT END OF TABLE

**TABLE III-2-CONTINUED
PROPOSED THOROUGHFARE IMPROVEMENTS: BYRAM STUDY AREA**

ADDITIONAL IMPROVEMENTS NOT INCLUDED IN 2030 JACKSON URBANIZED AREA TRANSPORTATION PLAN (BUT INCLUDED IN THIS CITY OF BYRAM THOROUGHFARES PLAN)				
NAME	TERMINI OR LOCATION	PROPOSED IMPROVEMENT	2008 AVERAGE DAILY TRAFFIC	PROJECTED 2035 TRAFFIC
Byram Loop: Terry Rd.	Proposed Interstate 55 to Interstate 20 Freeway to Springridge Rd.	Widen to 4-lane minor arterial divided roadway with turn lanes	8,600	Over 25,000
Byram Loop: Springridge Rd.	Terry Rd. to Proposed Interstate 55 to Interstate 20 Freeway	Widen to 4-lane principal arterial divided roadway with turn lanes	3,800	Over 24,000
Byram Loop: Springridge Rd.	Proposed Interstate 55 to Interstate 20 Freeway to Davis Rd.	Widen to 4-lane minor arterial divided roadway with turn lanes	3,800	Over 23,000
Byram Loop: Davis Rd.	Springridge Rd. to Siwell Rd.	Widen to 4-lane undivided collector roadway with turn lanes	9,641	Over 20,000
Vance Rd.	Proposed Clinton-Byram Parkway to Henderson Rd.	Construct new 2-lane collector roadway	N/A	Below 10,000

FOOTNOTES FOR TABLE III-2:

N/A Not applicable

- * All projected traffic volumes from the *2030 Jackson Urbanized Area Transportation Plan* for 2010, 2020 and 2030 are for the *peak traffic point* for each phase of the plan: that is, the 2010, 2020 and 2030 phases.
- (1) This projection is low because at the time of the analysis it was assumed that the Byram-Clinton Corridor would be open some time in the year 2010, which would divert some traffic away from Gary Road, according to the traffic simulation model.

CHAPTER IV: PUBLIC FACILITIES PLAN

INTRODUCTION:

This Public Facilities Plan, also known as the Community Facilities Plan represents the fourth and final element of the Byram Comprehensive Plan. Section 17-1-9 of the Mississippi Code of 1972, as amended states: “and (4) a community facilities plan as a basis for a capital improvements program including, but not limited to, the following: housing, schools, parks and recreation; public buildings and facilities; and utilities and drainage.” A needs inventory and analysis was performed for the following facilities:

- Public buildings including the fire station, police station/detention center, City Hall, and public library;
- Water and wastewater treatment facilities;
- Stormwater drainage structures;
- Parks and recreation facilities; and
- Schools.

For the purposes of this plan, a “community facility” is defined as a “building or park/recreational facility owned and/or operated by Byram to provide a governmental service to the public.” Equipment needs, in terms of vehicles and other non-structural items, are not included in this plan since these needs change more often and any attempt to project 20 to 25-year requirements would be futile. Since Mississippi law states that the community facilities plan must simply provide the basis for a capital improvements plan (which is usually developed for a five to six-year period), other than those operated by a governmental entity are not analyzed, for example, no attempt is made to project the need for schools operated by private organizations.

CITY HALL:

Byram’s City Hall is located at 121 Southpoint Drive, Suites E and F, this facility currently serves as the temporary City Hall until a suitable structure can be built. Establishing a permanent city hall building is necessary to the proper functioning of the city. Factors to be used in determining the size of the future city hall include Byram’s population size and the number of city employees expected to work in the building.

POLICE DEPARTMENT:

Byram’s law enforcement needs are provided by the county. As such, there is no police department. At some point in the not-too-distant future Byram will need to build a police department, possibly combined with the city hall building when it is built.

In fact, when the city hall building is planned, it would be a good idea to include adequate space for a police department even if a department has not been established. This portion of the comprehensive plan entails the building facility only. Equipment such as police cars will have to be dealt with in a future capital budget.

FIRE DEPARTMENT:

Byram’s fire protection is provided by a county volunteer fire station located at 2971 Davis Road. This fire station has 32 volunteer firemen, who operate the following vehicles at the 4,000 square foot station:

- a 2009 truck (class A pumper) 1250 gpm. pump with a 750 gallon water tank, and a 77 foot aerial ladder
- a 2009 tanker truck with a 4,000 gallon tanker and a 1250 gpm. pump,
- a 1993 pumper truck (class A pumper) with a 1,000 gallon tank and a 1000 gpm. pump,
- a 2001 rescue pumper with a 250 gallon tank and a 500 gpm. pump,
- a 1991 air supply truck, and
- a 1989 rescue truck.

From a study of pertinent conditions and performance records over many years, certain fire protection standards have been developed. For each deviation from these standards, deficiency points are assigned, the number depending upon the importance of the item and the degree of the deviation. The total number of deficiency points charged against a county or municipality determines the relative classification—one through ten. Table IV-1 shows the fire protection features considered by the Mississippi State Rating Bureau in classifying a municipal or county fire protection system. Table IV-2 indicates the Ratings Bureau classifications assigned based on accumulated points of deficiency. Byram’s current fire rating is 7 within five road miles of the fire station. The fire rating for the rest of the Cit, not located within this area, is a ten.

**TABLE IV-1
RELATIVE VALUES AND MAXIMUM DEFICIENCY POINTS**

FEATURE	PERCENT	POINTS
Water Supply	39 %	1,950
Fire Department	39 %	1,950
Fire Service Communications	9 %	450
Fire Safety Control	13 %	650
TOTAL	100 %	5,000

According to the Fire Rating Bureau, the ideal service area for a fire station is a two-mile radius around the station. Applying this standard to the present corporate limits and the path of growth, Byram shows good fire coverage at present. However, future annexations will likely necessitate adding fire stations. In fact, two new fire stations are needed as soon as possible.

**TABLE IV-2
RELATIVE CLASS AS DETERMINED BY POINTS OF DEFICIENCY**

POINTS OF DEFICIENCY	CLASSIFICATION
0 - 500	FIRST
501 - 1,000	SECOND
1,001 - 1,500	THIRD
1,501 - 2,000	FOURTH
2,001 - 2,500	FIFTH
2,501 - 3,000	SIXTH
3,001 - 3,500	SEVENTH
3,501 - 4,000	EIGHTH
4,001 - 4,500	NINTH
MORE THAN 4,500	TENTH

Source: Grading Schedule for Municipal Fire Protection; New York, N.Y.: Insurance Service Office, 1974: pp. 2-3.

PUBLIC LIBRARY:

Introduction and Methodology:

The Byram branch of the Jackson-Hinds Library System is called the Beverly J. Brown Library, and it is located at 7395 South Siwell Road. It was constructed in 1992 and contains 4,000 square feet of space. This branch has a current book stock of 34,611 volumes, and the current circulation is 39,821 with 7,092 registered library card holders.

Services available to the public include Public access computers and wireless Internet access, a Summer Library Reading Program, Story Hours for children, Interlibrary Loan service, fax and printing services.

The library has indicated that it needs additional space, including meeting room space either through new construction or renovation or expansion of the existing facility.

CMPDD evaluated both the current adequacy of the library and the future year–2035 needs of the library in terms of accepted standards used by the American Library Association (ALA) and experience formulas developed through comparisons of libraries having similar size service areas as compared to the Beverly J. Brown Library. The criteria CMPDD used to evaluate the current adequacy and future needs of the library are book stock, building size, and circulation.

Table IV-3 reflects the ALA standards for minimum size of book collection and minimum building space requirements according to the population of the service area. These standards are to be used as general guidelines and not as precise standards to achieve. Table IV-4 reveals experience formulas that are useful in determining how the Beverly J. Brown Library measures up against libraries in circulation and size expressed as total square footage.

**TABLE IV-3
ALA GUIDELINES FOR DETERMINING LIBRARY NEEDS AND MINIMUM
SPACE REQUIREMENTS**

Service Area Population	Size of Book Collection	Minimum Total Floor Space
Under 2,499	10,000 volumes	2,000 square feet
2,500-4,999	10,000 volumes plus 3 books per capita for population over 3,500	2,500 square feet or 0.7 square feet per capita, whichever is greater
5,000-9,999	15,000 volumes plus 2 books per capita for population over 5,000	3,500 square feet or 0.7 square feet per capita, whichever is greater
10,000- 24,999	20,000 volumes plus 2 books per capita for population over 10,000	7,000 square feet or 0.7 square feet per capita, whichever is greater
25,000-49,000	50,000 volumes plus 2 books per capita for population over 25,000	15,000 square feet or 0.6 square feet per capita, whichever is greater

Source: American Library Association

**TABLE IV-4
EXPERIENCE FORMULAS FOR BOOK STOCK, CIRCULATION, AND SIZE**

Population Served	Book Stock: Volumes Per Capita	Circulation: Volumes Per Capita	Size: Square Footage Per Capita
Under 10,000	3.5 to 5.0	10	.7 to .8
10,000 -35,000	2.75 to 3.0	9.5	.6 to .65
35,000-100,000	2.5 to 2.75	9.0	.5 to .6
100,000-200,000	1.75 to 2.0	8.0	.4 to .5

Source: Joseph Wheeler and Hebert Goldhor, *Practical Administration of Public Libraries*: (New York: Harper and Row, 1982).

Current Library System Needs:

Table IV-5 indicates the present library needs in terms of book stock and building size for the entire library according to the estimated population of the city. Using the experience formulas, the library currently has a book surplus of 1,364 books. If one uses the ALA guidelines, the library currently has a book stock surplus of 10,613 volumes. Additionally, the library has a circulation of 39,821, a deficit of 55,169 volumes, according to library experience formulas. However, the experience formula for total square footage of a library serving this size population is 6,649 square feet, leaving a deficit of 2,649 square feet in the current building.

**TABLE IV-5
DETERMINATION OF CURRENT YEAR LIBRARY NEEDS
USING EXPERIENCE FORMULAS FOR BOOK STOCK, CIRCULATION AND
SIZE AND AMERICAN LIBRARY ASSOCIATION MINIMUM STANDARDS**

2010 Service Area Population	9,499
2009 Book Stock	34,611
Book Stock for Libraries with similar size service areas (by experiences formulas)	33,247
2010 Book Stock need (by ALA Standards)	23,998
2010 Book Stock Deficit/Surplus (by Experience Formulas)	1,364
2009 Circulation	39,821
Circulation for Libraries with Similar Size Service Areas (by Experience Formulas)	94,990
Size of Buildings (in square feet)	4,000
Minimum Square Feet for a Library Serving this Size Population (by Experience Formulas)	6,649
Size Deficit/Surplus When Compared by Experience Formulas With Similar Size Service Areas (in Square feet)	-2,649

Source: -CMPDD : 2009 U.S. Census Bureau Estimates
 - Book Stock Circulation and Building Size information: Beverly J. Brown Library
 - Standards: American Library Association
 - Experience Formulas: Joseph Wheeler and Herbert Goldhor, Practical Administration of Public Libraries, (New York: Harper and Row, 1982).

**TABLE IV-6
DETERMINATION OF YEAR-2035 LIBRARY NEEDS FOR BOOK STOCK AND
BUILDING SIZE USING AMERICAN LIBRARY ASSOCIATION STANDARDS**

2035 Projected Service Population	15,852
2035 Book Stock Need (by Experience Formulas)	43,593
2035 Book Stock Deficit/Surplus	-9,892
Minimum Square Feet for a Library Serving this Size Population in 2035 (Experience Formulas)	9,511
Size Deficit/Surplus when compared with Experience Formulas in 2035 (in square feet)	-5,511

Source: Population Projections – CMPDD

Findings and Recommendations:

The above table is a guide for determining about where the city’s library should be by the year 2035. The needs of the Beverly J. Brown Library were projected to the Comprehensive Plan’s horizon year 2035. Using the Experience Formulas, the library’s book stock will have a projected deficit of 9,892 volumes by 2035. Adding 396 volumes per year will erase this deficit by 2035. By the target year, the library will need an additional 5,511 square feet of space for meeting space and a variety of library books and other materials to meet the demands of a growing population.

PARKS AND RECREATIONAL FACILITIES:

Introduction and Methodology:

As with other sections of this *Public Facilities Plan*, the approach taken in the evaluation of Byram’s needs in terms of parks/recreational facilities and open space is to apply accepted standards to the current supply and projected 2035 needs. The 2035 needs are based upon the population projections prepared by the Central Mississippi Planning and Development District for Byram and its study area. In this case, the standards used are contained in the *Mississippi State Comprehensive Outdoor Recreation Plan (SCORP)*, which was updated by the former Mississippi Research and Development Center in 1990. SCORP contains prototype standards for various classifications of parks and facilities, and these prototype standards are based upon acres or units needed for every 1,000 persons. It is important to remember that these standards are to be used as guidelines and are not to be considered as hard and fast rules.

Additionally, population projections were used to forecast parks/recreation facility and open space needs based upon the SCORP standards. There is only one park facility inside Byram, and Hinds County owns and maintains it. The projection of future needs was prepared using just that part of the study area inside the corporate limits rather than that part of the study area lying just

outside. Furthermore, facilities located on public school campuses were not counted since these are not owned and operated by the city. As with other elements of this plan, privately owned and operated facilities, such as country clubs, were not considered in evaluating future needs.

Existing Facilities:

Currently, there is only one park, the Davis Road Park, and it is owned and maintained by Hinds County. It is a 30 plus acre park and contains the following:

- 5 lighted softball fields
- a concession stand
- a walking track
- picnic tables
- restrooms
- covered pavilion
- playground for kids

Events/Programs:

- Byram Day Festival
- Byram Christmas Parade
- Swinging Bridge 5 - K Run
- Friends of MS Library includes Pictures with Santa
- Performance Rehab Car Show
- Junior Auxiliary - Rummage Sale, Angel Tree, Easter Egg Hunt
- Boy Scouts and Girl Scouts

Areas of Importance:

- Old Swinging Bridge
- Lake Dockery - (a state fishing lake)
- RV Camp Ground - (a resort)
- Racetrack
- Drag Strip

Prototype Standards:

The SCORP contains prototype standards for eight classifications of parks/recreational facilities and open space facilities. However, the first two classifications, playlots and neighborhood playgrounds, are not included in this evaluation of future needs. Playlots are parks that are intended for use by young children and are generally located at an elementary school. Neighborhood Playgrounds, which are usually intended for both pre-school and school-age children are also commonly located on a public school site. Therefore, for the

purposes of this plan, it is assumed that most of the city's needs for playlots and neighborhood playgrounds will be met through the use of public school facilities.

The prototype standards for other SCORP classifications are as follows:

Neighborhood Parks

Description: Neighborhood parks provide a variety of recreational opportunities, both passive and active, potentially organized or unorganized for all age groups.

Facilities: Neighborhood parks usually include children's play apparatus, paved multipurpose courts, sports fields, small picnic areas and shelters, drinking fountains, walking/jogging or nature trails, and off-street parking and lighting.

Minimum Population Served: 5,000

Acres per 1,000 persons: 3.5 acres for every 5,000 persons in the service area.

Service Area: 2 mile in urbanized areas; 3 miles in rural areas.

Optimum Size: 5 to 7 acres.

Population Served: All ages.

Location: Neighborhood parks are usually located central to the population being served, without the need to cross arterial streets or highways. These parks are commonly located in an area characterized by some natural features.

Community Playfields

Description: Community playfields are large outdoor recreational areas -- primarily athletic complexes -- designed to serve competitive and recreational needs of children, pre-teens, teenagers, and adults. Playfields may provide a variety of organized activities and may have the potential to provide for competitive events and tournaments.

Facilities: The predominant facilities in this classification are athletic fields for sports such as soccer, football, baseball, etc. Playfields may also include court games such as tennis. Other potential facilities include lighting, sanitary facilities, concessions, storage areas, adequate parking, and spectator seating. Playfields may include some picnic facilities, shelters, children's play areas, and special purpose facilities such as a swimming pool.

Minimum Population Served: 10,000

Acres per 1,000 persons: 10 acres for every 10,000 persons in the service area.

Service Area: 5 miles in urbanized areas; 10 miles in rural areas.

Optimum Size: 10 to 15 acres

Population Served: Entire population of a community, focusing on ages 9 to 39.

Location: Playfields may be located on the outskirts of a community, or may be a portion of a major community park. In areas around public schools, the physical education and athletic facilities may qualify to serve as community playfields. In rural areas, community playfields may be located in conjunction with other major outdoor recreational areas or facilities such as lakes and reservoirs.

Major Community Parks

Description: A major community park is a large natural and/or landscaped area, designed to accommodate large numbers of people for a wide variety of both intensive uses and passive pursuits. Major community parks provide facilities for both intensive uses and passive pursuits.

Facilities: There is almost no limit to the variety of facilities that may be found in the major community park, but these typically include such items as play equipment, picnic facilities, paths, trails, pavilions, zoos or museums, and golf or swimming facilities.

Minimum Population Served: 20,000

Acres per 1,000 persons: 20 acres for every 20,000 persons in the service area.

Service Area: 5 miles in urbanized areas; 10 miles in rural areas.

Optimum Size: 24 to 40 acres.

Population Served: All ages.

Location: In or near urbanized areas, major community parks are commonly located along an unusual land feature such as floodplains, rivers, or lakes. In rural areas, a major community park may be a county park.

Single or Special Purpose Facilities

Description: The chief characteristic of a single/special purpose recreational facility is usually uniqueness or singleness of purpose. These include an unlimited variety of facilities providing individual as well as group activities.

Facilities and Standard per 1,000 persons:

- Baseball diamonds: (regulation 90 feet) 1 for every 6,000 persons
- Softball diamonds: 1 for every 3,000 persons.
- Tennis courts: (best in battery of four) 1 court for every 2,000 persons
- Soccer fields: 1 for every 4,000 persons

- Swimming pools (25 yard): 1 for every 10,000 persons
Swimming pools (50 meter): 1 for every 30,000 persons
- Neighborhood centers: 1 for every 10,000 persons
Community centers: 1 for every 25,000 persons
- Golf courses (18 hole): 1 for every 25,000 persons
- Walking/bicycle trails: 1 for every 5,000 persons

Service Area: Generally limited to serving a population within 2 hour travel time of the facility.

Population served: All ages.

Location: Single/special purpose facilities may be located in other types, but should be as central and convenient to the users as possible.

Urban Greenspace or Open Space

Description: Urban greenspace or open space includes areas provided mainly for their aesthetic and/or environmental enhancement qualities. They may be used for passive or active recreational activities, festivals, special observances/occasions, or other community activities.

Facilities: Urban greenspace or open space can include various possibilities and combinations such as natural wooded or open lands (fields), floodplains, river corridors, streambanks, parkways, street medians and shoulderways, areas around public buildings, town squares, etc. Improvements may include bicycle trails and bicycle racks, hiking or nature trails, or bridle trails.

Acres per 1,000 persons: .75 to 1 acres per 1,000 persons.

Service Area: Variable, may service primarily people living in a particular area such as a neighborhood or subdivision, or may service anyone passing through an area.

Optimum Size: Variable, may range from a few feet, as in the case of floral areas, to several hundred acres, as in the case of a floodplain.

Population Served: All ages.

Location: The location of urban greenspace or open space often depends on the availability of land and water resources. Open space may be a part of a park system or serve as linkage ways between recreation areas and facilities. It may be viewed as part of an urban beautification program or downtown revitalization effort, or it may be part of easements such as electrical power line or gas line easements (a linear park).

Regional Parks

Description: Regional Parks serve multiple governmental units and are usually administered by counties, regional bodies, or through other types of cooperative agency agreements. Regional parks serve both active and passive recreational needs for both day and overnight activities.

Facilities: Regional parks may contain picnic areas, nature centers, trail system, scenic drives, campgrounds, water areas for swimming, fishing and boating, golf courses, concession and sanitary facilities, athletic complexes, sports fields, single/special purpose facilities, and parking.

Minimum Population: 50,000.

Acres per 1,000 persons: 1,000 acres for every 50,000 persons.

Service Area: Multiple county, regional, and/or multiple city. Regional parks serve mainly persons located within one-hour travel time of the park.

Optimum Size: 1,000 to 2,500 acres.

Population Served: All ages.

Location: The location of regional parks is largely dependent upon the availability of natural or manmade resources such as lakes and reservoirs.

FINDINGS AND RECOMMENDATIONS:

Table IV-7 depicts current demand and estimates for the year 2035 for recreational areas and facilities for the City of Byram and its study area.

**TABLE IV-7
CURRENT AND FUTURE DEMAND FOR RECREATION AREAS AND
FACILITIES**

TYPE AREA/ FACILITY	EXISTING POPULATION	SERVICE POPULATION	EXISTING DEMAND	2035 POPULATION	SERVICE POPULATION	2035 DEMAND
Neighborhood Parks	6,958	5,000	1	15,852	5,000	3
Community Play Fields	6,958	10,000	0	15,852	10,000	1
Baseball Diamonds	6,958	4,000	1	15,852	4,000	4
Softball Diamonds	6,958	2,000	3	15,852	2,000	8
Tennis Courts	6,958	2,000	3	15,852	2,000	8
Soccer Fields	6,958	4,000	1	15,852	4,000	4
Community Center (Equestrian Center)	6,958	25,000	0	15,852	25,000	0
Swimming Pools (50 meters)	6,958	30,000	0	15,852	30,000	0
Jogging Trails	6,958	5,000	1	15,852	5,000	3

SOURCE: Central Mississippi Planning and Development District Mississippi State Comprehensive Outdoor Recreation Plan, 1990

SCHOOLS:

Introduction:

The schools which serve Byram are part of the Hinds County School District. The District, Byram/Terry Attendance Zone, includes: a grades K-2 elementary school, a grades 3-5 school, a middle school, and a high school. School attendance for each school from 2003 to 2009 is shown in the following table.

**TABLE IV-8
SCHOOL ATTENDANCE BY SCHOOL FOR YEARS 2003-2009**

Year	Elementary (K-2)	Elementary (3-5)	Middle	High	Total Students	% change
2003	873	959	882	999	3713	-
2004	904	942	914	1033	3793	2.2
2005	941	1016	1031	1020	4008	5.7
2006	997	1000	1100	1111	4208	5.0
2007	984	1069	1145	1216	4414	4.9
2008	1032	1075	1196	1294	4597	4.2
2009	1070	1105	1167	1405	4747	3.3

Source: Hinds County School District

The above table shows a modest but steady growth in attendance from 2003-2009 for each of the schools, even though each of the schools indicates one or two slight dips in attendance for the period. However, the total attendance of the four schools shows no dips in attendance but a steady growth pattern.

The table below shows the number of teachers, classrooms, students, and average daily attendance for each of the schools Byram students attend, for the current school year. The information in this table was used to help determine the number of students per classroom, which in turn was used to determine the number of classrooms needed in the future.

**TABLE IV-9
2009-2010 SCHOOL YEAR BREAKDOWN**

Byram/Terry Attendance Zone	Teachers	Classrooms	Students	Avg. Daily Attendance 9/09
Elementary (K-2)	48	45	913	851.66
Elementary (3-5)	40	38	981	923.11
Middle	53	50	1047	980.17
High	62	60	1384	1280.78
Total	203	193	4325	----

Source: Hinds County School District

**TABLE IV-10
BYRAM/TERRY ATTENDANCE ZONE
SCHOOL ENROLLMENT PROJECTIONS**

YEAR	Elementary (K-2)	Elementary (3-5)	Middle	High	Projected Enrollment
2010	1103	1129	1215	1473	4920
2015	1268	1249	1455	1813	5785
2020	1433	1369	1695	2153	6650
2025	1598	1489	1935	2493	7515
2030	1763	1609	2175	2833	8380
2035	1928	1729	2415	3173	9245

Source: Central Mississippi Planning and Development District

Methodology:

Since the number of students has been projected for each school in the table immediately above, the task now is to determine how many classrooms will be needed in the district by 2035. The average number of students per classroom now is 22.5. Using this ratio for each of the five year periods, we can forecast how many additional classrooms will be needed to accommodate the increase in students.

Assuming that the average number of students per classroom will remain the same for the next 25 years, the number of classrooms has been forecast for each of the district's schools and is shown in the following table. Currently, the district has 193 classrooms, and the numbers increase from there. So, if these

forecast enrollments hold true, 25 classrooms will be needed by the start of the next school year and an average of 39 classrooms will be needed every five years. For comparison, the top cell for each school shows the current number of classrooms in that school, so that the reader can easily calculate how many classrooms will be needed every five years.

**TABLE IV-11
BYRAM/TERRY ATTENDANCE ZONE CLASSROOM FORECAST**

YEAR	Elementary (K-2) (Currently 45)	Elementary (3-5) (Currently 38)	Middle (Currently 50)	High (Currently 60)	Total Classrooms Needed-193
2010	49	50	54	65	218
2015	56	55	65	81	257
2020	64	61	75	96	296
2025	71	66	86	111	334
2030	78	72	97	126	373
2035	86	77	107	141	411

Source: Central Mississippi Planning and Development District

WATER AND SEWER FACILITIES:

Water is provided for Byram by the City of Jackson.

Sanitary sewer services are provided by four different certificated utility companies: B& G Utilities, Inc.; Universal Utilities, Inc.; Forest Woods Utility Co.; and the Siwell Utility Co. Inc.