

SENATOBIA






THE FIVE STAR CITY

COMPREHENSIVE PLAN





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CHAPTER 1:
INTRODUCTION





The City of Senatobia is the County Seat of Tate County. Senatobia is located in northern Mississippi, approximately 35 miles from the City of Memphis, Tennessee. Senatobia is located along Interstate 55. Major transportation routes within the City, besides Interstate 55, include U.S. Highways 51 and 4, and the CN Rail line.

The City of Senatobia was first settled in 1834 and served as a rest stop on the trail to the recently discovered hot springs in Hot Springs, Arkansas. In 1856, the Tennessee-Mississippi railroad came through the settlement and spurred growth of the town as a railroad station. Senatobia was established as a municipality through its charter in 1860. The business section of town was burned twice during the Civil War and again in 1874. Much of the historic development patterns around Main Street, Highway 51, and the railroad can still be seen.

Geographically, Senatobia is located within the northern reaches of the Yazoo River Basin and less than 30 miles from the Mississippi River. The land area in which Senatobia is located is defined as the Mississippi Valley Loess Hills and Plains region. The area is characterized by rolling hills and highly erosive loess soils.

Today, Senatobia, the Five Star City, is well within the growth path of the Memphis region for residential, commercial, and industrial development. It is home to Northwest Mississippi Community College, the Senatobia Municipal School District, Magnolia Heights (a private pre-kindergarten through 12th grade school), the Senatobia Sports Park, and a thriving downtown. Protecting the historical development around the downtown core is vital to maintaining a sense of place in a suburban growth area.

This Comprehensive Plan for Senatobia was developed in accordance with generally accepted planning principals and in conformance with Mississippi Code Section 17-1-1. A comprehensive plan is a document that guides future land development, serves as the foundation for zoning and subdivision regulations and amendments, and helps determine need for community facilities improvements or expansion. Such a plan should identify a vision for the community, projected growth, and identify polices and directions to accommodate the projected growth. More specifically, the Mississippi Code requires that comprehensive plans contain the following four elements: Goals and Objectives, Community Facilities Plan, Transportation Plan, and Land Use Plan.

The development of this Plan and its Vision, Goals and Objectives was a combination of existing development patterns, analysis of population and housing data, and input from City officials and the general public.

The planning area was defined as a geographic area approximately one to three miles outside the City limits, which are also considered likely areas of growth for the City over the next 20 – 25 years. A parcel-based map of the City of Senatobia was utilized to map existing and future land uses, as well as a transportation plan, within the City. An existing land use survey was performed via a windshield survey of this area to determine growth and development patterns of Senatobia. This document is an update to the City of Senatobia’s Comprehensive Plan adopted by the Senatobia Board of Aldermen in 1999 and 2008.

The 2023 Update to the City of Senatobia Comprehensive Plan is organized in the following manner:

- Chapter 1 Introduction
- Chapter 2 Population Characteristics
- Chapter 3 Land Use Plan
- Chapter 4 Community Facilities Plan
- Chapter 5 Transportation Plan

This update includes an online interactive version of the Comprehensive Plan and associated maps. By releasing interactive versions, the City provides economic developers, business investors, and citizens greater access to the planning documents without having to visit City Hall. The ability to overlay maps electronically also provides significantly more information to interested parties that paper documents are unable to provide rapidly.



HOW TO USE THIS PLAN

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, conditional uses, and site plan review. It may also be used to aid in locating businesses, industries, and public facilities. Community planning is a channel to shape market forces by establishing certain rules for development and conservation.

A comprehensive plan is not a legal tool; however, because it, as required by state law, forms the basis for the zoning ordinance, the subdivision regulations, and other implementation documents, it does carry some legal weight. A local government implements its comprehensive plan by adopting land use regulations, i.e. zoning, based on the adopted comprehensive plan. A comprehensive plan alone does not have a mechanism for enforcement. Per Mississippi State Code, a comprehensive plan must precede land use regulations (e.g. zoning ordinances) in preparation and adoption. The Land Use Map in this Plan is intended to indicate broad categories of land for future development. Zoning ordinances and maps shall mirror the Land Use Plan map closely, and all future zoning decisions should be based Land Use Plan map. The reason for such consistency or compatibility is that the courts are likely to uphold zoning decisions when they are based on plans, specifically a comprehensive plan.

All development proposals, as well as proposed re-zonings, should not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each individual element of the Plan. Comprehensive plans should be used for concurrency plans. This is a concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. The goals and objectives should be checked against the proposal to determine if there is any conflict. The Land Use Plan must be checked to determine if the proposed rezoning is in conformance with the designated land use category, and that adequate infrastructure is in place to support the development. For example, if a proposed rezoning to a commercial district is indicated, then the Land Use Plan must show a commercial 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.

GOALS AND OBJECTIVES

General Goal and Objectives



Land Use Goal and Objectives

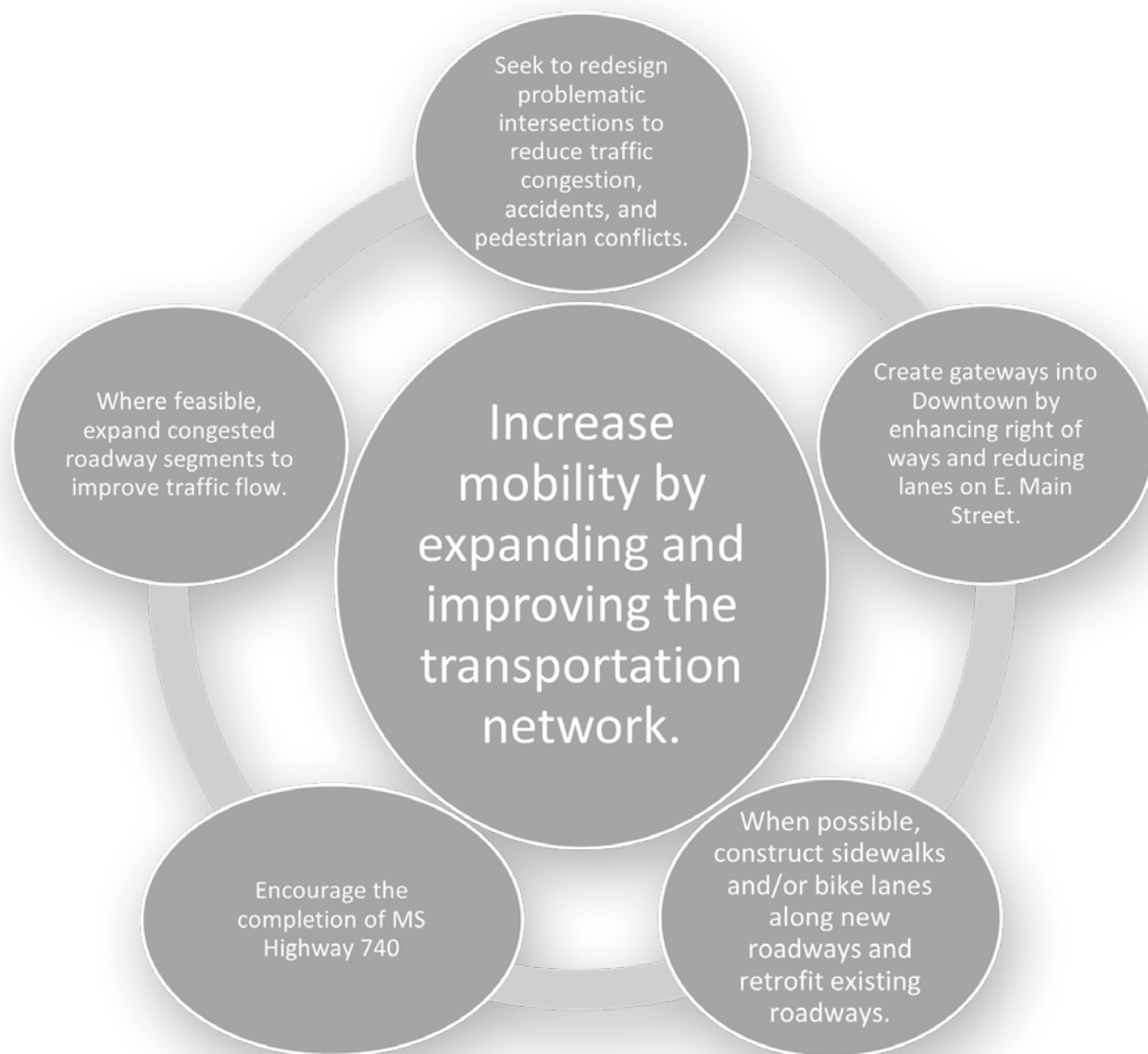


GOALS AND OBJECTIVES

Community Facilities Goal and Objectives



Transportation Goal and Objectives



CHAPTER 2:

POPULATION CHARACTERISTICS

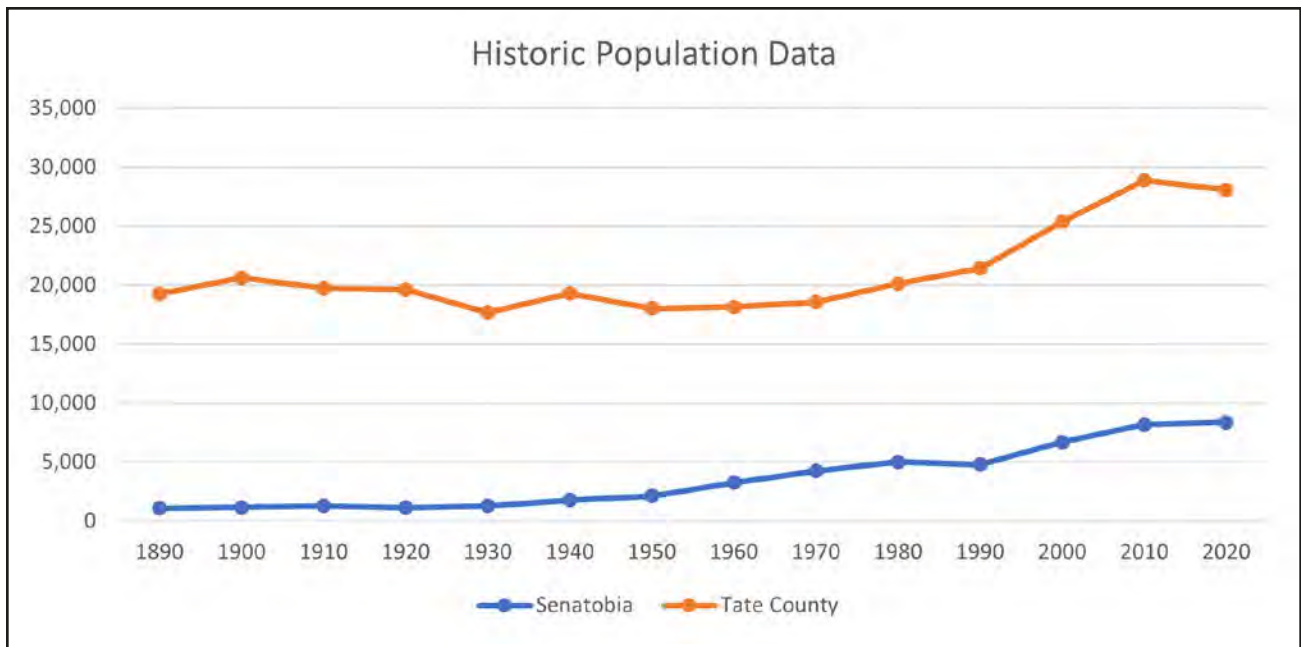


Population projections based on historical trends from the City’s growth, including migration patterns, as well as its share of Tate County’s growth help determine how to distribute land uses in the future. An expansion of the 1890 to 2020 interval projection from the 2008 Comprehensive Plan as conducted as well as a short, 40 year projection. Both models used a linear regression technique based on the U.S. Census Bureau’s data.

Historic Population in Tate County, Mississippi 1890 - 2020

Year	Senatobia	Tate County
2020	8,354	28,064
2010	8,165	28,886
2000	6,682	25,370
1990	4,772	21,432
1980	5,013	20,119
1970	4,247	18,554
1960	3,259	18,138
1950	2,108	18,011
1940	1,757	19,309
1930	1,264	17,671
1920	1,126	19,636
1910	1,275	19,714
1900	1,156	20,618
1890	1,077	19,253

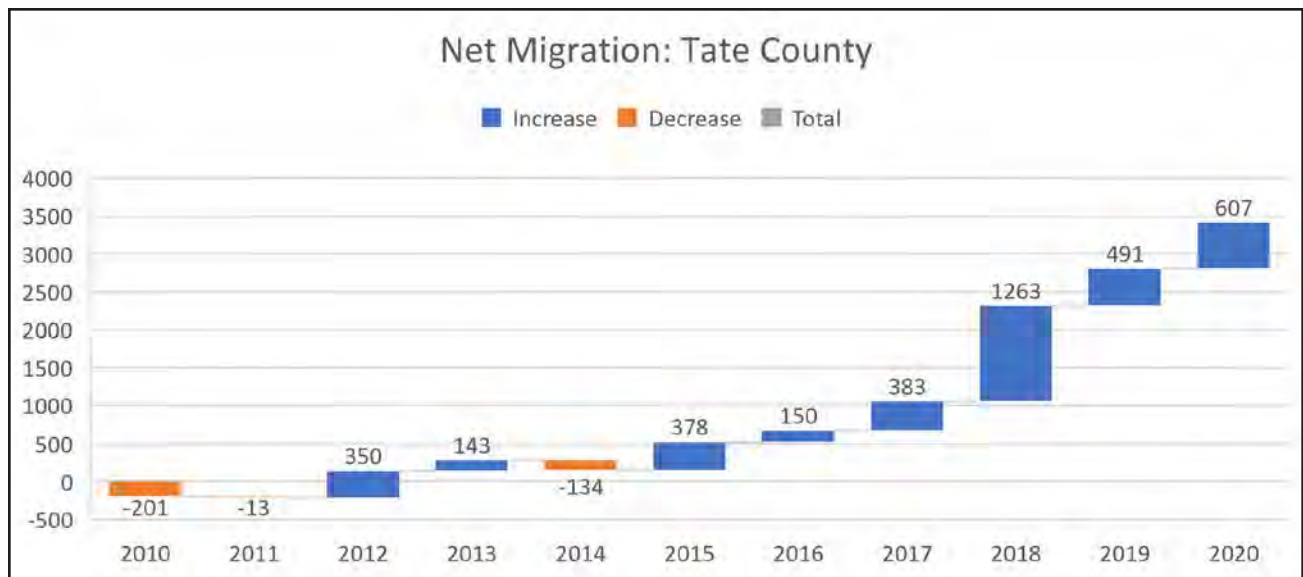
Source: U.S. Census Bureau



Source: U.S. Census Bureau



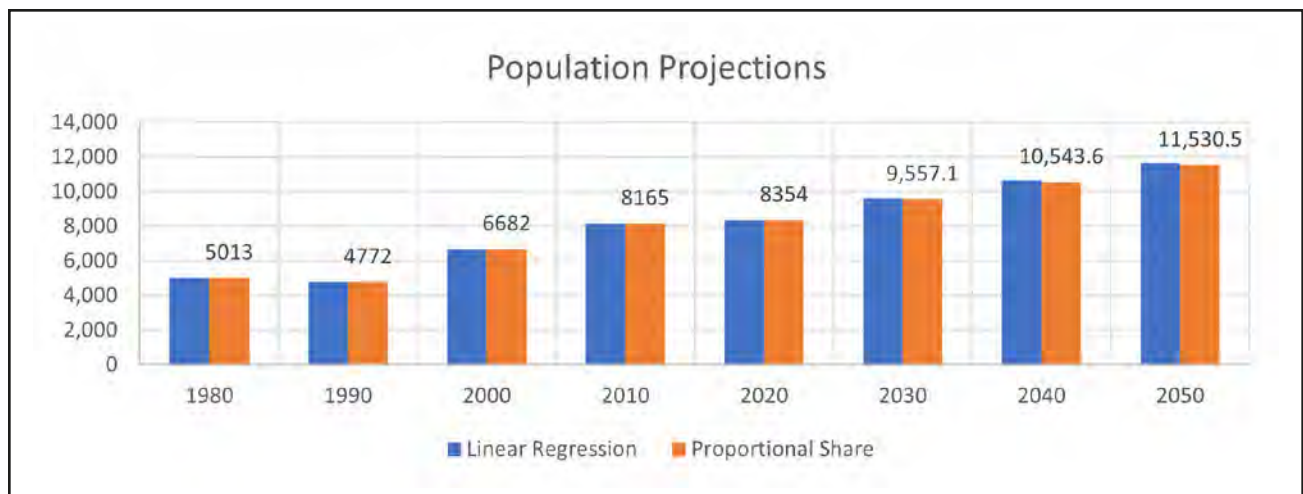
A study of migration revealed movement into the City of Senatobia from the rural areas of Tate County and surrounding counties as has been noted in previous decades. Much of the migration in the early history of Senatobia was due to shifts away from farming to other economic opportunities within the municipality. Over the decade spanning 2010 – 2020, migration from surrounding counties and states continued to impact Senatobia’s population. According to the American Community Survey, U.S. Census Bureau, Tate County saw net increase of approximately 3,400 people during those years. Many of these new residents came from Lafayette, DeSoto and Panola Counties, which are adjacent to Tate County. While data is not currently available on the municipal level, one can assume that at least a portion of these migrants moved into the City. It is assumed that much of the current migration is related to jobs in the Memphis area and finding homes that are “commute friendly”. It is interesting to note that apart from Marshall County, which adjoins Tate County, out migration during this same time period resulted in moves of significant distances.



Source: U.S. Census Bureau



Using this data, population projections were modeled for the City of Senatobia. Natural growth through increased birth rates and decreased death rates as well migration have contributed to the City's growth over the past four decades. Mathematical analysis through both the linear regression model and the proportional share model indicate that this increasing trend will continue through 2050. The City is projected to reach 11,634 based on linear regression models and 11,530 based on proportional share of the County's projected population. It is reasonable to average these projections and state the anticipated population as 11,580 by 2050. This is a growth of nearly 3,225 people, or 1,300 households.



The purpose of this Comprehensive Plan is to assist Senatobia in planning for this growth through investments in infrastructure and land use controls that will ensure the anticipated growth occurs in a controlled and manageable nature. For example, by encouraging infill development and redevelopment, the City's existing infrastructure will be utilized and property values maintained. New development in "greenfield" areas typically are associated with higher utility cost because adequate infrastructure is not present.

On the following pages data from the 2020 U.S. Census, 5-year U.S. Census American Community Survey (ACS), and ESRI forecast are available for additional demographic study.

2020 CENSUS PROFILE

	2010		2020		2023		Annual Rate		
	Number	Percent	Number	Percent	Number	Percent	2000-2020	2010-2020	2020-2023
Total Population	8,243	100.0%	8,354	100.0%	8,390	100.0%	0.77%	0.13%	0.13%
Household Population	7,119	86.4%	7,032	84.2%	7,068	84.2%	0.74%	-0.12%	0.16%
Group Quarters	1,125	13.6%	1,322	15.8%	1,322	15.8%	0.92%	1.63%	0.00%
Population Density	515.2	-	537.0	-	539.3	-			
Total Housing Units	2,809	100.0%	2,880	100.0%	2,934	100.0%	0.96%	0.25%	0.57%
Total Households	2,586	92.1%	2,692	93.5%	2,711	92.4%	0.85%	0.40%	0.22%
Total Vacant	223	7.9%	188	6.5%	223	7.6%	2.86%	-1.69%	5.39%
Average Household Size	2.75	-	2.61	-	2.61	-	-	-	-

Population by Race	Total		2020 Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	8,354	100.0%	8,130	97.3%	224	2.7%
Population Reporting One Race	8,092	96.9%	7,915	94.7%	177	2.1%
White	4,516	54.1%	4,467	53.5%	49	0.6%
Black	3,388	40.6%	3,367	40.3%	21	0.3%
American Indian	17	0.2%	10	0.1%	7	0.1%
Asian	31	0.4%	31	0.4%	0	0.0%
Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some Other Race	140	1.7%	40	0.5%	100	1.2%
Population Reporting Two or More Races	262	3.1%	215	2.6%	47	0.6%
Diversity Index	56.6	-	-	-	-	-

Population 18+ by	Total		2020 Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	6,395	76.6%	6,239	76.7%	156	69.6%
Population Reporting One Race	6,231	74.6%	6,108	75.1%	123	54.9%
White	3,693	44.2%	3,663	45.1%	30	13.4%
Black	2,396	28.7%	2,380	29.3%	16	7.1%
American Indian	16	0.2%	9	0.1%	7	3.1%
Asian	29	0.3%	29	0.4%	0	0.0%
Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some Other Race	97	1.2%	27	0.3%	70	31.2%
Population Reporting Two or More Races	164	2.0%	131	1.6%	33	14.7%

Population <18 by Race	Total		2020 Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	1,959	23.4%	1,891	23.3%	68	30.4%
Population Reporting One Race	1,861	22.3%	1,807	22.2%	54	24.1%
White	823	9.9%	804	9.9%	19	8.5%
Black	992	11.9%	987	12.1%	5	2.2%
American Indian	1	0.0%	1	0.0%	0	0.0%
Asian	2	0.0%	2	0.0%	0	0.0%
Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some Other Race	43	0.5%	13	0.2%	30	13.4%
Population Reporting Two or More Races	98	1.2%	84	1.0%	14	6.2%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

Group Quarters Population		2020	
		Number	Percent
Total		1,322	15.8%
Institutionalized population		333	4.0%
Correctional facilities for adults		51	0.6%
Juvenile facilities		0	0.0%
Nursing facilities/Skilled-nursing		0	0.0%
Other institutional facilities		282	3.4%
Noninstitutionalized		989	11.8%
College/University student housing		801	9.6%
Military Quarters		0	0.0%
Other noninstitutional		188	2.3%

Population by Sex		2020	
		Number	Percent
Male		3,991	47.8%
Female		4,363	52.2%

Population by Age		2020	
		Number	Percent
Total		8,354	100%
Age 0-4		517	6.2%
Age 5-9		533	6.4%
Age 10-14		569	6.8%
Age 15-19		1,232	14.7%
Age 20-24		769	9.2%
Age 25-29		586	7.0%
Age 30-34		517	6.2%
Age 35-39		480	5.7%
Age 40-44		410	4.9%
Age 45-49		413	4.9%
Age 50-54		387	4.6%
Age 55-59		422	5.1%
Age 60-64		408	4.9%
Age 65-69		343	4.1%
Age 70-74		290	3.5%
Age 75-79		221	2.6%
Age 80-84		140	1.7%
Age 85+		117	1.4%
Age 18+		6,395	76.6%
Age 65+		1,111	13.3%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

2020 CENSUS PROFILE

Households by Type	2020	
	Number	Percent
Total	2,692	100%
Married Couple Households	1,041	38.7%
With Own Children <18	403	15.0%
Without Own Children <18	638	23.7%
Cohabiting Couple Households	154	5.7%
With Own Children <18	78	2.9%
Without Own Children <18	76	2.8%
Male Householder, No Spouse/Partner	441	16.4%
Living Alone	296	11.0%
65 Years and over	85	3.2%
With Own Children <18	36	1.3%
Without Own Children <18, With Relatives	80	3.0%
No Relatives Present	29	1.1%
Female Householder, No Spouse/Partner	1,056	39.2%
Living Alone	449	16.7%
65 Years and over	246	9.1%
With Own Children <18	305	11.3%
Without Own Children <18, With Relatives	282	10.5%
No Relatives Present	20	0.7%

Households by Size	2020	
	Number	Percent
Total	2,692	100%
1 Person Household	745	27.7%
2 Person Household	777	28.9%
3 Person Household	497	18.5%
4 Person Household	365	13.6%
5 Person Household	187	6.9%
6 Person Household	82	3.0%
7+ Person Household	39	1.4%

Population by Relationship	2020	
	Number	Percent
Total	8,354	100%
In Households	7,032	84.2%
Householder	2,690	38.3%
Opposite-Sex Spouse	1,036	14.7%
Same-Sex Spouse	4	0.1%
Opposite-Sex Unmarried Partner	153	2.2%
Same-Sex Unmarried Partner	4	0.1%
Biological Child	2,201	31.3%
Adopted Child	29	0.4%
Stepchild	120	1.7%
Grandchild	269	3.8%
Brother or Sister	127	1.8%
Parent	96	1.4%
Parent-in-law	15	0.2%
Son-in-law or Daughter-in-law	26	0.4%
Other Relatives	130	1.8%
Foster Child	12	0.2%
Other Nonrelatives	120	1.7%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

Households by Age of Householder	2020	
	Number	Percent
Total	2,692	100%
Householder Age 15-24	99	3.7%
Householder Age 25-34	442	16.4%
Householder Age 35-44	462	17.2%
Householder Age 45-54	488	18.1%
Householder Age 55-59	255	9.5%
Householder Age 60-64	229	8.5%
Householder Age 65-74	394	14.6%
Householder Age 75-84	242	9.0%
Householder Age 85+	81	3.0%

Family Households by Race of Householder	2020	
	Number	Percent
Total	1,841	100%
Householder is White Alone	1,050	39.0%
Householder is Black Alone	712	26.4%
Householder is American Indian Alone	5	0.2%
Householder is Asian Alone	10	0.4%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	13	0.5%
Householder is Two or More Races	51	1.9%
Households with Hispanic Householder	32	1.2%

Nonfamily Households by Race of Householder	2020	
	Number	Percent
Total	851	100%
Householder is White Alone	536	19.9%
Householder is Black Alone	281	10.4%
Householder is American Indian Alone	3	0.1%
Householder is Asian Alone	0	0.0%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	6	0.2%
Householder is Two or More Races	25	0.9%
Households with Hispanic Householder	12	0.4%

Total Housing Units by Occupancy	2020	
	Number	Percent
Total	2,880	100%
Occupied Housing Units	2,692	93.5%
Vacant Housing Units	188	6.5%
For Rent	116	61.7%
Rented, not Occupied	0	0.0%
For Sale Only	13	6.9%
Sold, not Occupied	7	3.7%
For Seasonal/Recreational/Occasional Use	5	2.7%
For Migrant Workers	0	0.0%
Other Vacant	47	25.0%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

CHAPTER 3:
LAND USE PLAN





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 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 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, excessive slopes (over 12 percent), and soil types
4. Location of major streets and open space

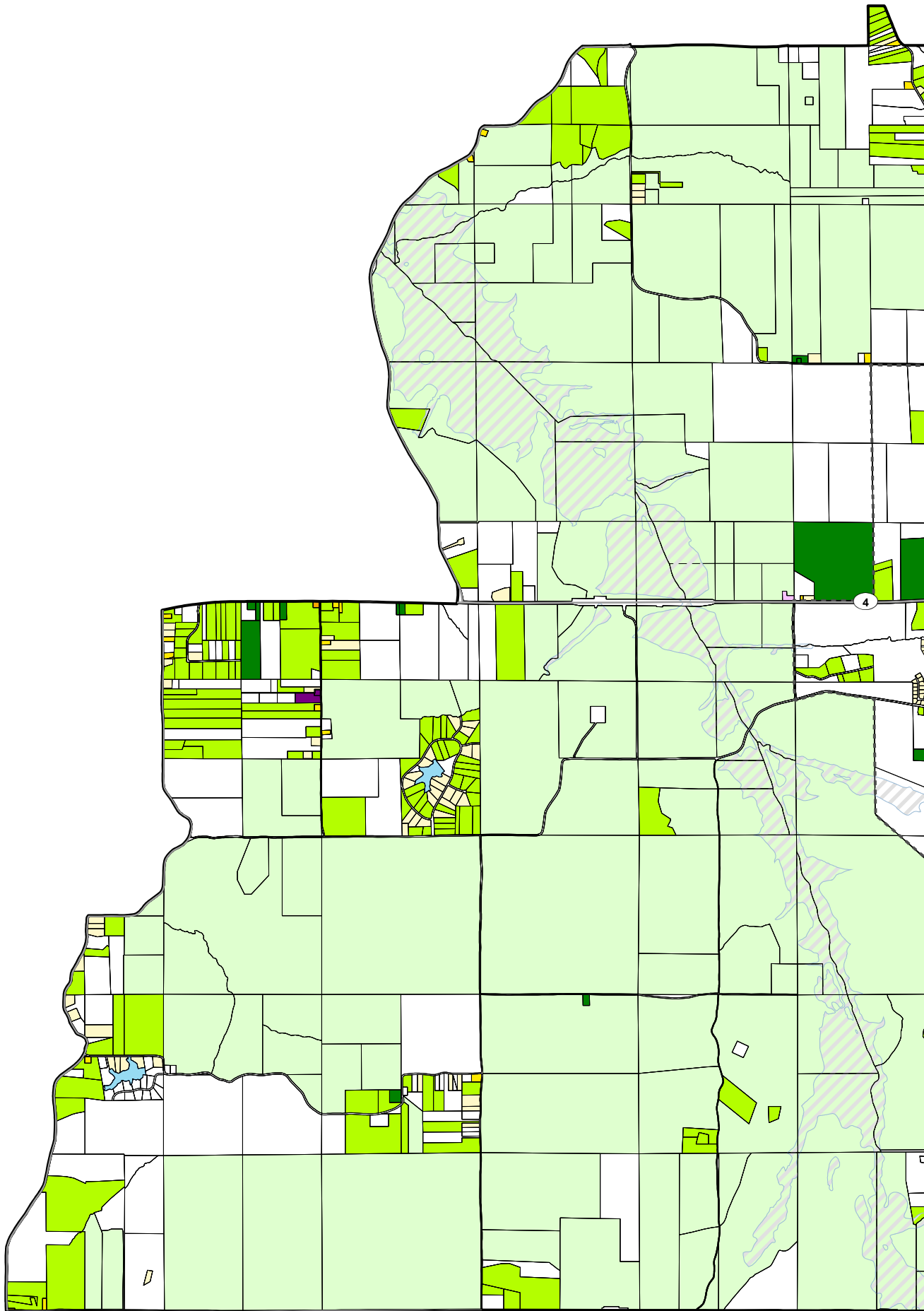
EXISTING LAND USE

The land use survey is traditionally the most important survey of the planning process. This survey is conducted in Senatobia and the surrounding study area and was recorded on a base map and aerial photographs. Each parcel was coded according to its present use. The existing land use map shows present land use patterns and provides a basis for the development of the future land use plan and future zoning map. The existing land uses were divided into the following categories:

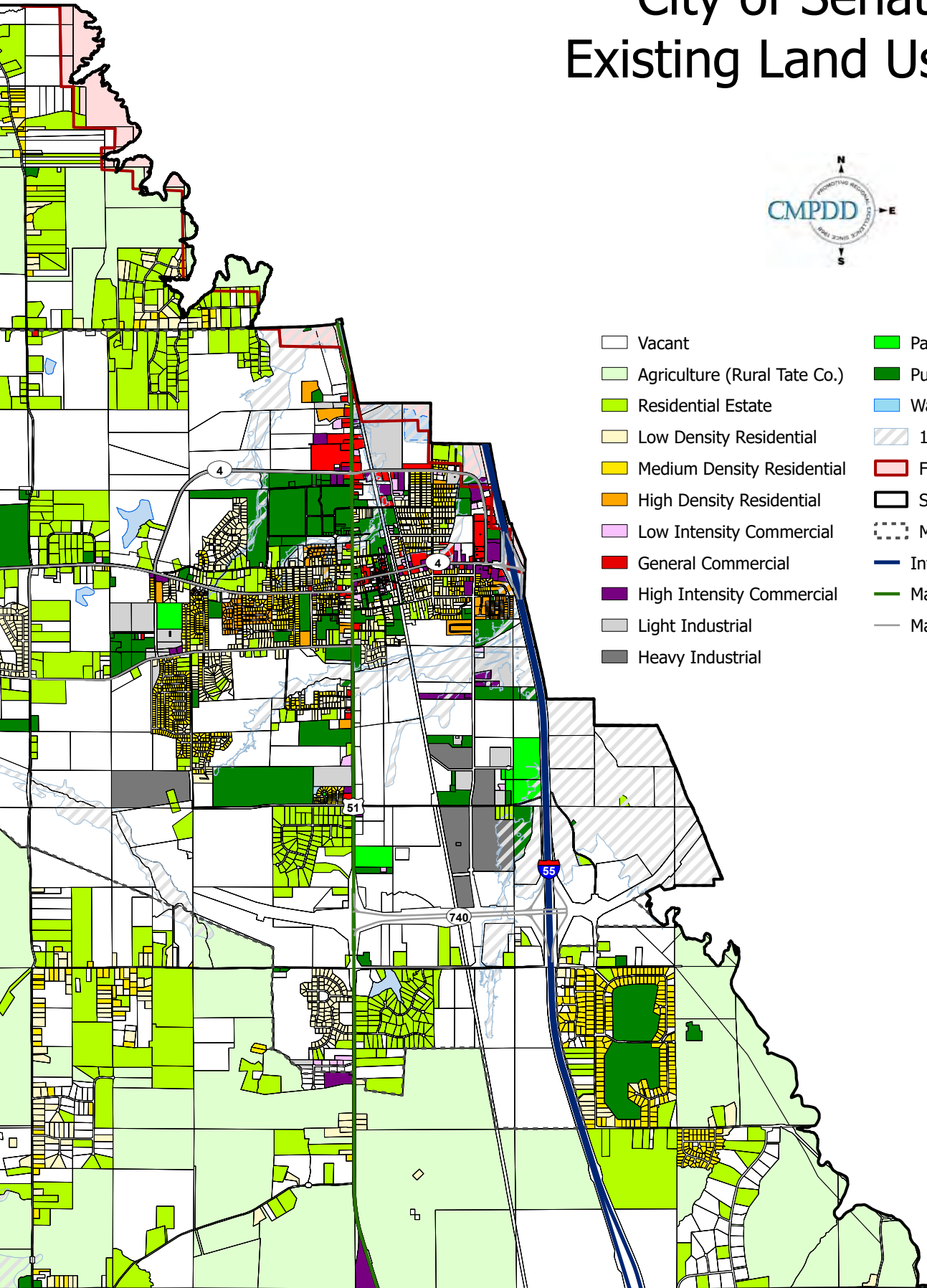
Senatobia Existing Land Use Statistics 2023

Category	Description	Incorporated Area		Study Area	
		Acres	Percent	Acres	Percent
Vacant*	No dwelling or commercial structure	7,851.48	70.82%	32,352.26	81.92%
Residential Estate	At least one acre per dwelling unit	1,042.96	9.41%	3,793.95	9.61%
Low Density Residential	0.33 to 1 acre per dwelling unit	395.46	3.57%	815.92	2.07%
Medium Density Residential	0.2 to 0.33 acre per dwelling unit	233.63	2.11%	560.45	1.42%
High Density Residential	Less than 0.2 acres per dwelling unit	96.93	0.87%	97.94	0.25%
Low Intensity Commercial	Offices, medical clinics, etc.	31.28	0.28%	33.30	0.08%
General Commercial	Indoor retail, sit down dining, etc.	115.50	1.04%	115.50	0.29%
High Intensity Commercial	Large scale retail, fast food, gas stations, etc.	74.67	0.67%	105.67	0.27%
Light Industrial	Indoor manufacturing, warehousing, etc.	202.72	1.83%	202.72	0.51%
Heavy Industrial	Intense manufacturing, high noise, odors, etc.	220.08	1.99%	220.08	0.56%
Parks/Open Space	Parks and preserved greenspace	86.90	0.78%	86.90	0.22%
Public/ Semi-Public	Schools, churches, libraries, parks, public buildings, etc.	678.25	6.12%	1,030.26	2.61%
Water Bodies		55.94	0.50%	78.83	0.20%
Total:		11,085.80		39,493.79	

***Note:** "Vacant" includes Road Right-Of-Ways



City of Senatobia Existing Land Use 2022



- | | |
|------------------------------|--------------------|
| Vacant | Parks/Open Space |
| Agriculture (Rural Tate Co.) | Public/Semi-Public |
| Residential Estate | Water Bodies |
| Low Density Residential | 100 Yr Floodplain |
| Medium Density Residential | Flowage Easement |
| High Density Residential | Study Area |
| Low Intensity Commercial | Municipal Limits |
| General Commercial | Interstates |
| High Intensity Commercial | Major Highways |
| Light Industrial | Major Local Roads |
| Heavy Industrial | |

THE LAND USE PLAN

EXPLANATION OF LAND USE CATEGORIES

The Senatobia Land Use Plan categorizes future land uses in the following manner:

AGRICULTURAL/RURAL (white): Maximum development of one single family detached residential unit for every ten acres.

This land use classification depicts areas that are expected to remain rural or agricultural with no significant concentrations of residential, commercial, industrial or other development. These areas of the Land Use Plan are not expected to be served by municipal sewer service within the next 25 years (by the year 2040).

RESIDENTIAL ESTATE (light green): Maximum density of one single family detached residential unit per three acres.

This land use classification is intended to promote development of large, residential estate size lots with a minimum lot size of three acres. These areas on the Land Use Plan may or may not be served by a municipal sewer system within the next 25 years; therefore, the large lot size is needed to provide ample space for discharge from individual on site wastewater systems.

LOW DENSITY RESIDENTIAL (yellow): Maximum density of three single family detached residences per acre.

This land use classification is intended to promote the development of single family detached dwellings on relatively large lots (approximately 13,500 square feet).

MEDIUM DENSITY RESIDENTIAL (gold): Maximum density of four single family detached residential units per acre.

This land use classification allows the development of single family detached dwellings on moderate size lots (at least 10,000 square feet). This category includes the type of single family residence known as patio homes.

HIGH DENSITY RESIDENTIAL (orange): Maximum density of nine dwelling units per acre.

This land use classification allows the development of apartments or condominiums on arterial streets/roads or highways which have the capability of carrying higher traffic volumes generated by these higher density residences.





MANUFACTURED HOME RESIDENTIAL (brown):

This classification also allows the development of manufactured home parks or subdivisions.

LOW INTENSITY COMMERCIAL (light pink): Restricted Commercial.

These areas should include small-scale, low-intensity, predominately indoor, retail, service, and office uses that provide goods and services primarily serving the daily needs of residents of the immediately surrounding neighborhoods (e.g., personal service uses, professional offices, recreational facilities, small restaurants, banks, convenience stores, drug stores, and grocery stores).

GENERAL COMMERCIAL (red): Enclosed Commercial Activities Only.

This classification would encompass all types of enclosed commercial uses that generate moderate traffic volumes.

HIGHWAY/HIGH INTENSITY COMMERCIAL (purple): All Commercial Activities

This classification would encompass all types of commercial uses, including outdoor and high traffic volume traffic generating commercial activities.

LIGHT INDUSTRIAL (light gray): Enclosed Industrial Activities Only.

This classification includes manufacturing and warehousing uses conducted primarily indoors. These manufacturing uses are those that do not generate noise, vibration or offensive odors detectable to human senses off the premises.

HEAVY INDUSTRIAL (dark gray): All industrial uses, including outdoor.

This classification includes manufacturing uses where all or part of the associated activities are conducted outdoors, or where the use requires large volumes of water or generates noise, vibration, etc., detectable off the premises.

PARKS AND OPEN SPACE (medium green):

This land use classification includes all existing and proposed parks, ballfields, bicycle/pedestrian trails and other similar uses.

PUBLIC/QUASI PUBLIC USES (dark green):

This land use classification includes all existing and proposed public/quasi-public uses such as churches, schools, governmental buildings and facilities, cemeteries, etc.



100 YEAR-FLOOD PLAIN (light blue pattern):

These areas are shown on the latest available Federal Insurance Administration “Flood way: Flood Boundary and Flood way Map” as 100-year flood plain (i.e., subject to a one percent chance of flooding in any year).

DOWNTOWN DISTRICT (outlined): Mixed Use District.

This designation overlays the underlying classification and is intended to provide locations for single family detached residences, enclosed commercial uses (i.e. low intensity commercial, general commercial and select highway commercial uses) and public/quasi-public uses that are compatible to the historic development pattern on and adjacent to Main Street in Senatobia.

RECOMMENDATIONS:

As previously noted, the City of Senatobia has experienced growth over the past ten years and it is anticipated that this growth will continue through the planning period of this Comprehensive Plan. It is vital that the City use this Land Use Plan to guide any revisions to its Zoning Ordinance and Map as development opportunities are presented.

The City’s Downtown Senatobia Revitalization Zone Master Plan should be implemented as detailed in the document. By encouraging revitalization of Downtown, property values and private investment will likely increase. Furthermore, infill development and redevelopment of existing residential and commercial properties utilizes existing infrastructure and remains within the City’s existing footprint; therefore, the cost of public services (i.e. infrastructure, public safety, road maintenance) is lower for the City. It is equally important that these investments are protected from less compatible land uses. Therefore, it is recommended that a special zoning district and overlay district be adopted in this area.

Due to the low vacancy rate in the current supply of housing, it is unrealistic to assume that all residential demand can be accommodated through infill development. However, placement of new, or greenfield, developments in areas already served by the City’s infrastructure or are in close proximity to existing infrastructure is less costly. This placement also reduces a sprawling or far-reaching development pattern that also increases response times for first responders and miles of roadways to be maintained. The Land Use Plan Map depicts a lot pattern that increases in size over distance from the City’s core. This pattern should be adhered to in order to limit the amount of unnecessary sprawl.

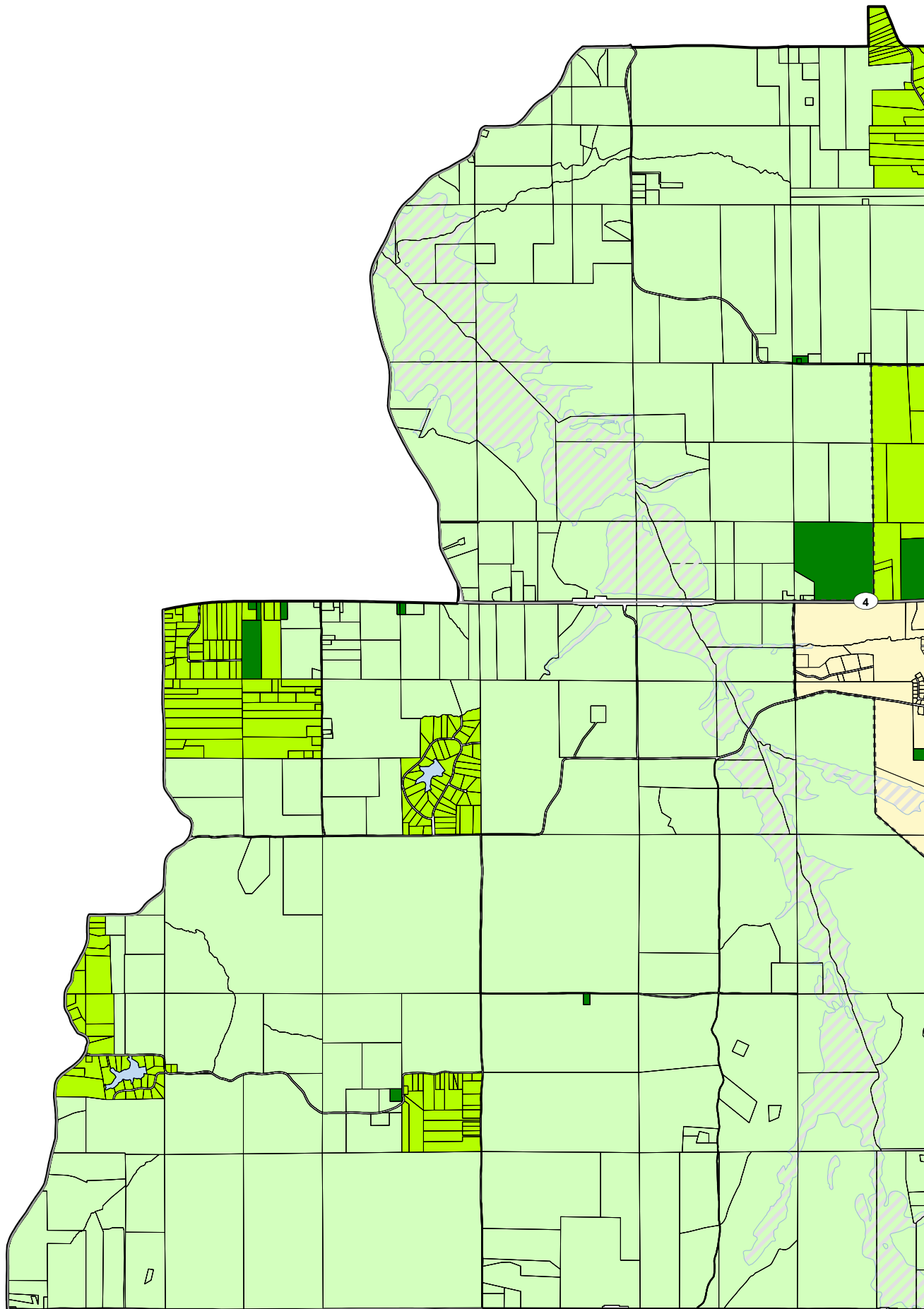
Residential development densities and scales should also be monitored to ensure overcrowding or over saturation of an area does not occur by concentrating high-density developments. While high-density residential development is vital to a diverse housing market, it is imperative that these developments are not concentrated in a single area of the City. The City may also desire a lower maximum density for any new housing units on a single parcel such as nine dwellings per acre.

Residential uses should be separated from industrial uses by commercial uses as much as possible. When it is not possible to use less-intense commercial uses as a buffer, large scale landscaping such as fast growing evergreen trees or shrubs should be used as a buffer. This Land Use Plan may differ from the adopted Zoning Map in such instances as rezoning certain properties may be necessary to create such buffer zones.

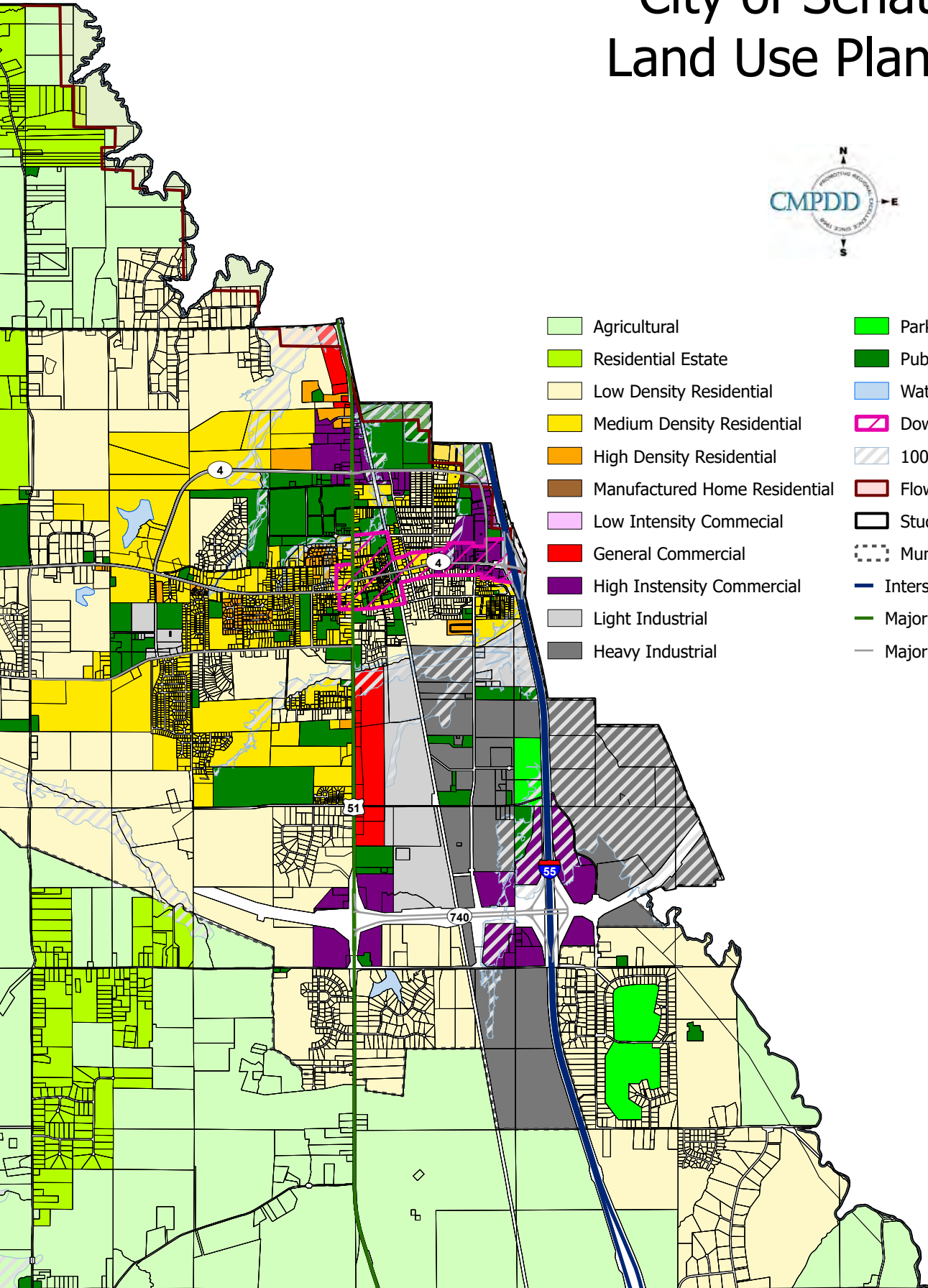
IMPLEMENTATION POLICIES:

1. Adopt an Architectural Review Ordinance to address the appearance of commercial, industrial and multi-family developments.
2. Evaluate and update the current Zoning Ordinance and amend the Official Zoning Map to conform to this Land Use Plan.
 - The addition of an overlay or specific district for the Downtown Senatobia area is recommended. Strong support for the Downtown Senatobia Revitalization Zone was expressed by the public and elected officials. East Main Street from Interstate 55 to the railroad should also be protected by an overlay as this area serves the main thoroughfare leading to the historic Downtown.
 - Parking requirements may be reduced in areas that are bike and pedestrian friendly to encourage alternative transportation modes, and to reduce conflicts between pedestrians and vehicles. Downtown Senatobia and the surrounding area would benefit from such reductions.
 - A new zoning district named, “Residential Estate (RE),” with a minimum lot size of no less than 3 acres, but no more than 5 acres, would provide residents an option for housing that is agricultural in nature, but less than a minimum of ten acres.
3. Refer to the Land Use Plan when considering rezoning actions to ensure the requested zone is compatible with the stated vision of the City.





City of Senatobia Land Use Plan 2023



- | | |
|-------------------------------|-----------------------------|
| Agricultural | Parks/Open Space |
| Residential Estate | Public/Semi-Public |
| Low Density Residential | Water Bodies |
| Medium Density Residential | Downtown Senatobia District |
| High Density Residential | 100 Yr Floodplain |
| Manufactured Home Residential | Flowage Easement |
| Low Intensity Commercial | Study Area |
| General Commercial | Municipal Limits |
| High Intensity Commercial | Interstates |
| Light Industrial | Major Highways |
| Heavy Industrial | Major Local Roads |

CHAPTER 4:
**COMMUNITY
FACILITIES**



According to Mississippi Code Title 17, a comprehensive plan must at a minimum address the following community facilities: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage. In addition to these basic requirements, this Plan includes a discussion on public safety, specifically the police and fire departments. It is recognized that the aforementioned Code Section includes elements of the community that are beyond the direct control of the City; therefore, they are addressed in a limited manner. The purpose of this Community Facilities Plan is to assist the City in planning for future capital improvements which are necessary as a result of projected growth and development.

Housing

The City of Senatobia’s housing stock includes approximately 2,800 structures as the U.S. Census Bureau’s 2020 Census count was 2,880 while the CMPDD housing count was 2,792. The City saw a housing growth of only 3.7% during the 2010 – 2020 decade. This is contrasted with a growth of nearly 25% in the preceding decade. The housing growth in Tate County was slightly slower than the City but was very similar. According to US Census data, the City’s portion of total housing units within the entire County has remained near 20 percent since 1970.

Senatobia Housing Statistics

Category	Incorporated Area		Study Area	
	Count	Percent	Count	Percent
Single Family	2,103	75.3%	2,836	77.2%
Dilapidated Single Family	8	0.3%	17	0.5%
Manufactured Homes	50	1.8%	186	5.1%
Multi-Family/ Apartments/Duplex**	631	22.6%	634	17.3%
Total:	2,792		3,673	
**Note: Individual Family Living Units				

Source: CMPDD Existing Land Use Survey, Field Results

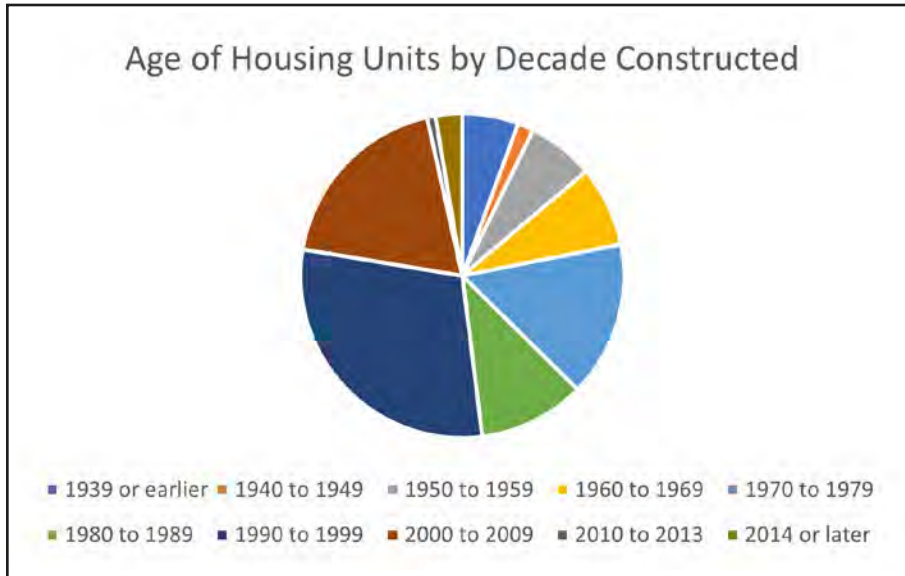




A linear regression projection based on housing trends since 1980 predicts that housing units in Senatobia will top 4,300 by the year 2060 while the County reaches just over 15,600. Further calculations based on the 2023 Land Use Plan, which is included in this Comprehensive Plan, there is ample developable lands designated for residential growth within the existing corporate boundaries to accommodate the projected housing needs. Should growth exceed current projections and the City desire to expand its corporate boundaries, growth areas have been identified in the aforementioned Land Use Plan.

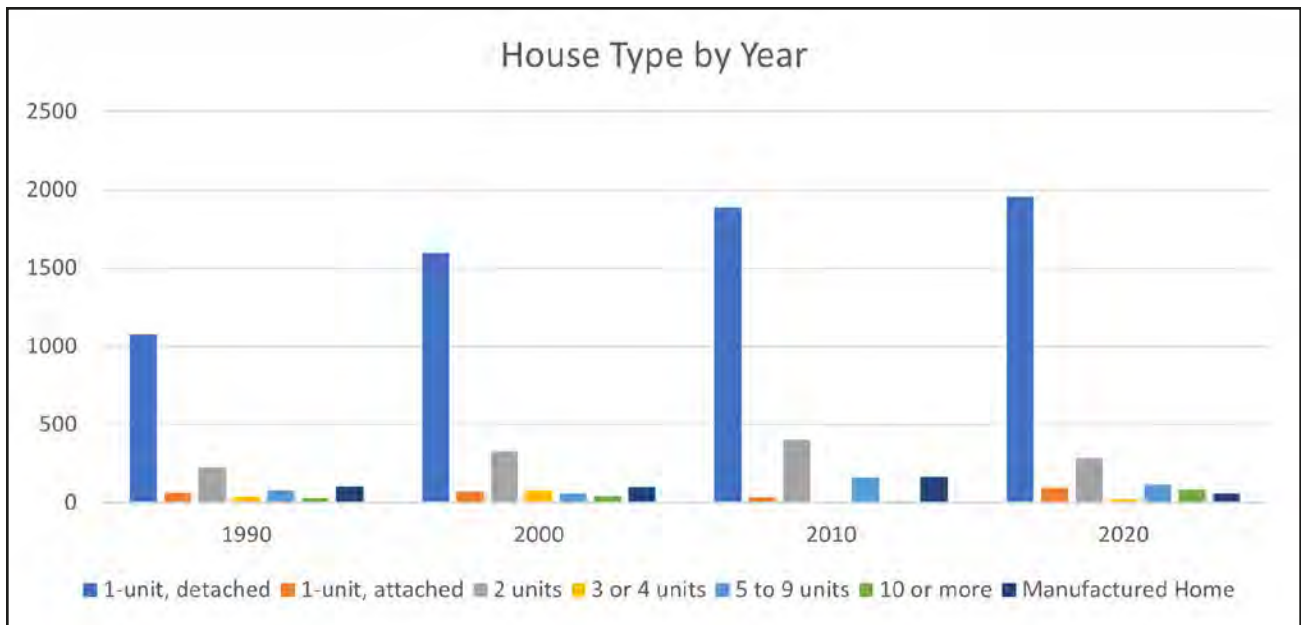
The occupancy rate of a local government’s housing stock is a trusted indicator for the necessity of additional housing units. According to US Census’s American Community Survey, the City’s housing stock is 93 percent occupied as of 2020. Historically, the City’s occupancy rate has hovered between 91 percent and 96 percent. The percentage of owner-occupied housing has remained steady since 1970 in the range of 55 to 60 percent. Rent-occupied housing has shown a flat trend as well ranging from 35 to 41 percent.

Age of Housing Units by Decade Constructed



Nearly two-thirds of the City’s housing stock was constructed between 1970 and 2009 according to US Census’ American Community Survey. The decade beginning in 1990 saw the most construction of new housing units accounting for nearly 30 percent of the City’s housing. As housing units begin to age, same site replacement or reinvestment in existing units becomes an integral part of residential development. Without spreading development beyond existing infrastructure limits or creating “sprawl” as it is known, reuse of existing housing must be considered.

House Type by Year





Both US Census Data and CMPDD data indicate that two-thirds of all housing units are single-family, one-unit detached homes. While the raw number of one-unit detached dwellings has increased since 1990, the percentage of total housing of these dwellings has hovered near 70 percent since 1990. Multi-family apartment style dwellings have seen growth during the same time period, which may be influenced by construction and growth on the campus of Northwest Mississippi Community College. This type of housing accounts for approximately 20 percent of the overall housing stock. Of the multi-family dwelling types, including two-unit, 3 or 4 unit, 5 or more unit buildings, two-unit buildings account for over half according to the 2020 US Census data. Manufactured homes have been in decline over this period and now account for 2 percent of the housing stock.

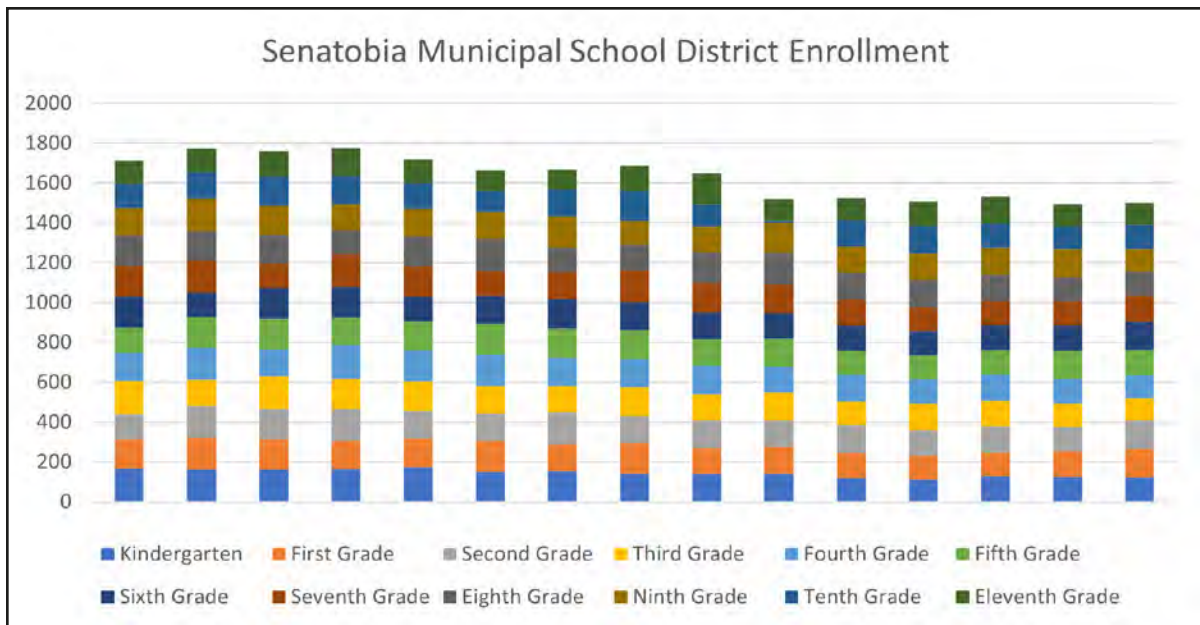
SCHOOLS

Residents of Senatobia are served by the Senatobia Municipal School District, which includes Senatobia Elementary, Middle and High Schools, as well as a private school, Magnolia Heights. The Senatobia Municipal School District has an independent governing body with essentially no oversight from the City of Senatobia. However, growth within the City will impact the capital needs of the school district; therefore, it is addressed in this Plan.

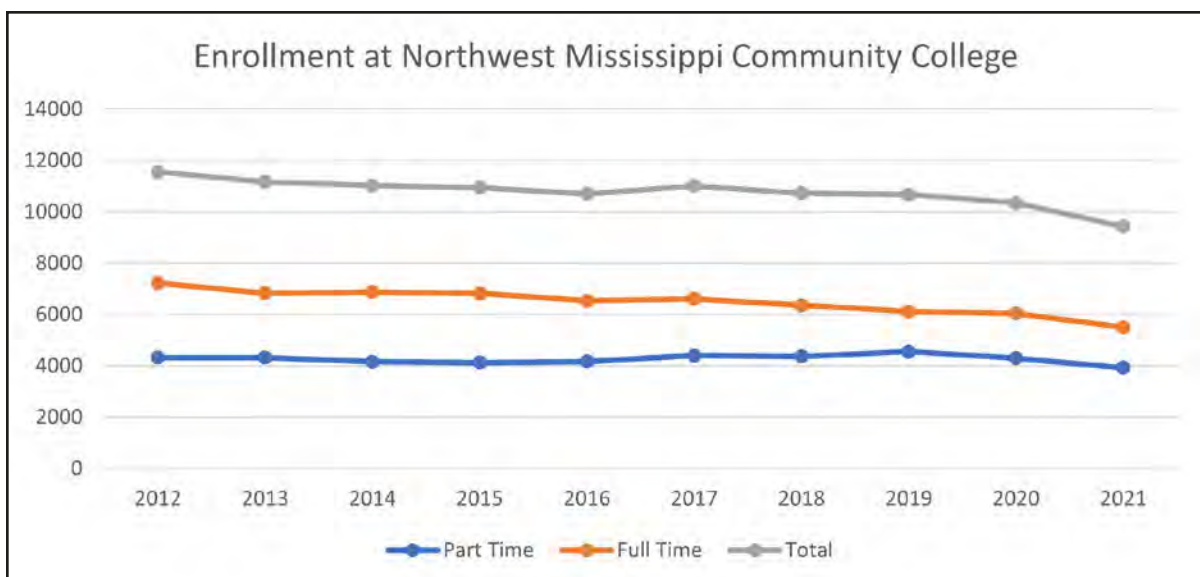
Restructuring of grades and schools took place in 2017-2018. Prior to this transition, Kindergarten through 2nd grade were at the Senatobia Elementary School, grades 3 – 6 were at the Senatobia Middle School, and grades 7 – 12 were at the Senatobia Jr/Sr High School. The 2017-2018 school year was a year of transition where the schools were combined into two. Since 2018-2019, the Elementary School is home to Pre-Kindergarten through grade 5, the Middle School has grades 6 – 8, and the High School has grades 9 – 12.

Over the course of the past 15 years, enrollment has steadily decreased at an average rate of one percent each year with the most noted decline between the 2018-2019 and 2019-2020 school years. A linear regression, or trend line, was applied to the enrollment data in three-year increments to project enrollment into the future. By 2030, enrollment is expected to be near 1,575 while the population for of school age children (5 -19) and the City's overall population is expected to increase.

Magnolia Heights is an independent private school located in Senatobia with over 700 students and 75 faculty and staff. It provides classroom opportunities for students as young as 3 years old through 12th grade on the campus.



Senatobia is also home to Northwest Mississippi Community College, which was founded in 1928. The main campus serves as the administrative, athletic and performance activities hub for the college. Nine residence halls, a Student Union, Fine Arts Auditorium, and conference center are also located on the main campus in Senatobia. The college offers academic pathways to 4-year universities in Mississippi, career and technical education programs, workforce training, and adult education through its main campus and six satellite campuses, including eLearning. Many students commute from their hometowns to the campus, but nearly 1,100 students live on campus and some choose to live temporarily in Senatobia while in school. According to the Mississippi Community College Board's Annual Report Cards, enrollment has shown a slight decline since 2012. However, this report does not include online enrollment, which has increased.





FIRE DEPARTMENT

The Senatobia Fire Department is a Class 5 department according to the Mississippi Fire Rating Bureau. The Department is staffed by 18 full-time firefighters and supplemented by 6 part-time and 4 volunteer firefighters. Ideally the department would have 10 firefighters on duty per shift, but the Department is currently limited by the availability of living quarters. Currently the department has 3 to 5 firefighters on duty per shift. Increasing the number of staff on duty will have a significant impact on improving the Department's Class rating.

There are three fire stations within the City, but only two are currently being used by the City. Station 3 has been leased to Pafford EMS, who provides ambulance services to the City. Station 1, built in 1956, is located at 137 North Front Street and is 6,227 square feet. Station 2, built in 1998, is located at 1101 Scott Street and is 7,104 square feet. An additional station is needed on the west side of the City in order to meet staffing goals and provide additional fire protection. If the new station were to be located on an adequate site, a joint fire/police training center could be included. A training center could have a significant impact on the City's fire rating.

Other goals include purchasing a new Fire Engine to replace the 2004 model. The current (2004) Engine could be maintained as a reserve backup Engine. There is also a focus on Fire Prevention and Code Enforcement. Moving forward it is important to continue the training and growth of the employees that serve in this capacity.



POLICE DEPARTMENT

The Senatobia Police Department is located at 114 North Center Street and was renovated in 2022. The building is 7,500 square feet and includes an 8 person capacity holding cell. The current space is adequate for the station although a small precinct located jointly with a new fire station on the west side of the City would be ideal. Also, a joint training facility for Police and Fire personnel that includes classroom space, firearms range, and smoke house is needed. The department will continue to focus on staffing as well as technology and equipment upgrades.

CITY HALL

The Senatobia City Hall, which is located at 133 North Front Street, was constructed in 1978 with a total of 4,600 square feet. This central location is ideal as it is easily accessible from all areas of the City and is within the downtown area. City Hall houses the administrative offices for the City including; the Mayor's Office, City Clerk, Deputy City Clerk, Board Room, Human Resources, Administration Clerk, and Utility Billing. This building is currently adequately sized for its use; however, additional administrative space and storage space may be necessary in the future based on potential population growth. Furthermore, the existing Board Room for the Mayor and Board is also adequate currently; however, the space may require expansion in the distant future. There are no plans to relocate this building or the offices located within it.



BUILDING AND MUNICIPAL COURT BUILDING

The Municipal Court Department and Building and Planning Department are located at 131 North Front Street. The relocation of the Senatobia Police Department to its new station on North Center Street in 2022 provided additional space for these departments. This building was constructed in 2000 and contains 6,250 square feet. The Building Department includes offices for the building official, fire inspector, code enforcement officer, and building code administrator. This office handles ADA compliance, building/development, historical preservation, permits, plat and site review, rental code and registration, and zoning. Additional staff and office space will likely be necessary as the City grows.

The Municipal Court portion of the building includes a court room, offices for the municipal court clerk, deputy clerk, and office clerk, and storage. The building also features a drive-thru window, which is utilized for quick payment of citations. There is a need for additional dedicated off-street parking, especially on court days, as the on-street parking in front of the building is consumed by court attendees and customers of the businesses along North Front Street are unable to park. While the office space is adequate, there is a current need for additional storage space and a larger courtroom. Consideration has been given to increasing the number of court days per month to reduce the volume per session as an alternative to expanding the courtroom.

OTHER CITY-OWNED BUILDINGS

The building located at 135 North Front Street is owned by the City and is leased to the Tate County Economic Development Foundation and the Senatobia Main Street, Chamber of Commerce, and Tourism Director. The 2,674 square foot building was constructed in 1954 and has been renovated several times. This building is adequate for the needs it serves currently.

The City of Senatobia and Tate County jointly fund an Animal Shelter at 909 EF Hale Jr. Drive in Senatobia. The 4,400 square foot building also includes a Spay-Neuter Building that was constructed in 2011. There are three full-time employees and one part-time employee that operate the shelter. The current arrangement is adequate for the needs of the City and County.

PARKS AND RECREATION

The City of Senatobia owns and operates five parks of varying sizes and purposes. These parks are well distributed across the City and provide numerous recreational opportunities for local residents.

- Gabbert Park (South Center Street): This downtown greenspace park is frequently used for community festivals and events. It contains walking trails, a pavilion, and open space. The City has recently acquired additional acreage and an existing building for park expansion. Future plans may include a senior citizen activity center, farmer's market facility, additional trail improvements, and lighting improvements.
- Matthews Drive Park (200 Matthews Drive): The City has recently transferred this 20 acre park to the Senatobia Municipal School District for use by the schools. The park includes four tennis courts, a softball field, and two baseball fields. The tennis courts in this facility are in need of resurfacing.
- Memorial Park (South Park Street): This downtown greenspace park is separated from Gabbert Park by the railroad and features a memorial pavilion, picnic tables and a walking path.



- Norfleet Park (504 Norfleet Drive): This neighborhood park that was constructed originally in 1980 is 5 acres and offers walking trails, a playground, and open space. The Park's trails and playground are beginning to age and updates will be necessary soon.
- Pocket Park (Main St and Ward St): In 2020, the City acquired a $\frac{1}{4}$ acre parcel along Main Street in the historic downtown where a building stood previously. The pocket park includes a mural, small splashpad with benches, and a small grass area. This park serves as a gathering place and an enhancement to the downtown area shops.
- Senatobia Sports Park (250 Industrial Drive): The 44-acre multiple sports park was initially constructed in 2017. The Sports Park has been expanded and improved since its opening. There are five softball fields, four baseball fields, six soccer/football fields, additional flex spaces, and a 10-foot wide walking trail. The Sports Park is utilized daily by individuals on the walking trails and sees frequent use by local sports leagues.

Additional concession stand/restroom facilities are needed for the older softball fields and for the new soccer fields. There are immediate plans to install artificial turf on the infields of the ballfields, which will reduce maintenance and fewer rain related cancellations. Additionally, lighting in the original section of the park has reached its life span and needs to be replaced, while new lighting is needed for the soccer fields. The softball and baseball fields are used interchangeably depending on the age of the athletes; however, the fields are designed for specific uses and damage may occur as a result of using the field for an undesignated purpose. For example, due to the ball flight of a softball being lower in height and shorter in distance, softball fields have dirt infields, lower outfield lights, and typically shorter/closer outfield fence heights and distances. A baseball hit on a softball field has the potential to damage lighting due to the higher and longer flight path. Additional features that may be considered include overflow and RV parking and disc golf.

- Southern Street Park (104 Southern Ave): This community park is approximately four acres and includes a ballfield as well as a community center. Improvements to the park may include a playground, walking trails, and field improvements.



UTILITIES AND DRAINAGE

Through the Utilities Department, the City of Senatobia owns and operates a water system, wastewater collection and treatment systems, natural gas system, storm drains, and solid waste collection equipment. The Utility Department operates a utility billing office at 133 North Front Street but is primarily based at 405 Strayhorn Street. The 17,550 square foot building on Strayhorn Street includes office space and maintenance/shop space, and outdoor storage for materials and equipment as well. The Utilities Department has a staff of 27 including a director, administrative assistant, and supervisors for each of the gas, water, and street departments.

- **Natural Gas:** The natural gas system was purchased in the 1940's by the City and continues in operation at present. Annual inspections of the distribution network are required by the City. Continuing maintenance and repairs will be needed in the future and expansion of the system may be necessary depending upon the pace of development outside the current service area.
- **Water System:** The City's water system currently features five wells and five tanks; however, the City has initiated the process to construct a new water tank on the south side of the City near MS 740 and the Country Club development. The current system is adequate if all tanks and wells are operational, but if the Shands Bottom Road tank is offline, it creates a low-pressure situation in the City. The new tank will help address this shortfall. In addition to the new tank, there are plans to install a 10" water main to connect or loop the distribution lines on the east and west sides of I-55 near MS 740. The system should have adequate capacity to support additional development; however, preparations and plans should be made to replace or repair much of the existing infrastructure as it is beginning to age.

Name	Year Built	Location	Capacity
Well 1	1973	303 Scott Street	879 gpm
Well 2	1973	315 Scott Street	1,127 gpm
Well 3	1973	1 Quality Lane	797 gpm
Well 4	1972	1 Quality Lane	976 gpm
Well 5	1993	645 Shands Bottom Road	1,027 gpm
Chromecraft Tank	1961	5 Quality Lane	250,000 gallons
West Street Tank	1949	304 West Street	100,000 gallons
Ground Storage Tank	1973	151 Mathews Drive	1,000,000 gallons
E F Hale Tank	1987	915 E F Hale Drive	500,000 gallons
Shandsbottom Tank	1992	645 Shands Bottom Road	500,000 gallons
740 Tank	To be constructed		500,000 gallons



The vast water distribution network has grown within the City and includes a variety of piping materials and dimensions. While pressure and flows are generally adequate, there is a need to replace aging pipes with more modern pipe material and increase flows where possible. During the upcoming revitalization project in the historic downtown area, existing 4" lines will be replaced with 6" lines, which will increase pressure and flow to the fire plugs. Additional line replacements should be planned in areas with aged lines and in areas that are disturbed by other infrastructure projects, such as a roadway realignment or reconstruction.

- **Wastewater Facilities:** The City's wastewater treatment plant (100 North Heard Street) was constructed in 1990 and has the capacity to treat 2 million gallons per day. The facility is currently treating on average 35,000 gallons per month. A new treatment facility, SBR, is under construction at this time and will have the capacity to treat another 2 million gallons per day. The City's collection system of pipes and pumps are of various ages and condition; however, much of the main line pipes are constructed of terra cotta materials. Over time these pipes have become extremely thin making replacement of these lines a priority. While capacity of the City's wastewater system is adequate, continued maintenance and upkeep of its components is vital to ensuring the system remain operational and compliant with all regulations.
- **Storm Drainage:** The City of Senatobia maintains a system of closed storm drains, open ditches, and drainage canals to support the collection and disbursement of storm water within the City. Senatobia is within the Yazoo River Basin with tributaries and branches of Hickahala Creek, Senatobia Creek, and Coldwater River flowing through or near the City. Arkabulta Lake, which is less than 10 miles northwest of Senatobia, was constructed in the 1940s as part of a flood prevention program for the Mississippi Delta Region. The drainage canals and ditches that transport storm water from the City travel northwest towards Arkabulta Lake or southwest to join Coldwater River after it leaves the dam at Arkabulta. Many of these canals and ditches are overgrown or have trees and saplings growing within them which impedes the flow of water. The City has noted an increase in flash flooding and floodwater backing up within these canals as a result of the vegetation.
- **Solid Waste:** The City of Senatobia maintains a fleet of garbage collection trucks, which collects household waste and transfers to the Quad County Landfill in Byhalia, Mississippi. This system is currently adequate and there is capacity available at the landfill. The City does desire to purchase an additional rear loader truck to serve as back-up should the primary truck be out of service.

CHAPTER 5:
**TRANSPORTATION
PLAN**



According to Mississippi Code Section 17-1-1, a Transportation Plan should depict the “proposed functional classification for all existing and proposed streets, roads and highways... these requirements shall be based upon traffic projections. The transportation plan shall be a basis for a capital improvements program.” Furthermore, transportation and land use development have significant influence on the other; therefore, both elements must be considered together. Designation of land use is partially based on existing or planned transportation infrastructure, while capacity of transportation infrastructure is dependent on the use of the land that is served. Transportation must be considered at a regional level as commute patterns do not follow political boundaries; therefore, elements of the Tate County Transportation Plan are also considered where they impact the City. This Transportation Plan has been developed with these principles as the foundation. The Transportation Plan reflects the needs of the City of Senatobia in a prioritized manner that can be implemented over the next 20 to 25 years as growth demands improvements.

Roadways are designed and categorized based on a standardized system known as Functional Classifications. These classifications are based on the role or character of service each road plays in the transportation network. Local roads serve to deliver traffic to final destinations and most often these are residential and/or agriculture areas. Collectors serve as the link between local roads and arterials by gathering from and dispersing to local roads and providing access to and from arterials. Collectors also providing direct access to commercial uses, schools, and similar uses. Arterials, which are highways and interstates, are designed to move high volumes of traffic across long distances efficiently. Direct access to uses is typically limited along principal arterials.

Principal Arterials		
Interstate 55	US HWY 51	MS Highway 740
Minor Arterials		
MS Highway 4	Merryhill Ranch Road	Stage Road
Two Mile Branch Road	Hammond Hill Road	Wilson Drive
Quality Lane	Norfleet Drive	W. Tate Street
W. & E. Main Street	Matthews Drive	Scott Street
Major Collector		
Brown’s Ferry Road	Strayhorn Street	Morgan Lane
Camille Street	Gilmore Street	Woolfolk Road
Robinson Street	Heard Street	

Since the 2008 Comprehensive Plan was adopted, the City has seen several transportation projects through implementation. The most notable is the extension of Woolfolk and Miracle Roads. The realignment and introduction of roundabouts along MS Highway 4/Main Street at US Highway 51 and at Norfleet Drive are under construction currently. These projects have improved traffic flow around the City and eliminated confusing and dangerous intersections.

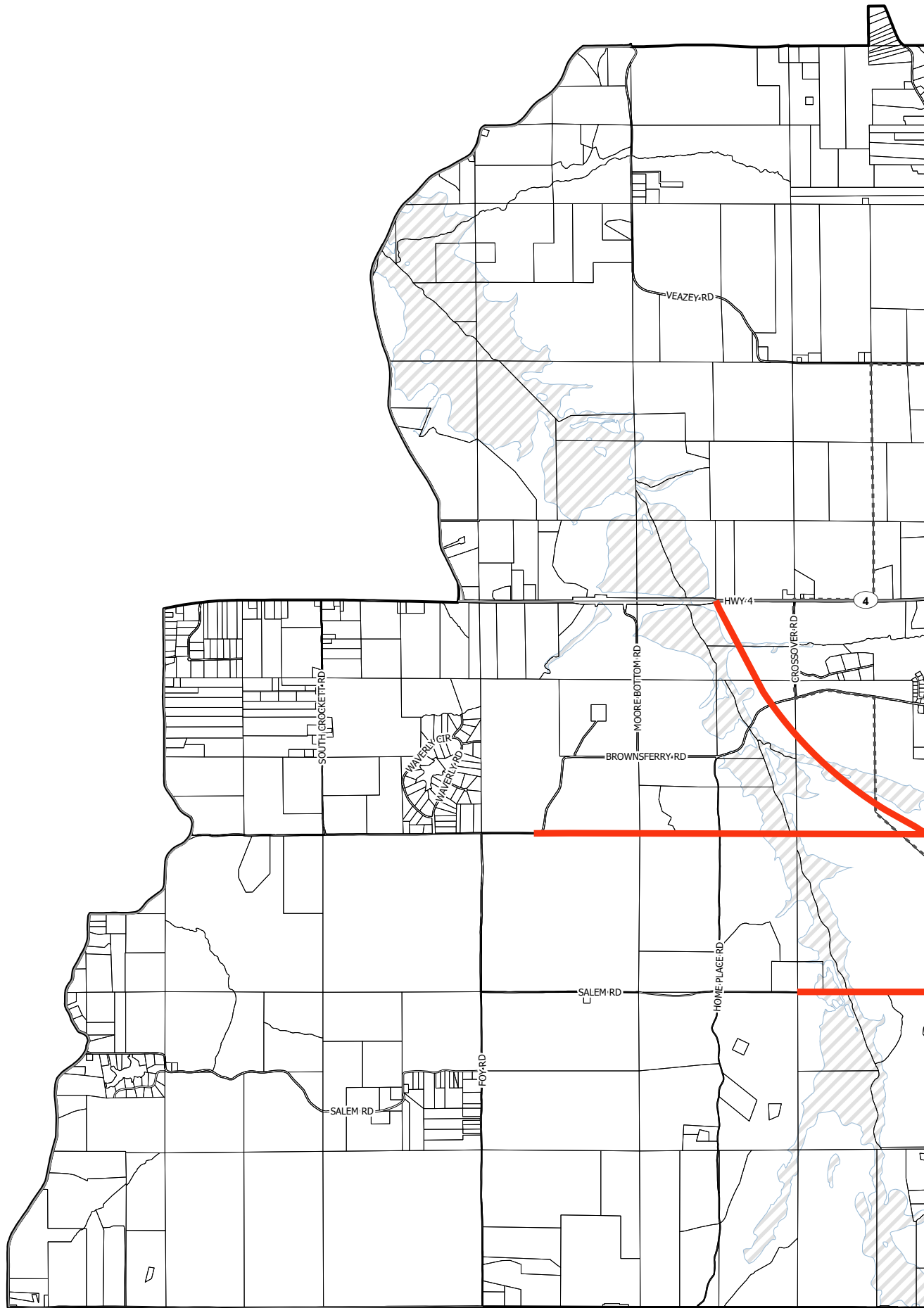
Alternative modes of transportation, including bike and pedestrian, are also important to the local traffic network as they can reduce congestion and provide a means of access to school, work, and shopping for low-income, limited vehicle individuals. Currently, the City has a sidewalk network throughout the Downtown area and a limited network in the residential areas south of Downtown. There are no designated bike paths along City streets currently. Given the residential nature of much of the City, it is possible for bike and pedestrian traffic to utilize the roadway; however, this is not the most efficient or safest option. During the online public input survey, residents expressed limited support for the construction of alternative transportation facilities. The importance of offering additional bike and pedestrian facilities should be considered when implementing transportation improvements.

As growth and development occurs, the City must consider new transportation projects that achieve these goals as well. The following are proposed roadway improvements:

1. MS Highway 740: The extension of this roadway will provide efficient access to I-55 to the southern portion of Senatobia and Tate County from the east and west of the interstate. There is significant land available for development if the transportation network was extended to provide access.
 - a. Present Alignment: This 4-lane road links I-55 to US Highway 51 to the west, Shands Bottom/Country Club Roads to the east, and Scott Street to the north. It is approximately 1.5 miles in length.
 - b. Proposed Western Alignment: Various alignments have been proposed for the extension of MS Highway 740 west of its current intersection with US Highway 51. While many of these alignments are still feasible, it is proposed in this Plan that MS Highway 740 be extended to west, northwest until it connects with MS Highway 4 just beyond the City of Senatobia. This alignment would intersect Brown's Ferry Road at Crossover Road, then follow Crossover Road to MS Highway 4. Other proposed alignments intersect MS Highway 4 at Strayhorn and could utilize portions of Brown's Ferry Road.
 - c. Proposed Eastern Alignment: The proposed eastern alignment takes MS Highway 740 east of its current termination at Shands Bottom Road. Following a brief eastwardly travel, the road may split with one section turning north to intersect MS Highway 4 near John Price Road and another section traveling south to join Country Club Road then connect to Sides Bottom Road.
2. Woolfolk Road extensions: The extension of this roadway south and west of its current 90 degree turn to join Miracle Drive is proposed as a major connector to the proposed alignment of MS Highway 740 on the west side of US Highway 51 and intersect Hammond Hill Road. In addition to creating access to potentially developable properties, this extension would improve traffic flowing across the City and County from east to west.

3. **Matthews Road extension:** Matthews Road serves to connect Wilson Drive with Brown's Ferry Road currently; however, an extension of this major collector roadway could continue to the south until it reaches the proposed alignment of MS Highway 740. Such an extension would provide greater access to developable lands and improve traffic flow.
4. **New Road from Wilson Road to Merry Hill Ranch Road:** A new minor collector road that connects Wilson Drive/MS Highway 4 and Merry Hill Ranch Road near Norris Road and Brandywine Road would provide access to additional developable lands.
5. **East Main Street:** East Main Street from Norfleet Drive to the rail may be reduced to two travel lanes with a center turn lane to reduce accidents at intersections and congestion from left turns. Furthermore, the reduction of travel lanes from two in each direction to one, would create aesthetic appeal of a gateway into the Downtown core.
6. **Where feasible, sidewalks and/or bike lanes should be included in new roadway construction.** If retrofit of roadways allows the inclusion of sidewalks or bike lanes, then it should be considered. Priority should be placed on providing alternative transportation facilities to create the following connections: residential areas to schools and parks; residential areas to grocery stores, general merchandise stores, and pharmacies; residential to high employment areas; and residential areas to Downtown Senatobia.





CONCLUSION

As noted in the Introduction to this plan, a comprehensive plan serves as a policy guide for the physical and economic development of the community. While this plan is meant to be a 20–25-year plan, it should be reviewed periodically and revised as needed to account for changes or shifts in population and economic trends. Plans can only contemplate past trends, current factors and projected outcomes. As unforeseen circumstances occur, this plan should be revisited and amended appropriately.

Implementation tools such as the City’s Zoning Ordinance and Map and Subdivision Regulations should also be reviewed periodically to ensure compatibility with the Comprehensive Plan, developing trends and business, and court decisions. Implementation of the Downtown Revitalization Master Plan should also be monitored for completeness, or revised should a recommendation become obsolete.





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