Cleveland Comprehensive Plan 2008 - 2030

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Cultural Crossroads of the Delta

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The previous administration set a process into motion that has been a joint effort by many people. We hope and believe that this Comprehensive Plan for the City of Cleveland will be a document that helps shape a positive future. The Comprehensive Plan Committee worked for over one year to develop the Plan. The goals and strategies have incorporated ideas from many different sources.

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Kirk Povall
Greg Redlin
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Former Ward 2 Alderman Norman Burke, who served as Alderman for 20 years
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We are saddened by the loss of two of our members, Alderman Norman Burke and Committee member Dr. Tommy Sledge, who passed away during the Comprehensive Plan development process. Their time and effort spent is greatly appreciated.

This Comprehensive Plan is intended to inform the citizens and guide future development, and assist the administration with land use and growth decisions. With the help of the citizens' continued involvement and input, the current administration and administrations to come can make Cleveland a better and greater place.

Mayor Billy Nowell
Alderman Ward 1 Maurice Smith
Alderman Ward 3 Danny Abraham
Alderman Ward 5 Paul Janoush
Alderman-At-Large Gary Gainspoletti
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Alderman Ward 4 Kirk Povall
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Chapter 1.
Introduction.

Cleveland, Mississippi was incorporated in 1886 three years after the railroad was built through the community of Simms (present-day Cleveland) and is located in the Mississippi River Delta in eastern Bolivar County. The city has grown to be the agricultural, manufacturing, commercial and educational center of the County and is one of two County seats (along with Rosedale). Cleveland's population has reached as high as 15,384 in 1990, and it is now at an estimated 12,447 inside the city, almost five times the population of any other incorporated area in the County. Cleveland makes up 33.1% of the entire population of Bolivar County and has almost as many people as the 14 other incorporated places combined (12,447 to 14,004 US Census 2007 estimates). The vicinity map for Cleveland is shown in Map 1, showing Bolivar County and some of Sunflower County. The major transportation routes through Cleveland include US Highway 61 and Mississippi Highway 8. The Mississippi River Delta is low, swampy land, dotted with lakes, streams, rivers, bayous, and swamps but is some of the most fertile and productive farmland in the United States. Cleveland is a vibrant town that has been recognized as "one of the 100 best small communities" and advertises itself as the "Crossroads of Culture in the Delta".

A Comprehensive Plan is a policy document that, in broad terms, identifies a future vision, determines the projected growth and identifies policies to plan, direct and accommodate the growth for the community. It is the basis for a community's subdivision and zoning regulations, official maps and amendments to the subdivision and zoning ordinances, and helps the local officials guide development---both private and public. The Mississippi legislature, through Mississippi Code §17-1-1 defines minimum elements that are required to be addressed within a Comprehensive Plan. These elements include:

- ***Goals and objectives*** for the long-range (20 to 25 years) development of the City. Required goals and objectives shall address at a minimum: residential, commercial and industrial development; parks, open space and recreation; street or road improvements, public schools and community facilities.
- A ***land use plan*** that designates in map or in policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space, public and quasi-public facilities and lands.
- A ***transportation plan*** depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways for the area encompassed by the land use plan and for the same time period. Functional classifications shall consist of arterial, collector and local streets, roads and highways.

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- A ***community facilities plan*** that describes the community facilities and can be used 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.

This Comprehensive Plan for Cleveland has been developed in accordance with generally accepted planning principles. A committee of nine citizens, appointed by the Mayor and Board of Aldermen of Cleveland, and two staff persons worked with the consultants to develop the plan. This committee met monthly for almost one year to discuss items of interest. Also a survey was distributed to the community for input and comment. As the draft plan goes forward more comments will be sought, so that the final plan represents, as closely as possible, the common vision for Cleveland's future.

Beyond the existing corporate limits of any town is an area of influence or identity for the community. For a Comprehensive Plan this area is sometimes called a planning area, and it is usually a geographic area approximately one to three miles outside the City limits. The Planning Area is incorporated into the Comprehensive Plan to evaluate the larger area's activities and potential future. Cleveland's Planning Area is shown in Map 2 and is larger than what might be expected due to the proposed Interstate 69 corridor. This transnational highway is proposed to connect Mexico with Canada via one uniform highway across the United States, which will impact the future of the Delta and Cleveland, Mississippi. The estimated timeframe for I-69 completion is the same as this Comprehensive Plan (20-25 years) emphasizing the importance and need for this plan's planning area analysis.

The last adopted Cleveland Comprehensive Plan was in 1968. Another Plan was prepared in 1994, but it was never adopted. Most of the "Problems and Recommendations" from the 1968 Cleveland Comprehensive Plan have been successfully dealt with, but it is interesting to note that some situations from forty years ago are still concerns---albeit usually in a different form---today. For example, among 1968 concerns were Highways 61 & 8 "becoming congested and hazardous" and Delta State's location "on both sides of Highway 8 causing vehicular and pedestrian circulation problems"; this is still true today. Also, job opportunities and the need for vocational training are still important issues for Cleveland. The need for first class water, sewer, schools, and parks are always an important priority.

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The Cleveland Comprehensive Plan 2009 is organized in the following manner:

Chapter 1 Introduction
Chapter 2 Population, Housing & Economic Characteristics
Chapter 3 Existing Land Use
Chapter 4 Community Facilities Characteristics
Chapter 5 Goals & Strategies
Chapter 6 Transportation
Chapter 7 Future Land Use
Chapter 8 Implementation & Plan Maintenance

Chapters 1 through 4 address the existing conditions of, while Chapters 5 through 8 address the proposed future conditions for Cleveland. Taken together, the text, maps, tables and figures represent an attempt by Cleveland's leadership to move successfully toward a positive future.

Chapter 2.
Existing Demographic Characteristics: Population, Housing and Economic

To begin the analysis of a city's existing conditions for a Comprehensive Plan, the traditional method is to examine the US Census statistics for the area and identify the historic trends of population and various other demographic characteristics. This helps paint a picture of the existing town and adds context to the potential forecasts of the future.

Population. The existing population estimate for Cleveland is 12,447 as of July 1st, 2007 according to the US Census. The population of Cleveland, as shown in Table 1 (Historic Population and Estimates of Cleveland and Bolivar County, Mississippi), grew between 1900 and 1990 at a slowing rate and then declined in population between 1990 and 2000. Since 2000 the population has continued to decline but has stabilized. Much earlier than Cleveland, Bolivar County's decline began in 1930 and remained a steady decline since then. However, in recent years, the county's population has begun to stabilize and decline at a slower rate. This is typical of many rural and/or southern areas where the mechanization of farming and other factors contributed to an out-migration to the larger towns (of the north).

Table 1. Historic Population and Estimates of Cleveland & Bolivar County, Mississippi.

Year	City Pop	% Change	County Pop	% Change	City % of County
1900	479	-	35,427	-	1.4%
1910	1,001	52.1%	48,905	38.0%	2.0%
1920	1,674	40.2%	57,669	17.9%	2.9%
1930	3,240	48.3%	71,051	23.2%	4.6%
1940	4,189	22.7%	67,574	-4.9%	6.2%
1950	6,747	37.9%	63,004	-6.8%	10.7%
1960	10,172	33.7%	54,464	-13.6%	18.7%
1970	13,327	23.7%	49,409	-9.3%	27.0%
1980	14,524	8.2%	45,965	-7.0%	31.6%
1990	15,384	5.6%	41,875	-8.9%	36.7%
2000	13,841	-11.1%	40,633	-3.0%	34.1%
2001	13,480	-2.7%	40,247	-0.9%	33.5%
2002	13,166	-2.4%	39,394	-2.1%	33.4%
2003	12,903	-2.0%	39,150	-0.6%	33.0%
2004	12,744	-1.2%	38,838	-0.8%	32.8%
2005	12,464	-2.2%	38,342	-1.3%	32.5%
2006	12,467	0.0%	37,706	-1.7%	33.1%
2007	12,447	-0.2%	37,635	-0.2%	33.1%
Source: US Census Bureau					

Cleveland also grew as a comparative portion of the County's population until 1990. Since then the city has remained at approximately one-third of the county and should continue to constitute a large portion of the population.

Another method to evaluate population trends for Cleveland is to compare it with other communities of similar size. Table 2. (Size Comparable Communities) shows Cleveland and numerically similar cities and population counts for 1990, 2000, and 2007. Like Cleveland, some cities lost population during this period, but most had positive growth. Additionally, some cities changed in one direction from 1990 to 2000 only to have their population estimate for 2007 change in the other direction. No clear pattern is suggested by this group comparison.

Table 2. Size Comparable Communities in Mississippi.

Comparable Communities	1990 pop	2000 pop	2007 pop	% Change 1990-2007
Canton, Madison County	10,062	12,911	12,519	20%
Cleveland, Bolivar County	15,384	13,841	12,447	-24%
Corinth, Alcorn	11,820	14,054	14,288	17%
Grenada, Grenada County	10,864	14,879	14,682	26%
Hernando, DeSoto County	3,125	6,812	11,110	72%
Indianola, Sunflower County	11,809	12,066	10,924	-8%
McComb, Pike County	11,591	13,337	13,557	15%
Moss Point, Jackson County	17,837	15,851	14,199	-26%
Oxford, Lafayette County	9,984	11,756	14,911	33%
Petal, Forrest County	7,883	7,579	10,617	26%
Picayune, Pearl River County	10,633	10,535	11,591	8%
West Point, Clay County	8,489	12,145	11,372	25%
Yazoo City, Yazoo County	12,427	14,550	11,520	-8%
Source: US Dept. of Census, Bureau of the Census, 2000 & 2007 Estimates				

Cleveland is a moderate-sized community that is part of Bolivar County in the Delta region of Mississippi. All incorporated areas of Bolivar County are shown in Table 3. (Bolivar County Communities) and several larger "Delta" cities are shown in Table 4 (Regional Communities). It is difficult to see a pattern for the Bolivar County communities because they vary drastically in size, plus Cleveland's population is almost more than all of the others combined. It is interesting to note that the population in the unincorporated portion on Bolivar County and several other communities (in bold) increased between 1990 and 2000 before falling for the 2007 estimate.

Table 3. Bolivar County Communities.

Surrounding Communities	Miles to Cleveland	1990 pop	2000 pop	2007 pop	Est. % Change 1990-2007
Bolivar County	-	41,875	40,633	37,635	-11.3%
Unincorp. Bolivar Co	-	11,714	**11,833**	11,184	-4.7%
Cleveland	-	15,384	13,841	12,447	-23.6%
Benoit	21.7	641	611	563	-13.9%
Beulah	17.0	460	**473**	439	-5.8
Gunnison	28.7	611	**633**	591	-3.4%
Pace	8.8	354	**364**	363	2.5%
Rosedale	19.7	2,595	2,414	2,361	-9.9%
Alligator	25.6	187	**220**	199	6.0%
Duncan	22.2	416	**578**	554	24.9%
Mound Bayou	9.8	2,222	2,102	1,960	-13.4%
Shelby	16.1	2,806	**2,926**	2,630	-6.7%
Winstonville	12.4	277	**319**	293	5.5%
Merigold	7.2	572	**664**	607	5.8%
Renova	3.2	636	623	562	-13.2%
Boyle	2.9	651	**720**	711	8.4%
Shaw	11.6	2,349	2,312	2,171	-8.2%
Source: US Dept. of Census, Bureau of the Census, 2000 & 2007 Estimates					

Table 4. Regional "Delta" Communities.

	1990 population	2000 population	2007 population	% Change 1990-2007	% Change 2000-2007
Cleveland	15,384	13,841	12,447	-19.1	-10.1
Batesville	6,403	7,133	7,776	21.4	8.3
Clarksdale	19717	20,645	18,269	-7.3	-11.5
Greenville	45,226	41,633	36,178	-20.0	-13.1
Greenwood	18,906	18,425	16,151	-14.6	-12.3
Grenada	10,864	14,879	14,682	35.1	-1.3
Indianola	11,809	12,066	10,924	-7.5	-9.4
Source: US Dept. of Census, Bureau of the Census, 2000 & 2007 Estimates					

This regional comparison begins to show the trend that the cities in the "Delta" are declining, while those in the foothills (Batesville, Greenwood, and Grenada) are growing. Also, all cities are showing a decline or much slower growth rate between 2000 and 2007.

For Cleveland, the mobility of people seems to be slowing, or rather; they seem to not be moving as often, as seen in the 2000 Census. In the 1990 Census, citizens of Cleveland reported that 50.3% had lived in the same house in 1985; while in 2000 they reported that 55.3% had lived in the same house 5 years

previous. This compares to a change from 57.0% to 62.9% for Bolivar County residents and 59.2% to 58.5% for Mississippi residents.

Population Projections. In addition to analyzing the historic population data for a Comprehensive Plan, the future population must be analyzed and projected through the planning horizon (20-25 years) to estimate the amount of different types of land use that will be needed. One method of population projection is to extend the historical trend using the statistical measure of least squares. Using the least squares method, the future population for Cleveland levels off in 2010 through 2030 to a minimal rate of growth.

Another method of population projection is the proportional share method that states that the city's proportion of the county's population will remain relatively constant. Projections for Bolivar County prepared by the Mississippi Institutes of Higher Learning, Center for Policy Research & Planning, in 2005, showed the County population declining at a rate of -18.1% between 2000 and 2025 from 40,633 population to 34,418 population in 2025. If the proportional share for Cleveland remains above 33-36% of the Bolivar County total, then over the planning period the population of Cleveland will remain steady and decline slightly.

Table 5. Population Projections.

	2010	2015	2020	2025	2030	2035
Least Squares	13865	13867	13869	13868	13867	13863
Proportional	12412	12111	11777	11358	10998	10875
Modified by assumptions	15205	15487	15712	16203	16689	16800
Source: Slaughter & Associates, 2008.						

Neither the Least Squares method nor the Proportional Share method takes into account future changes in a city, like annexation. The City of Cleveland has a large number of people located just outside of the existing city limits and is investigating the possibility of expansion. For this study, planners made an assumption that at some point in the near future the city is going to expand its boundaries. Another assumption was made that, even though the economy is slowing now (in late 2008-2009), it will pick up and grow over the planning horizon.

Age & Race. A number of other characteristics can be examined for further analysis of Cleveland's population. The "Regional Delta Communities" have been chosen to determine whether Cleveland generally follows the regional pattern, or if Cleveland appears to be statistically different. Also, the towns of Boyle, Renova and Merigold of Bolivar County are added to include the immediate area around Cleveland and its planning area. In Table 6 with 24.2 % of "under 18" population, Cleveland has the lowest percentage of children when compared to the bigger towns and the second lowest among the region with only

Merigold having a lower percentage at 23.8%. The rest of the towns have around 30% of their population under 18 years of age. This fact is also emphasized in Table 7, where there is a striking difference in the number of children in Cleveland from 1990 to 2000. The entire population declined by 1,543 people, and the children (18 years and under) made up 1,356 of the decline.

Cleveland's over 65 years category percentage of 11.5% is in the middle of the comparison cities and approximates the state average of 12.1%. Those persons over 65 make up a larger percentage of Cleveland's overall population in 2000 compared to 1990 (14.6% to 13.0%), and this is part of a national trend of people living longer and the general population aging.

Table 6. Age & Race Selected Statistics.

Surrounding Communities	% under 18	% 65 and over	% White	% Black
Cleveland	24.2	11.5	49.9	48.3
Bolivar County	29.6	11.0	33.2	65.1
Merigold	23.8	16.9	42.6	56.9
Renova	30.0	6.3	2.6	96.0
Boyle	33.3	9.0	52.8	45.1
Clarksdale	32.9	12.9	30.0	68.5
Batesville	28.9	14.4	56.4	41.9
Greenwood	31.0	13.3	32.8	65.4
Indianola	32.9	10.6	25.7	73.4
Grenada	27.5	15.9	49.3	49.3
Yazoo City	29.0	11.9	28.7	69.7
Greenville	31.4	11.8	28.9	69.6
Mississippi	27.3	12.1	61.4	37.4
Source: U.S. Department of Commerce, Bureau of the Census 2000.				

The rate of growth was between –2.1% and 1.4% for all categories except the 45-54 years category, which experienced a 4.4% increase in population for 2000. Such small changes occur in each group as people move into and out of Cleveland.

Of the eleven selected comparison communities only Grenada has a population that is more close to a 50/50 divide between white and black. Grenada percentages for 2000 are 49.3 for each category while Cleveland is 49.9 for white and 48.3 for black. As is the trend in many cities the black population is increasing as a percentage in Cleveland, but it is doing so slowly, up 2.7% in ten years, or an increase of about 30 people. Cleveland exhibits a diverse group of civic leaders, and one of the stated strong points about the community was that the people got along and cooperated to better the town.

Table 7. Percentage of Population by Age within Cleveland 1990 & 2000.

	1990	% of Total	2000	% of Total	% Change
Under 5	1,160	7.5	871	6.3	-1.2
5 – 9 years	1,275	8.3	852	6.2	-2.1
10 - 14 years	1,299	8.4	978	7.1	-1.3
15 - 19 years	1,790	11.6	1,467	10.6	-1.0
20 - 24 years	2,080	13.5	1,974	14.3	0.8
25 - 34 years	2,023	13.2	1,724	12.5	-0.7
35 - 44 years	1,964	12.8	1,657	12.0	-0.8
45 - 54 years	1,237	8.0	1,714	12.4	4.4
55 - 59 years	424	2.8	577	4.2	1.4
60 - 64 years	520	3.4	432	3.1	-0.3
65 - 74 years	905	5.9	733	5.3	-0.6
75 - 84 years	564	3.7	596	4.3	0.6
85 years & older	143	0.9	266	1.9	1.0
Total	15,384	100	13,841	-	-
Source: US Depart. Of Commerce, Bureau of the Census 1990 & 2000.					

Educational Attainment. Cleveland, being a university town, is strong in its educational attainment when compared with the regional communities. Cleveland ranks the highest in both categories, 73.3% of the population having attained high school graduate status in 2000, while 30.4% of the population held Bachelor degree or higher. And, although the percentage of the population who hold a Bachelor degree or higher is not as high as Oxford (46.1%), Starkville (45.8%), or Madison (55.1%), it is one of the highest in the state---well above the Mississippi average (16.9%)---and is higher than Hattiesburg (28.9%) or Columbus (22.9%).

Table 8. Educational Attainment Selected Statistics.

Surrounding Communities	% HS Grad	% BA & higher
Cleveland	73.3	30.4
Bolivar County	65.3	18.8
Merigold	72.3	14.8
Renova	63.1	8.6
Boyle	67.5	12.9
Clarksdale	64.1	18.2
Batesville	68.2	19.6
Greenwood	65.6	18.1
Indianola	65.3	14.9
Grenada	63.3	14.3
Yazoo City	64.1	13.1
Greenville	68.8	17.5
Mississippi	72.9	16.9
Source: U.S. Department of Commerce, Bureau of the Census 2000.		

Housing & Households. Tables 9, 10, and 11 show selected housing characteristics from the 2000 Census. Table 9 shows that, with 4,718 housing units, Cleveland has a number that is comparable to the regional communities. Cleveland does not have as many as Greenville (16,251), which totals more than all of Bolivar County (14,939); but has considerably more than Batesville (2,791) or Indianola (4,228). The average household size in Cleveland is 2.60 persons per household, which is close to the average for the state (2.63) and, also compares to the regional group (2.48 to 2.85) except for Indianola (3.05), who has the highest. This relatively low household size for Cleveland reflects the age distribution that showed fewer children.

The 61.1% of homes occupied by Cleveland homeowners in 2000 is identical to the percentage of homes in Bolivar County occupied by homeowners. However, both are below the Mississippi percentage of 72.3%, as are all of the rest of the regional comparison towns.

Table 9. Housing Selected Statistics 2000.

	Housing Units	Household Size	% of Homes Occupied by Homeowner
Cleveland	4,718	2.60	61.1
Bolivar County	14,939	2.79	61.1
Merigold	280	2.48	66.2
Renova	247	2.59	55.2
Boyle	290	2.69	60.8
Clarksdale	7757	2.77	53.5
Batesville	2791	2.59	65.0
Greenwood	7565	2.59	49.3
Indianola	4118	3.05	63.4
Grenada	6210	2.52	61.3
Yazoo City	4676	2.85	55.9
Greenville	16251	2.77	55.8
Mississippi	1,161,953	2.63	72.3
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

Housing tenure (% lived in same house in 1995) was mentioned above in the statement that Cleveland's citizens seemed to be "staying put" longer and have not moved as frequently from 1995 compared to 1985. Cleveland is lower than most of the regional cities, as well as the state percentage of 58.4%. This is partially explained by the Delta State students being a factor in the housing market.

The state average for the percentage of houses built before 1970 is 36.8%. Cleveland has almost half of its housing stock built before 1970. The other sizeable cities are comparable with close to 50% of their housing stock being

built before 1970. One possible implication of this situation is that the older homes need more repair and are often made of wood, as opposed to brick, and therefore are in need of complete replacement---more than just repair---over time. Their useful lifecycle may be up.

Table 10. Housing Selected Statistics 2000.

	% Lived in same House in 1995	% Houses Built Before 1970	% More than 1 Person per Room
Cleveland	55.3	49.7	7.4
Bolivar County	62.9	43.5	-
Merigold	69.4	60.2	5.4
Renova	74.2	13.2	4.0
Boyle	52.6	51.4	6.6
Clarksdale	57.5	59.3	6.4
Batesville	58.1	38.3	4.6
Greenwood	57.1	52.8	7.5
Indianola	67.5	46.6	12.5
Grenada	56.8	44.2	5.0
Yazoo City	50.2	48.9	10.8
Greenville	58.0	56.6	8.5
Mississippi	58.4	36.8	4.9
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

One of the indicators of overcrowding and potential poverty is the number of housing units with more than one person per room. It is desirable to have low percentages for this statistic. All but two of the towns in this table, Renova at 4.0% and Batesville at 4.6%, have percentages above the state average of 4.9, with Yazoo City and Indianola having double the state percentage. Cleveland has 7.4% of households with more than 1 person per room.

Another possible indicator of overcrowding or poverty in housing are the statistics for percentage of owners or renters who spend over 30% of their income on housing costs. The Census defines these persons as “burdened” by their housing costs. As Table 11 shows, Cleveland ranks below the state in burdened homeowners, but above the state percentage for burdened renters. Generally the state percentage of 21.0% “burdened” homeowners, and the percentage of 33.8% for “burdened” renters is lower than most of the communities listed.

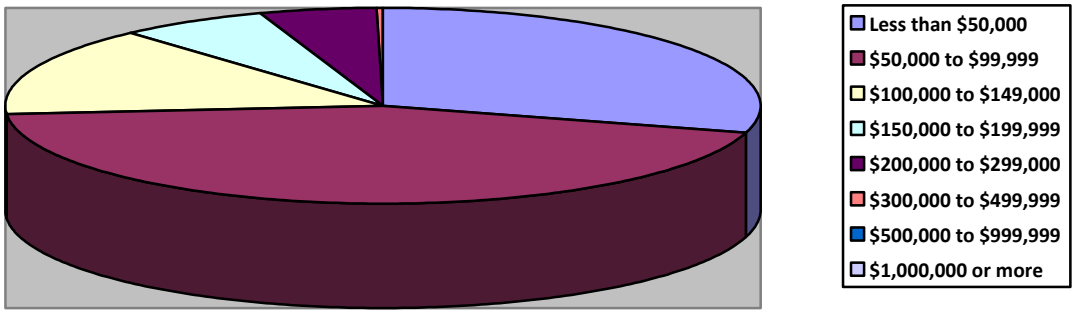
The Mississippi median home value is $71,400 and all of the communities listed here are below that amount except for Cleveland. Cleveland’s median home value is $72,800, just above the state median. The median home value is the value that is the middle number (not the average) of those respondents to the Census questionnaire. So, for an area with a large number of low value

properties and a small number of respondents, the median could seem low. However, the low median values for all of these cities hurt revenues and add to higher property taxes as local governments are forced to pay for services that the citizens are demanding.

Table 11. Housing Selected Statistics 2000.

	Median Home Value	30+% Owners Costs	30+% Renters Costs
Cleveland	72,800	18.3	41.4
Bolivar County	57,200	23.9	36.3
Merigold	48,000	19.7	29.7
Renova	49,300	29.8	24.1
Boyle	60,000	14.2	32.4
Clarksdale	53,000	27.5	36.1
Batesville	69,500	14.7	28.2
Greenwood	64,100	23.4	40.6
Indianola	54,500	24.4	36.1
Grenada	68,000	23.7	39.1
Yazoo City	49,800	21.8	39.8
Greenville	55,100	24.7	40.9
Mississippi	71,400	21.0	33.8
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

Figure 2. Value of Owner-Occupied Units in Cleveland, 2000



As shown in Figure 1, over one-quarter of the owner-occupied housing units in Cleveland were reported to be less than $50,000 in value (29.6%). Almost one-half of the housing units in Cleveland are between $50,000 and $99,000 in value (44.2%). There are a very small percentage of homes, 0.3%, which are valued between $300,000 and $499,000, and none listed at values higher than

$500,000. Since 2000 there has been some appreciation in values, but the situation has not changed drastically.

Employment, Income, & Poverty. The last aspect of the Cleveland demographics to analyze is the characteristics of employment, income and poverty. In order to understand the community statistics regarding where people work, how many people work, what they do, how much they make, where are extra efforts needed, etc. should be examined. Tables 12 through 18 represent selected statistics regarding this aspect.

Cleveland has an estimated daytime population nearly 2000 more than its residential population according to the 2000 Census. This daily influx of people is due to employment and the students at Delta State University. The number for Cleveland is significant but is mid-range for both number and percentage when compared to the regional cities. Indianola ranks lowest with 335 additional people or 2.8%, and Greenwood ranks highest with 4618 additional people (25.1%), while Batesville has the highest percentage 63.5% (4,518 people). All of the regional cities have positive numbers---more daytime population than resident population, which is not a characteristic for all cities in the state.

The labor force is the population over 16 years old who could be working. They are actively seeking work, not people in school, retirees, the disabled, or those not seeking employment. The state of Mississippi's labor force was 59.4% of the population 16 years old and over in 2000. Cleveland has a higher percentage of population in the labor force, 61.1%, relatively close to the state, and above Bolivar County's rate of 55.1%. That percentage is higher than any of the comparison cities (shown in Table 14), with the closest being Boyle with 59.8% and Yazoo City with 43.4% being the lowest. Over time, Cleveland's labor force had mirrored its population trend and grew until 1990 then falling in 2000 in percentage and number of jobs.

Cleveland's citizens reported an interesting mix of occupations held according to the 2000 Census. As shown in Table 12, the largest occupational group was "Management, professional, & related occupations" with 40% of the workers. That percentage is almost as much as the next two categories combined, "Sales & Office occupations" (25.9%) and "Production, transportation, & material moving Occupations" (14.8%). The three categories make up over 80% of the occupations in Cleveland. The "Management" and "Sales" categories are higher than Bolivar County's or Mississippi's categories, but the same three categories (including "Production") are the most reported occupational groups for all three localities.

Table 12. Cleveland Employment by Occupation 2000.

Occupation Group	Cleveland	Bolivar County	Mississippi
Management, professional & related occupations	40.0	31.2	27.4
Service occupations	11.9	15.6	14.9
Sales & office occupations	25.9	21.4	24.9
Farming, fishing, & forestry	0.6	2.9	1.2
Construction, extraction, & maintenance occupations	6.8	8.7	11.2
Production, transportation, & material moving occupations	14.8	20.2	20.4
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

Cleveland's employment by Industries shows a more diversified mix. The top three industries constitute just over 60%, "Education, health & social services" (31.1%), "Manufacturing" (16.2%), and Retail Trade (13.2%). Again Bolivar County and Mississippi follow a similar pattern to Cleveland.

Table 13. Employment by Industry, 2000.

Industry	Cleveland	Bolivar County	Mississippi
Agriculture, forestry, fishing & hunting, & mining	3.3	7.1	3.4
Construction	3.7	5.1	7.6
Manufacturing	16.2	18.2	18.3
Wholesale trade	2.6	2.8	3.4
Retail trade	13.2	11.2	11.8
Transportation & warehousing, & utilities	2.7	3.8	5.4
Information	2	1.3	1.8
Finance, ins., real estate, rental & leasing	4.2	3.3	4.8
Prof., scientific, mgmt, admin, & waste mgmt svcs	6.2	4.1	5.2
Educ., health & social services	31.1	26.2	20.1
Arts, entertain, recreation, accommodation & food services	5.6	6.2	8.3
Other services ex. public admin.	3.5	3.7	4.8
Public admin.	5.7	7.0	5.1
Source: US Census Bureau			

The influence of Delta State University is the probable explanation for Cleveland's high percentages in "Management" for Occupational groups and "Education" for Industry groups. Cleveland and Bolivar County also show an

unusually high percentage of government workers (28.7% and 26.1%) because of DSU.

The composition of Cleveland's occupations and industries from the 1990 Census or previous censuses does not compare precisely to 2000 because of changes in definitions and groupings. But comparisons from Census 2000 of Cleveland to the regional cities that have been used for other demographic characteristics show that Cleveland has a significantly higher percentage for "Management" and "Education" than any of the other cities. These categories are the highest percentage for most cities for occupation and industry group.

Table 14. Employment Selected Statistics 2000

Surrounding Communities	% in Labor Force	% Employed in Management (Occupation)	% Employed in Education (industry)
Cleveland	61.1	40.0	31.1
Bolivar County	55.1	31.2	26.2
Merigold	56.0	28.5	24.8
Renova	53.6	15.9	15.9
Boyle	59.8	25.1	24.1
Clarksdale	52.5	24.7	25.3
Batesville	50.4	28.0	17.8
Greenwood	54.9	32.1	24.4
Indianola	56.1	23.8	19.0
Grenada	55.1	23.6	18.4
Yazoo City	43.4	23.2	23.3
Greenville	57.1	28.0	22.2
Mississippi	59.4	27.4	20.1
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

Beyond the occupational and industry groupings of the Census data there are reports from the Mississippi State Tax Commission that track sales taxes and numbers of businesses. These are additional ways to analyze the makeup of the economy for Cleveland and can help show historic trends that may indicate future activity. Table 15 and the two figures that follow show the number of businesses in Cleveland and Bolivar County over time and the total sales trends. The information shows that Cleveland has fluctuated over the past 10 years in number of businesses and total sales but has been steady---slightly down overall in number of businesses and up in total sales. Also, Cleveland's pattern mirrors the trend over the same period for Bolivar County and Mississippi. Analysis of individual categories such as why the number of businesses in the "Machinery, Equipment & Supplies" category are up while the total sales for the same category are down; or why the "Apparel & General Merchandise" category is just

the reverse; or why “Total Sales” takes a dip in the odd-numbered years, is difficult to explain, but overall the trend shows that the number of businesses is steady, if slightly down, and the total sales are up. This should continue.

Table 15. Number of Businesses by Industry in Cleveland over time.

	1998	1999	2000	2001	2002	2003
Total	499	528	557	554	529	513
Automotive	74	78	79	80	75	68
Machinery, Equip. & Supplies	25	25	27	27	26	24
Food & Beverage	101	104	112	112	116	106
Furniture & Fixtures	27	27	25	28	23	22
Public Utilities	1		1	1		1
Apparel & General Merchandise	60	59	63	63	63	58
Lumber & Building Materials	50	49	52	50	45	42
Miscellaneous Retail	121	140	152	147	138	146
Miscellaneous Services	25	25	26	27	25	28
Wholesale						
Contracting	14	17	17	16	14	15
Recreation						
	2004	2005	2006	2007	2008	
Total	509	514	479	476	466	
Automotive	58	60	56	48	64	
Machinery, Equip. & Supplies	22	25	27	25	28	
Food & Beverage	100	107	99	97	128	
Furniture & Fixtures	22	21	20	19	27	
Public Utilities					5	
Apparel & General Merchandise	66	60	57	60	56	
Lumber & Building Materials	40	45	39	39	43	
Miscellaneous Retail	151	147	135	144	137	
Miscellaneous Services	32	31	27	26	23	
Wholesale						
Contracting	14	14	15	14	16	
Recreation						
Source: Mississippi Tax Commission.						

Figure 2 shows Cleveland's and Bolivar County's businesses follow a similar trend over the past 10 years, with Cleveland making up one-half of the County's business operations.

Figure 2. Number of Businesses in Cleveland and Bolivar County Over Time.

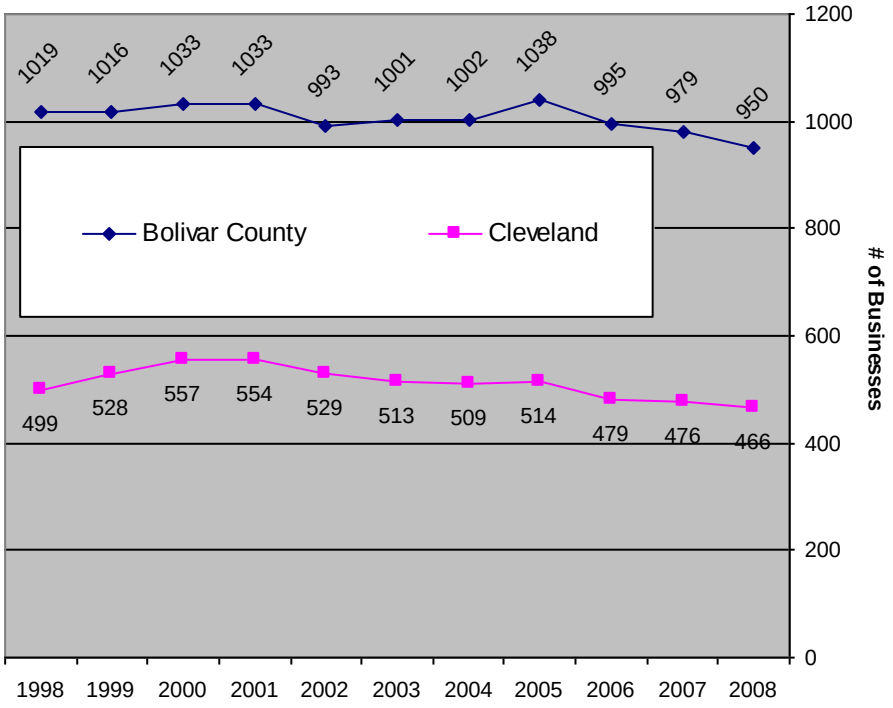
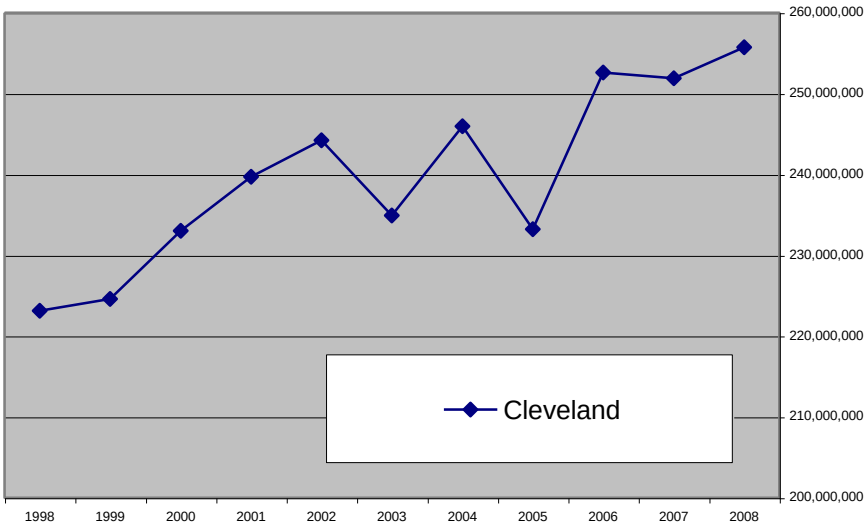


Figure 3. Cleveland Total Sales Over Time.



Source for both figures: Mississippi Tax Commission.

Farming has historically been very important to Cleveland and Bolivar County, and is still an industry and "way of life" with continued importance and impact. Though the number of jobs or percentage of the economy directly involved in "Agriculture or farming"---0.3% for the occupation group and 3.3% for Cleveland as well as 2.9% and 7.1% for Bolivar County---there are many related businesses and jobs in the area because of the Delta's agriculture. Cleveland has been the market place for the farm products; it has been the shipping place for excess farm products; it has been the commercial and governmental center for this area to buy other items that help produce more agricultural goods; etc.

The US Department of Agriculture prepares a Census of Agriculture every five years. The information is compiled at the county level and not presented for cities. The 2007 Census of Agriculture was released on February 4th, 2009 and is used here for comparisons with previous years. To summarize in 2007:

- There were 435 farms in Bolivar County;
- Covering 428,216 acres, or an average size of 996 acres for each farm.
- The market value of production was $182,863,000 or about $425,263 per farm, and,
- Government payments of over fourteen and one-half million dollars were made to 333 farms, an average amount of $43,751 per farm.

As can be seen from Table 16, comparisons of data from other Censuses of Agriculture or to state data in the same years shows mixed trends. Generally, the number of farms in Bolivar County is going down, and the average size

Table 16. Agriculture Statistics Over Time.

	1987	1992	1997	2002	2007
Bolivar County					
Number of farms	478	454	456	435	430
Average Farm Size	843	940	1,034	1,011	996
Market Value of Prod. /farm ($)	166,031	255,754	354,845	246,125	425,263
Government Payments /farm ($)			27,474	50,671	43,751
Mississippi					
Number of farms	34,074	31,998	42,150	42,186	41,959
Average Farm Size	315	318	271	263	273
Market Value of Prod. /farm ($)			82,701	73,870	116,227
Government Payments /farm ($)			8916	11,751	14,463
USDA Census of Agriculture 2007, 2002, 1997, 1992.					

may have stabilized around 1,000 acres per farm. The market value is generally going up, and Bolivar County's farms are over three times the size and market value of Mississippi's average. It is worth noting that Bolivar County's statistics are similar to those of the Delta Region. Also, in Bolivar County 234 of the 430 farms reported being less than 500 acres in size. Agriculture will continue to be important to Cleveland and Bolivar County over the planning horizon of this Comprehensive Plan and beyond.

The 2000 unemployment rate for the state was 5.7%. Cleveland's unemployment rate was considerably higher at 11.7%. In fact, Cleveland has the highest unemployment rate when compared with the regional comparison communities. Cleveland is also higher than the County unemployment rate, which was 7.5%. A high unemployment percentage can often be explained by an examination of the occupational or industry employment, but Cleveland's mix is weighted toward types of jobs with steady employment rates. However, the presence of Delta State University with graduates looking for employment might be a possible partial explanation. Also, Cleveland's labor force participation rate is higher than the comparison communities, which might translate into more persons looking for work and reporting themselves as unemployed, as opposed to those persons not even trying to become employed. Historical trends do not illuminate this matter except to show that Cleveland's unemployment percentage has been mixed over the past almost 40 years as have the County, State, and Country.

The data for unemployment rates is only released at the County level except through the Census, so information for Cleveland since 2000 is not published. However, the data for Bolivar County since 2000 shows a high of 10.1% in 2002, 9.1% in 2008 and a low of 8.1% in 2003.

From Table 17 the median household income for Cleveland was reported to be $29,466, which is higher than any of the comparison communities except Batesville ($29,875), but is lower than the median of $31,330 for the state. The figure for Cleveland was $20,034 from the 1990 Census, and as for 2000 it is above the County ($14,020) and below the State ($24,448), but Cleveland has come much closer to the state median income, being 94% of the median in 2000 versus 82% in 1990. Bolivar County is now at 75% of the State median household income up from 52% in 1990.

All of the communities listed in Table 18 have a higher percentage of families below the poverty level than the state percentage of 16.0%. Cleveland has the least percentage of the communities listed with 18.1% of families living below the poverty level in 2000. Yazoo City has the highest rate of the regional comparison cities with 35%. The elderly population poverty is similar. Mississippi reported 18.8% of its individuals 65 years old and older as below the poverty level in 2000. All but two of the communities (Merigold 18.4% and Boyle 6.2%) have higher rates of poverty among their elderly population. Cleveland had 28.8 percent of

its 65 and older population in poverty in 2000. This is in the mid-to-upper range of the surrounding communities. Renova had the most persons 65 and older in poverty at 54.8 percent in 2000. The high and low statistics of Renova, Merigold and Boyle are probably due to the small population of those places and the few elderly living there.

Table 17. Employment & Income Selected Statistics 2000

	% unemployed	Median Household Income
Cleveland	11.7	29,466
Bolivar County	7.5	23,428
Merigold	4.8	24,375
Renova	1.5	20,481
Boyle	5.5	26,429
Clarksdale	5.6	22,188
Batesville	3.3	29,875
Greenwood	6.3	21,867
Indianola	6.1	26,308
Grenada	3.8	25,589
Yazoo City	6.7	19,893
Greenville	7.7	25,928
Mississippi	5.7	31330
Source: U.S. Department of Commerce, Bureau of the Census 2000 & Mississippi Dept. of Employment Security (MDES)		

Table 18. Poverty Selected Statistics 2000.

Surrounding Communities	% Families Below Poverty Level	% 65+ Below Poverty Level	% of Families with related children under 18 Below Poverty Level
Cleveland	18.1	28.8	25.7
Bolivar County	27.9	27.9	37.3
Merigold	21.4	18.4	63.9
Renova	28.6	54.8	47.1
Boyle	19.5	6.2	61.4
Clarksdale	29.7	31.4	46.1
Batesville	21.9	27.0	36.1
Greenwood	28.8	20.0	47.0
Indianola	22.5	21.5	35.8
Grenada	20.3	27.3	30.1
Yazoo City	35.0	23.5	52.5
Greenville	25.7	23.6	38.2
Mississippi	16.0	18.8	26.7
Source: U.S. Department of Commerce, Bureau of the Census 2000.			

The percent of families with related children below the poverty level was 26.7 in the State of Mississippi in 2000. Cleveland is very similar with 25.7 percent of such families living in poverty in 2000. Cleveland is the only community of those listed with a lower poverty rate than the state for this category. The remaining communities have rates that go as high as 60+% in Merigold and Boyle.

Chapter 3.
Existing Land Use.

As part of the Comprehensive Plan process, a land use survey was conducted of the entire Planning Area as well as the city. Parcel data was developed for the city and the land use was tied to each parcel. No parcel data was available for the areas outside the city of Cleveland, so the land use data was handled on a slightly more generalized level with specific points for the land uses instead of the parcel being labeled for the use. Existing land use data in the city was generated and mapped by means of a windshield survey. The Existing Land Use Maps **(Map 3: Planning Area, Map 5: City of Cleveland, and Map 6: Cleveland "Core" Area)** show the results. Data collected in connection with this survey was analyzed in terms of the amount of land devoted to various categories of use, location of uses, and in comparison with the city's zoning map. This important data serves as a basis for planning future land uses and establishing reasonable and appropriate boundaries for zoning districts. For planning purposes, land uses were grouped into nine major land use categories and sub-categories as follows:
Vacant lands (V);
Residential uses: Single-family (SF), Mobile Homes (MH), and Multi-Family (MF);
Commercial (C), Office (O), and Industrial (I);
Public/Semi-Public (P), and Institutional (Inst).

Each of these categories and sub-categories will be discussed as related to the Planning Area outside the city, as well as, inside the city.

Existing Land Use in Planning Area outside city

The Planning Area for the city of Cleveland for this Comprehensive Plan extends several miles in each direction from the existing city limits as shown in **Map 3**. It covers approximately fifty-eight (58) square miles outside the incorporated areas. The large planning area was designed to include the proposed route of US Interstate Highway 69 and improvements to Mississippi Highway 8 that are expected to be made within the next 20-25 years. If, and when, I-69 is built through the Cleveland area it has the potential to cause tremendous changes in land use patterns of the area.

Within the planning area are two other incorporated areas---Renova, population 623 (in 2000) and Boyle, population 720 (in 2000). Merigold, population 664 (in 2000), is located just outside of the planning area along US Highway 61 north of Cleveland. Each of these towns is approximately one square mile in size, and has its own city administration. However, the City of Cleveland provides sewer for Boyle and Renova. These towns were not included in the existing land use survey.

Left blank for Map 3: Existing Land Use of Cleveland Planning Area

Vacant Lands (are Agricultural Lands). As is typical for the Delta, the planning area is mostly uninhabited farmland with many sections only having less than five houses (for the one square mile area). This land is the Mississippi River Delta and is some of the richest, most productive land in the United States. Although many of the small family farms have gone and many workers have been replaced by machinery, this area is still a crucial agricultural area. Delta farmland is either naturally flat and crossed by streams, bayous, and swamps or systematically leveled for farming. Drainage problems occur in flood-prone areas, and sometimes even in non-flood prone areas during periods of extra heavy precipitation. In general, the homes that exist are clustered within 150 feet of the roads. Bolivar County has done a good job of building roads on the section lines, so there is a thorough one-mile grid, although it is mostly gravel roads.

Cleveland has an active airport on the western edge of town. The airport runway has been annexed by the city, but the area and buildings remain in the County (falling within the Planning Area). It is anticipated that there will be a future runway expansion and building additions and that the areas around the airport runway approaches will be need to be controlled and generally kept open or used for agriculture. In past airport expansions, properties have had to be purchased and homes torn down.

Residential. Even though much of the planning area is vacant, or rather devoted to very productive agriculture, there are some dense residential areas to be found. Within approximately a one-mile radius around the city limits, the existing land use survey shows approximately 867 single-family homes, 173 manufactured housing units or mobile homes, and 362 multi-family units. This area includes several major subdivisions, several mobile home parks, and at least one 100+ unit apartment complex. The rest of the planning area---roughly 40 square miles---contains approximately 485 single-family homes, 169 manufactured housing units or mobile homes, and 18 multi-family units. The dense development immediately outside Cleveland is due in part to the lack of regulations or zoning in Bolivar County and to Cleveland's policy of providing sewer outside its municipal boundaries.

Commercial & Industrial. From Merigold at the northern boundary of the Planning Area to the city limits of Cleveland, the County has seen a significant amount of commercial and industrial growth along US Highway 61. These buildings are especially prevalent for the three miles north of Cleveland where a large number of metal buildings and billboards have been places along US 61. Additional but a smaller amount of commercial development has occurred east of Cleveland along Mississippi Highway 8. The remaining portion of the Planning Area has a few scattered "country stores" but no abundance of commercial development.

The City's industrial park and most of the major industries are and have always been located outside the city limits of Cleveland. One of the "Problems" listed in the 1968 Comprehensive Plan states, "The larger industrial plants are outside the corporate limits of Cleveland and the City does not benefit from this tax base." Even though there are certain benefits missed by the City because of this situation, those industries are being provided city water and sewer, and significant benefits are accruing to the city because of the industry and its jobs being located here. Local economic development officials perceive that this industrial property has a distinct marketing advantage because it is not subject to Cleveland property taxes.

Another significant and sizeable property in the Cleveland Planning Area is the Entergy Steam Plant located on US 61 northeast of Cleveland's existing city limits. The property is approximately 788 acres, which consists of the plant operations building and an approximately 600 acres lake. The plant is functional and maintained but is in "reserve" status, meaning it is only used during peak production activities. When it was regularly used as part of the production grid it had approximately 41 employees (from 1953 to 1976). The plant was designed for the construction of four units, only two of which have been built. The plant uses natural gas to heat the water and then the steam turns turbines that create electricity. More electricity is produced from the steam turbines than is used to heat the water. Then the hot water is piped back into the lake for natural cooling. The relative lack of active production at the site has allowed the lake to take on natural lake characteristics including a fish population that might be a recreational resource. It has been suggested that the lake beside the plant has potential to be a recreational attraction.

Public/Semi-Public. The land use survey identified 22 public/semi-public uses in the Planning Area, mostly located within one mile of Cleveland. The majority of these are utility substations. Other significant sites include the National Guard Armory, the Bayou Academy private school, the Knights of Columbus and American Legion lodges, the Bolivar County Jail, the Cleveland sewage lagoon and Bolivar County Rubbish Pit. In the past few years, the Bolivar County Sheriff's Department has built a new correctional facility (jail) west of Cleveland near the proposed I-69 and MS 8 interchange location. On the southeast side of Cleveland there is a large complex of sewage lagoons adjacent to the Bolivar County Rubbish Pit. This area crosses the section line where Laughlin Road could (and should) be extended to complete the transportation grid.

Open Space & Recreation. There are few organized parks or recreational spaces in the Planning Area. Bolivar County, however, being one of the largest counties in Mississippi, has a number of recreational opportunities such as the Mississippi River access, the Great River Road State Park, seven large lakes for

fishing and boating, numerous hunting opportunities, and Dahomey National Waterfowl Refuge.

One form of open space that does exist in the Planning Area is floodplain, which is used for productive farmland. The **Floodplain Map** is included as **Map 4**. The majority of the Planning Area to the southeast and southwest of the existing city of Cleveland and the town of Boyle are located in the "100-year floodplain". The "100-year Floodplain" is technically defined by the Federal Emergency Management Agency (FEMA) through the Flood Insurance Rate Maps (FIRM) as "an area having a one percent chance per year of flooding". The floodplain serves an invaluable function, holding waters that top the banks of a river, stream, lake or drainage area, until flowing waters recede. Protection of the floodplain is important to the community, and it ensures that the function does not become compromised, thereby creating a threat of more flooding to the larger community upstream or downstream. For this reason FEMA regulates any development and building in the floodplain. Certain types of development are routinely restricted or prohibited in floodplain areas when the threat of pollution or widespread additional damage could occur. However, development is allowed in the floodplain, and filling of the floodplain to raise the land's elevation out of the floodplain designation is allowed. There are specific processes to do this requiring permits and engineering expertise.

Existing lakes, swamps, marshes and forested floodplains provide many opportunities for recreation and open space. Floodplain protection can also be an asset to the community in the form of parks, recreation, and open spaces.

Existing Land Use inside Cleveland

Vacant Lands. As can be seen from the **Cleveland Existing Land Use Map (Map 5)**, the vacant land is located in large "chunks" around the perimeter of the city limits. The interior portions of the city are virtually built out, especially in the residential neighborhoods. However, the total amount of vacant land that was identified during the land use survey totals 32.7% of the total land inside the city. This "Vacant" category includes land in all zoning classifications, and there is vacant land in each zoning category. There are vacant parcels between US 61 and the former railroad track corridor, stretching from the southern edge of Cleveland to the north. Details of these areas and uses will be discussed below. The breakdown of the land use categories by parcels and zoning are shown below in Table 19 and Table 20.

Residential. Single-family detached residences make up over ¼ of the developed land inside Cleveland and approximately ¾ of the total housing stock. The existing residential neighborhoods are virtually built out. As mentioned, there are larger "chunks" of vacant land that could be developed for residential inside the city's perimeter, which have access to water and sewer.

Table 19. Existing Land Use by Parcels

Land Use Sub-types	Parcels	Acres	% of Total acres	Percentage of housing stock
SF	3709	1062	26.2	75.6
MF	87	106	2.6	22.6
MH	37	13	0.3	1.9
Commercial	408	313	7.7	
Industrial	43	76	1.9	
Office	69	30	0.7	
PSP	160	539	13.3	
DSU	35	394	9.7	
Vacant	783	1527	32.6	*includes all zonings
ROW		614	13.1	

Table 20. Existing Land Use by Zoning District.

Zoning District	Acres	% of Total Acres
A-1	1096.4	23.5
B-1	102.9	2.2
B-2	107.2	2.3
B-3	362.9	7.8
M-1	207.9	4.5
M-2	45.3	1.0
M-H	3.7	0.1
R-1	329.8	7.1
R-2	1029.5	22.1
R-3	262.1	5.6
R-4	233.1	5.0
Delta State R-2	269.8	6.7

The 2008 land use survey showed approximately 3684 single-family detached units (75.6% of the housing stock), while the US Census from 2000 showed 3640 single-family detached units (73.3%). This is somewhat misleading because Cleveland has experienced more residential growth than just these few units.

These single-family homes built within the past few years are not statistically represented because of the amount of residential demolition. Less than 10% of Cleveland's housing stock has been constructed since 1990 (7.9%). This leaves the majority of homes at least 20 years old, and almost 10% of the housing stock was constructed prior to 1960 (8.2%). Many residences are in need of maintenance and repair. This situation is made more prominent, perhaps, by the amount of Cleveland's rental property, the lack of maintenance by renters, and

Left blank for Map 4 Floodplain

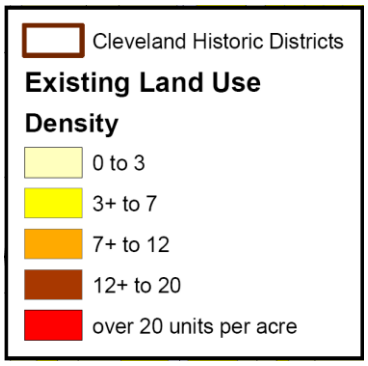
Left Blank for Map 5 Existing Land Use City of Cleveland

absent landlords. There are also a number of very nice, cohesive, well maintained neighborhoods. When demolition has occurred, the city has allowed some infill development to occur, in some cases replacing single-family home lots with multi-family units instead of single residences.

Multi-family units (any unit type other than single-family detached or manufactured housing) occupy 2.6% of the land and 22.6% of the total units. The 2008 land use survey showed 1104 multi-family units (22.6% of the housing stock) 100 less units than the 2000 Census (1232 multi-family units, or 24.8%), although, building permits information since April of 2000 indicate that approximately 200 apartments have been constructed.

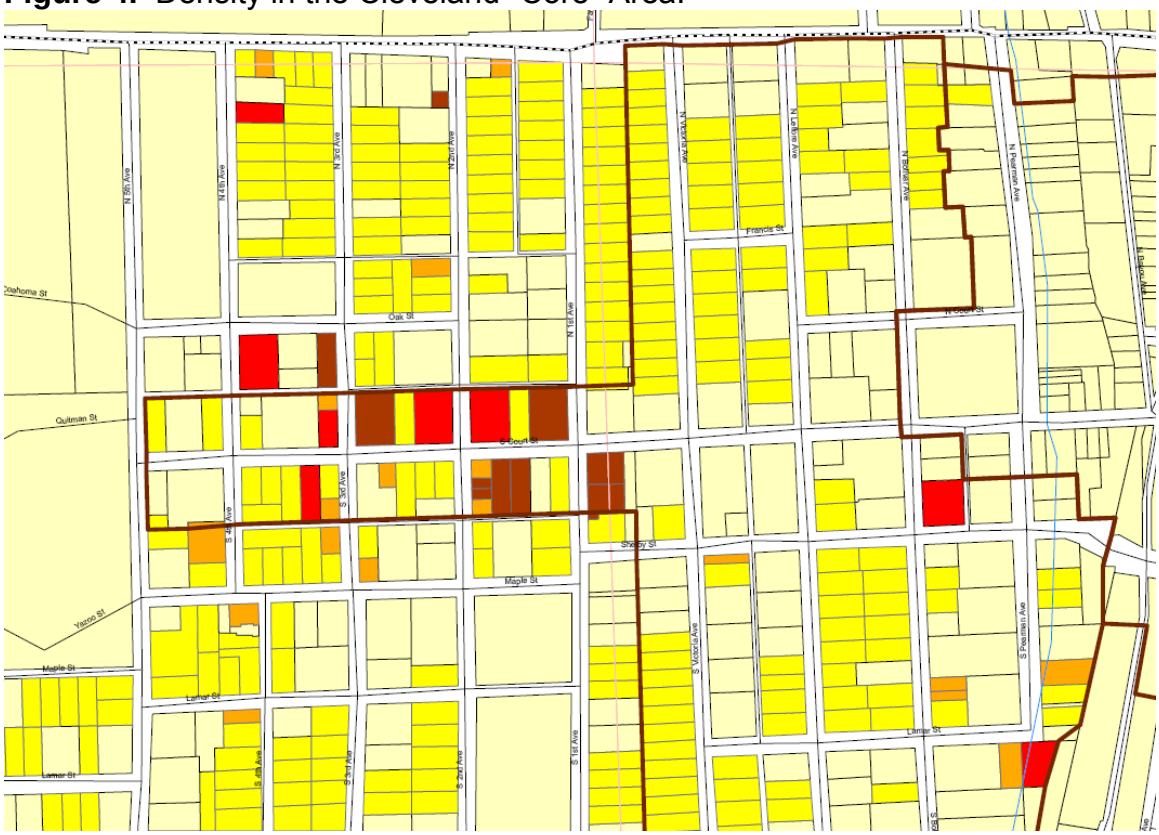
In addition to the number of multi-family units inside Cleveland, there are approximately 362 multi-family units within one mile of the existing city limits. Some of these are not well maintained, are not well landscaped or screened, and include mobile homes or manufactured housing. They do not look nice, they add to the negative perception of multi-family housing, and they inhibit general development around them. At the southwest corner of the existing city limits of Cleveland there are 15 single-family units, including some manufactured housing, and 170 multi-family units.

There has been a moratorium on additional apartments in the city for several years due to concerns about the number and location of apartments within Cleveland. The distribution and concentration of the multi-family units can be seen in Map 5. There are various apartment complexes around town, but the most noteworthy concentration and distribution pattern are the multi-family units between downtown and Delta State. This area is seen in greater detail in **Map 6**, **Cleveland's "Core" Existing Land Use**. Along Court Street and around the intersections of Second and Third Avenues, there have been a relatively high number of apartments built on urban single-family sized lots. The area is zoned for more than single-family, but the density on many of these sites is higher than expected, in excess of 13 units per acre, and in some cases, exceeding 20 units per acre as shown in **Figure 4**. These developments of more than 20 units per acre are non-conforming because the lots are too small for the number of units located there under the current zoning ordinance. This has occurred, in part, because of when the apartments were built, and in part, because the zoning ordinance does not define a maximum density for apartments except through lot size.



The Court Street corridor between downtown and DSU corridor is the historic approach to the campus and should be protected and enhanced to show a more traditional view of Cleveland. Any additions to Cleveland in the form of single-family or multi-family units, or any other land use must enhance the existing city, and add to and blend in with the existing neighborhood.

Figure 4. Density in the Cleveland "Core" Area.



Multi-family units of all types have a negative perception in Cleveland as in many places. They are an appropriate and needed land use in the proper location, if properly screened and maintained and when properly mixed with the neighboring properties. Those multi-family units that are presently in Cleveland and its environs have helped to add to this perception, and it will take concentrated efforts by future multi-family unit developers to minimize or erase the negative stereotype.

Manufactured housing has not changed significantly since 2000. The number of manufactured housing units in 2000 has dropped from 97 to 91 in 2008, but still covers 2% of the land area. The recent trend has been voluntary removal of these units due to increased code inspection for rental properties by the city, and to utility billing changes initiated by the landlords. It is anticipated that the number of manufactured housing units inside the existing city of Cleveland will continue to decline in the future. However, as previously noted, just outside the city limits---within one mile of the city---there are 173 units and an additional 169 in the rest of the planning area. Like with multi-family units, manufactured housing is a necessary component of the housing mix. The negative perception comes from the lack of upkeep and lack of enhancements that are made to these units by the owner or landlord that would help these units blend with the area where they are placed.

Left Blank for Map 6: Existing Land Use “Core” Area

Commercial areas. There are three main concentrations of commercial development. Each of these will be described individually and they are as follows: the downtown area; the US Highway 61 Corridor; and Mississippi Highway 8 and Bishop / Ronaldman Roads.

The Cleveland "downtown" is an area of approximately 10 blocks between MS 8 on the north, Pearman Avenue on the west, South Street on the south, and Commerce Avenue on the east. This includes both sides of each street and is almost the exact boundaries of the Crosstie Historic District, which can be seen in Map 6. The existing zoning category of B-2 Central Business District Commercial extends further east towards US 61 than the above. Downtown was developed along both sides of the railroad tracks, which have been replaced with a pedestrian way/park. This is the "heart" of Cleveland and has survived even as the US 61 corridor has grown up to include all of the commercial facilities that typically kill a downtown area. The buildings are typically one or two stories in height. The tallest building in downtown is five stories and vacant. However, there is discussion of renovation as a possible hotel, apartment, or condominium redevelopment project. The downtown area is also the location of virtually all the existing office properties, along Pearman Avenue, due to the proximity to the County Courthouse, other governmental buildings, and the central location in Cleveland. There are vacant spaces in downtown that have the potential for mixed-use development---residential combined with commercial/office.

The corridor of typical "highway commercial" development exists along US Highway 61 and extends ½ block to the east and west of the highway. In places along the corridor the shopping centers extend further back, including the full block off US 61. This is the "bypass" of the old downtown where most of the commercial properties in Cleveland are located, as is true in most small towns. This is where the "big box" retailers, fast-food chains, convenience stores, shopping centers, gas stations, and auto repair shops, etc. are located. The commercial strip runs virtually the length of the city, although there are some vacant or undeveloped properties that offer re-development potential along this corridor. The southern reaches of US 61 are generally the older areas of Cleveland and show signs of decay and the need for redevelopment. Cleveland's ordinances have high standards for signage, landscaping and site construction. These, along with new economic development incentives can revive this area into a more attractive and viable place to live and do business.

Between downtown and US 61 is an area of vacant commercial land, much of which is owned by the city where there are plans for a potential convention center. This is also the place that plans have been developed to build an "entryway" to downtown from US 61. There is a great opportunity for redevelopment here that could incorporate some of the mixed-use development ideas that have been discussed to invigorate downtown.

In general, Mississippi Highway 8 has not developed as a commercial corridor except in the vicinity of downtown and US 61. However, there is one significant commercial development at the intersection of MS 8 and Bishop / Ronaldman Roads. The remaining three corners are zoned commercial but are either vacant land or abandoned commercial buildings, creating an opportunity for more commercial growth.

Elsewhere in the city, primarily east of downtown and the old railroad tracks properties, there are a few scattered commercial uses mixed into the older neighborhoods. These individual neighborhood stores are usually on a corner and often supported by the immediate neighborhood. However, commercial encroachment into residential areas tends to not enhance the neighborhood when the original appearance or physical structure of the building is altered. Care should be exercised to minimize this occurrence, and strict enforcement of regulations in redevelopment should be in place to protect the neighbors by requiring proper---minimal---signage and enhanced buffering, landscaping, and fencing. Existing isolated commercial lots should be evaluated for possible rezoning as part of the Comprehensive Plan process, especially if the properties are vacant or in need of clean-up and maintenance.

Industrial Areas. There are a number of industrial sites and uses inside the City of Cleveland, even though the majority of Cleveland's industries and sites are in the County. The land use survey shows 76 acres of industrial use, while the zoning classification shows over 250 acres of industrial zoning. This reflects the fact that a great deal of the land zoned industrial is currently vacant. For example, in the area between the old railroad bed and Highway 61 and between First Street and Rosemary Road, there is over 144 acres zoned Light Industrial (M-1) but over 47 acres (or 32.6%) are vacant. Along the former railroad line corridor, there are other properties zoned Industrial, Light (M-1) or Heavy (M-2). Some are used, but many are vacant. All these industrially zoned parcels are surrounded by residential areas, and especially the vacant properties should be evaluated for possible rezoning to another use that would be more compatible to the area. Further, the Heavy Industrial (M-2) zoning designation may no longer be needed inside the existing city limits because of the incompatibility of M-2 type industries and neighboring residential areas.

Public / Semi-Public (PSP). Inside the city of Cleveland there are a variety of public and semi-public land uses. As a part of the existing land use survey an additional designation---DSU---was developed to further breakdown this category. The Public / Semi-Public (PSP) category was intended to identify the city and county buildings, the regional hospital, public schools, churches, cemeteries, parks, the country club golf course, other governmental buildings and land, etc. The DSU land use designation was intended to include the areas for Delta State University. Together the PSP and DSU properties make up

approximately 933 acres, 23.0% of the total land in the city. Added to the area allotted for road right-of-way (ROW) the total is over 1500 acres, 36.1% of the total land. These uses will be discussed individually in the Community Facilities section.

One group of uses with the PSP designation that is not completely covered in the Community Facility section are the approximately 64 parcels with church or cemetery land uses spread throughout the city. These locations constitute approximately 102 acres (2.5% of the total land) and are seen as community assets that should be protected. Another small, but significant, land use are the lodges, civic clubs, and community organization facilities. The land use survey showed a Garden Club and Boy Scout office, an active Habitat for Humanity office, and several Moose/ Knights of Columbus/ VFW/ Sunshine lodges, all of which are indicators of strong community commitment and activity.

Open Space & recreation. There are a number of public parks throughout the City of Cleveland, totaling approximately 125 acres, 3.1% of the total city land area. From walking paths in the heart of downtown to playgrounds and ballfields in all parts of the city, there are many recreational opportunities for the citizens. The Delta State Campus, public school grounds, and even a number of churches provide additional areas for recreation.

Other land uses. There are three other groups of uses that need to be described in order to help define the entire range of existing land use in the city. These include the location and description of the city's floodplain, the historic districts and buildings, and the area west of downtown to Delta State University's campus.

1. In addition to the floodplain of the planning area, there are some streams inside the city of Cleveland where floodplain has been identified as is shown in Map 4. Inside the city more detailed information has been developed by FEMA so that flood elevation and floodway has been determined for streams. Development is allowed in the floodplain, and filling of the floodplain to raise the land's elevation out of the floodplain designation is allowed. A significant portion of city floodplain is on Jones Bayou along North Bayou Avenue. The area between Jones Bayou and North Bayou Avenue is developed and has a number of dwellings, including single-family units, manufactured units, and multi-family units. This area has been subject to flooding in the past.

2. Cleveland has two historic districts---the Founders' Historic District and the Crosstie Historic District. Figure 5 shows the two districts; they can also be seen on the Existing Land Use Maps. The north ½ of the Founders' District corresponds to the sub-area described below #3 between downtown and the Delta State campus. The Crosstie District is almost exactly the "downtown" area

with only minor parcel additions or deletions. The Founders' Historic District is listed in the National Historic Register, but is not (yet) designated as a local historic district. The Crosstie Historic District has received both local and national designation. Cleveland has a Historic Preservation ordinance and Historic Preservation Commission empowered to review any construction, demolition, or alteration proposal in the designated districts.

Figure 5. Founder's and Crosstie Historic Districts.

The Founders' District is a residential district. It contains two businesses, a number of Churches, including the Adath Israel Temple, and the library. It contains a large area of beautiful historic homes from the early part of the 20th century. Except for the "finger" along both sides of Court Street---mentioned above in the density discussion and mentioned again below in #3---it is a district of single-family residences. The Crosstie District is a business district. There is one residential home and approximately one dozen offices in converted homes along Pearman Avenue. It includes the Bolivar County Courthouse and County Annex building, and downtown.

Additionally, there are several buildings in Cleveland that are listed on the Mississippi and/or Federal Lists of Historic Places. These are as follows:

- the Bolivar County Courthouse;
- the Dedwyler Memorial Bldg, the Bolivar County Annex office building;
- the Old Post Office Bldg, currently the Cleveland police station;
- DSU's Broom Hall;
- DSU's Cleveland Hall;

- DSUs' Fielding Wright Art Center;
- DSU's Ward Hall; and,
- the Adath Israel Temple (at Shelby & Leflore).

All buildings are actively used and the Adath Israel Temple is the only one that is not owned by government. The Bolivar County Courthouse is undergoing a major renovation. The four buildings on the Delta State campus are part of a distinctive "signature style" for DSU that it has continued in newer buildings. This "branding" of buildings helps to emphasize the campus boundaries and school image and should be continued. Other buildings should be added to the historic register and the existing ones should be renovated and fully utilized.

3. The area located west of downtown and extending to the Delta State University campus can be seen in more detail in Map 6, Existing Land Use for Cleveland's "Core" Area. It is mostly residential with a definitive edge of office uses on Pearman Avenue on the downtown or east side; significant public / semi-public areas along Court Street in the form of the Bolivar County Courthouse, Bolivar County Office Annex, library and 3 churches; the large park area south of Maple Street between First and Second Avenues; another definitive edge made up of the DSU campus on the west; and Highway 8 on the north with DSU and the Cleveland Middle & High Schools on the north side of Highway 8.

Inside this area there is an unusual mix of single-family and multi-family units. Along Court Street, on both sides of the street, between First Avenue and Fourth Avenue there are 25 single-family medium-density units and 81 high-density multi-family units. This corridor was mentioned in the density discussion above and is part of the Founders' Historic District. There are non-conforming units---housing that was built more dense than the current ordinance allows---in this area that should not be used as reasons for lowering the standard and allowing more like it.

The rest of this area is zoned R-2 and has medium density single-family residences on 9,000 to 12,000 square foot lots. This is a thriving neighborhood with homeowners and renters, retirees to college students, and families with small children. The revisions in this area should be watched closely to not harm a good neighborhood by allowing redevelopment to the maximum. An attempt to protect portions of the area between downtown and DSU has been made by the development of the Founders' Historic District, but the portions of the area outside the historic district deserve attention as well. The entire area between downtown and DSU should be examined for restrictive zoning that would allow for quality single-family housing, owner occupied and rental, of appropriate density for students, faculty, and all of the citizens of Cleveland.

Patterns from Previous Plans. The last adopted Comprehensive Plan for Cleveland was prepared by Michael Baker Company in 1968. Another Comprehensive Plan was prepared for the City of Cleveland in 1994 by the South Delta Planning & Development District. Even though this Plan was not adopted, it is useful to compare some statistics from the current existing land use analysis to the previous plans' existing land use information. After review, there is more statistical significance between the 1968 and 2008 land use and therefore will be discussed in more detail than 1994 land use.

Table 21. Cleveland Comprehensive Plan 1968.

Land Use Category	Acres	Percentage of Total
Residential	700	20.5
Commercial	182	5.3
Industrial	38	1.9
Public / Semi-public	398	11.7
Right-of-Way (ROW)	482	14.1
Agriculture / Vacant	1612	47.2

Table 22. Comprehensive Plan 1994.

Zoning Category	Acres	Percentage of Total
R-1	433	10
R-2	1480	35
R-3	247	6
R-4	328	8
MH	10	0.24
B-1	98	2
B-2	131	3
B-3	332	8
M-1	232	6
M-2	128	3
A-1	92.27	2
Vacant	723	17

When comparing land use from 2008, Table 19, with land use from 1968, Table 21, the amounts in acres per use changes dramatically, but the land use distribution remained nearly the same over this 40-year period. Note that the industrial land percentage remains constant over the period while the acreage doubles from 1968 to 2008; the ROW changes by 1%; commercial is virtually the same, up 3.4%; and residential is up slightly, 8.6% over 40 years! The acreage that remains virtually constant from 1968 to 2008 is the Agriculture / Vacant at 1,612 acres in 1968 to 1,527 in 2008.

When comparing Table 20, land use from 2008, with Table 22, land use from 1994, the zoning category distribution seemed to remain consistent over the years. Where there was more fluctuation, it can be easily explained by continued growth and removal of the railroad. However, under further review of the 1994 data, the specific details of amount of acres per zoning category were completely inconsistent with the 1968 and 2008 data and, unfortunately, were not used for any more comparisons.

But, what can be taken from these comparisons is that, in Cleveland, over the entire period there has been stability. The growth has been slow, but steady.

Chapter 4.
Community Facilities.

Community facilities are primarily public facilities and services that are provided to residents and visitors of the City for public benefit such as roads, parks and playgrounds, schools, libraries, water and sewer service, police protection, or fire protection. Often these facilities and services represent large expenditures of tax dollars from different sources, and they shape the growth and change of the community. Community facilities are also available through private groups or individuals in the form of churches, utility companies, golf courses, healthcare, or education.

This chapter provides a listing and analysis of the community facilities and services in Cleveland. This can assist in developing goals and strategies for improving the current facilities and can also be used as support for developing a plan for future capital improvements. The primary focus in this plan is on services and facilities provided by the government of the city of Cleveland but other governmental entities such as Bolivar County, the school system, the state of Mississippi, and Delta State University are also mentioned. Private sector and non-profit organizations that provide utilities, education, and medical care are also included. Government and private sector organizations work together to provide Cleveland with quality facilities and services.

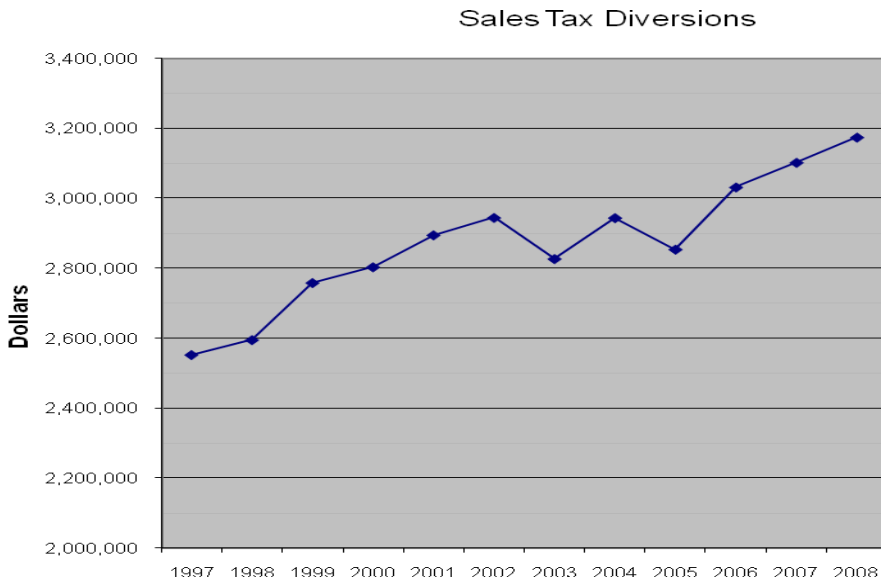
City Administration. Cleveland's administration of government is head-quartered in City Hall, located downtown between Cotton Row and Bayou Avenues on North Street. It is the location for meetings of the Mayor and Board of Aldermen and is the place to pay water and sewer bills and other city taxes. The City owns a number of properties downtown, around the city, and even outside of town. The city staff operates from a variety of locations and has several divisions handling the primary city functions such as the airport, engineering, public works, parks, police, fire, etc. The city has made efforts to be represented on the world-wide web and has a good presence with several departments using electronic forms of communication.

Cleveland is in good fiscal condition to provide the required services and to make the steady investments and improvements needed to maintain and enhance the quality of life for the citizens. The two main sources of income for any city are Sales Tax Diversions (rebates from the state for sales taxes collected in the city limits) and Property Taxes. The Sales Tax Diversions for Cleveland for the past ten plus years (Figure 6) show that there has been steady growth from approximately $2,600,000 in 1998 to almost $3,175,000 in 2008.

Over this period there have been a steady number of businesses in Cleveland, with 499 reported in 1998, up to a peak of 557 in 2000, and slowly down to 489 in

2008. Even with the economic downturn of the past months there is still some business development occurring.

Figure 6. Cleveland Sales Tax Diversions.



Source: Mississippi Tax Commission.

The property values in Cleveland have also risen over the years. The Total Assessed Value for Property in the City of Cleveland for 2007 was $89,498,132. That figure has grown every year for the past twenty years from $35,623,384 in 1987.

With Sales Tax Diversions and Assessed Property Values consistently up and an inflow of money for needed projects through a variety of sources such as state and federal grants, the City of Cleveland has been able to maintain a low and stable property tax millage rate. The property tax millage rate for Cleveland is currently 37 mills, and has been at that level for 3 years. Before FY06 the millage was 34 mills, the same rate it had been for the previous ten years. The property taxes are broken down into the following categories: 20 mills is dedicated to the General Fund; 12.50 mills is used for the debt service; 2.75 mills is used for the Library Fund; and 1.75 mills is dedicated to the Park Fund.

Bonding capacity for the City is good, there is room for the city to continue to fund needed projects.

One place of active projects is the Cleveland airport. Located on the western edge of town, the airport runway is part of the city while the surrounding land is in the unincorporated portion of Bolivar County. The airport is presently being expanded from a runway of 4,100 feet to 5,000 feet. Other improvements, planned and being implemented, include more hangers, service facilities, an airport fire station, an equipment depot, and technology center. It is anticipated

that there will be a future runway expansion and building additions. These projects are funded from a variety of sources and there have been opportunities for Cleveland's airport because of the unique partnership between the City and Delta State University's Commercial Aviation programs.

Though the airport is zoned Agricultural (A-1), and the surrounding area is in the county, the use of the airport is primarily public or semi-public. Typically an airport and its surrounding development are industrially or commercially oriented in zoning and use. What makes this airport different is that a significant portion of the activity at the airport is due to the Commercial Aviation programs at Delta State University. The DSU facilities are equipped with flight simulators and DSU maintains multiple training aircraft at the site.

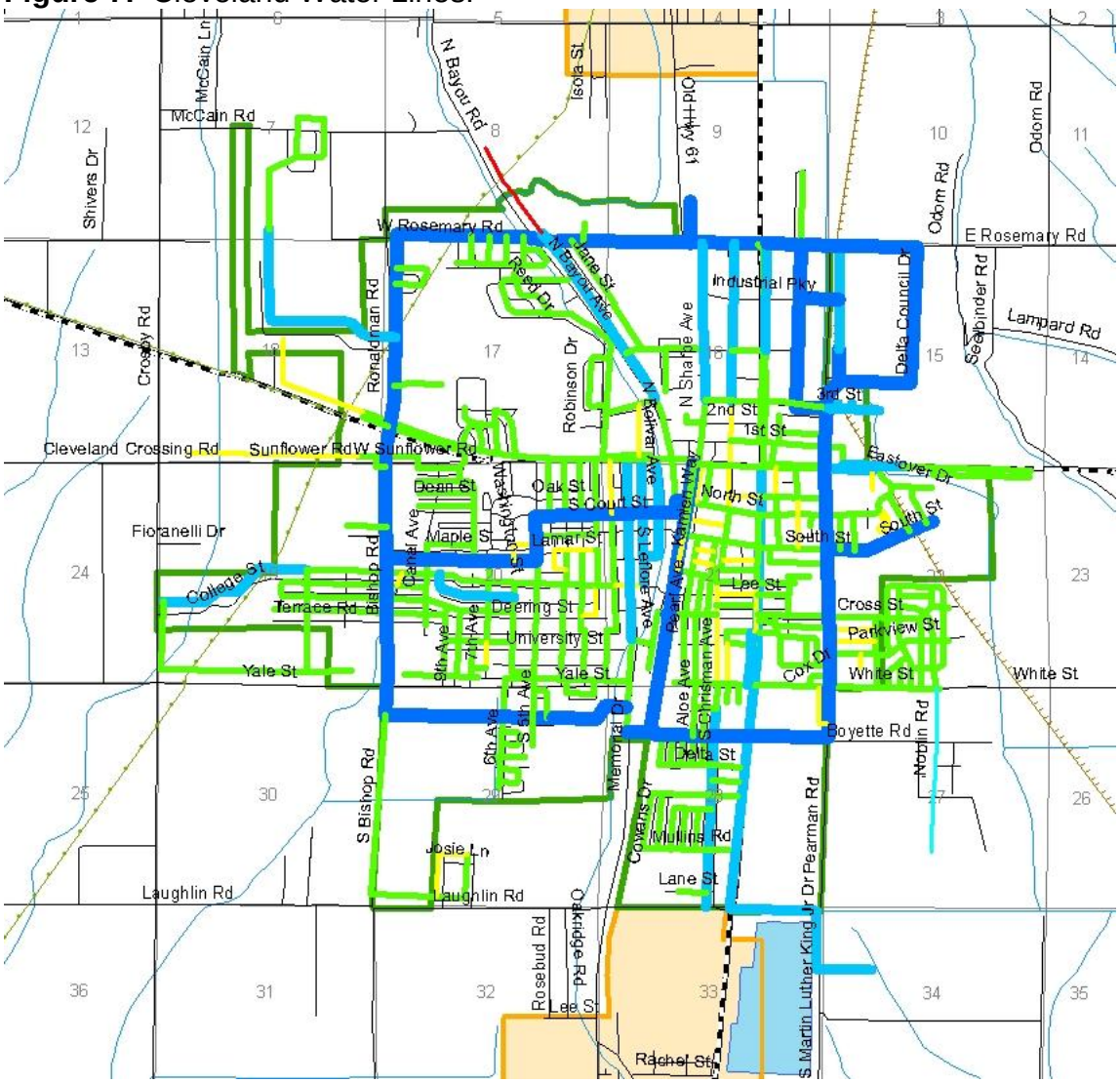
Because of the Delta climate and the type and amount of agriculture around Cleveland, the city maintains an extensive Mosquito Control operation that includes an airplane, several trucks and 10 full or part-time employees. This operation sprays the entire city and adjacent unincorporated county on as "as needed" basis throughout the year, except during the summer when they spray every night.

Cleveland plays a large role in the Bolivar County Library System by providing two mills in taxes in support of the library. The City also allows use of the Cleveland Depot for classes, offices, and training. The Dorothy Robinson Carpenter Family Memorial Library, Cleveland's main library, is located in the Founders Historic District at the corner of Court Street and Leflore Avenue. These two library facilities in Cleveland are heavily used and important community resources.

Public Works. Cleveland's Public Works department is responsible for several city operations including water, sewer, garbage and trash collection, cemeteries, code enforcement, buildings inspections, zoning, vehicle maintenance, street lights, streets, drainage and flood control. The department employs 30 employees.

Cleveland has a thorough network of water lines inside the city with approximately 70 miles of lines. It provides water to all areas of the city and provides water outside the existing city limits with an estimated 10 miles of lines in Bolivar County. As shown in Figure 7, Cleveland is covered by a loop of 12 inch water lines (dark blue), with support of 8 inch lines (light blue). There is a thorough network of 6 inch lines (green) and very few 4 inch (yellow) or 2 inch (red) lines. There are approximately 5400 customers inside the city and over 900 in the adjacent unincorporated county. There are four overhead tanks and four wells on the city system. Additionally, Baxter Industries, located just outside the city limits, and Delta State University have their own tanks and wells.

Figure 7. Cleveland Water Lines.



Sewer services are provided to all areas of the city, adjacent areas---similar to the areas where water is provided, and Cleveland provides sewage treatment facilities for the towns of Boyle and Renova. These towns have their own water and sewer lines but use Cleveland's sewage treatment plant. There are approximately 100 miles of sewer lines inside the city and additional 10+ miles of Cleveland sewer lines outside the city limits. There are approximately 5400 residential or business sewer customers in the city with another 500 outside Cleveland. There are four large industrial customers in the city and two outside the city. The sanitary sewer collection system is a gravity system with a series of lift stations. The sewage treatment facility and sewer lagoons are located southeast of the existing city limits and use overland flow discharge. There is a total capacity of 10 million gallons per day (mgd) for the treatment of wastewater, and the current average activity is 3.1mgd in treatment.

All water and sewer system maintenance and sewage treatment facility operation is performed under contract by Severn Trent Environmental Services Inc.

Garbage and trash collections are provided through a contract with Resourceful Environmental Services Inc. (RES), who provides residential curbside pick-up twice per week. The City is responsible for picking up tree limbs for shredding once per week. Commercial collections are governed by the Waste Disposal ordinance and are handled through private services. Disposal is handled at the Bolivar County Rubbish Pit or the private Joe Reed Rubbish Pit. Both are located just outside of the city on its southeast side.

There are four cemeteries in Cleveland that are maintained and administered by the city. Three of the cemeteries (Old Cleveland Cemetery, New Cleveland Cemetery, and North Cleveland Cemetery) are located in north Cleveland along North Bayou Avenue. The fourth cemetery, Westlawn Memorial Gardens, is located near the southern edge of Cleveland. The four existing cemeteries total over 22 acres. These locations are beginning to fill up and a need has been identified for new land for burial plots. There is adjacent vacant land that should be considered for acquisition. Expansion of existing cemeteries would be less costly and less controversial than establishing new ones.

The Public Works department is also responsible for building permitting and inspections, code enforcement, and planning and zoning. There are many localities in Mississippi, including Bolivar County, that have not adopted minimum standards for building locations and specifications. Cleveland has adopted and enforces a number of standards including the international building codes, plumbing codes, electrical codes, and mechanical codes. The city requires that contractors, such as plumbers, electricians, etc., have licenses, show proof of insurance, and be bonded. The inspectors visit all new buildings several times during construction. Existing commercial buildings are visited during renovation or upon change of occupant, and residential rental buildings are inspected annually. Other inspectors respond to complaints and look for possible violations of the ordinances as a part of the code enforcement process.

The zoning and subdivision ordinances regulate use and location of buildings. In conjunction with other ordinances, Cleveland describes and requires standards for parking, buffering, landscaping, signage, etc. There is a sophisticated set of requirements and mechanisms to check for compliance in place. Other regulations such as design review, historic districts, or floodplain can add additional requirements to land development in certain areas. All of this regulation requires personnel with high levels of education, training, and experience.

The municipal garage is responsible for repairs and maintenance of all public works and police vehicles.

Street lights are provided by the city but are installed and maintained by the private electric companies. A request is made by the City and the lights are erected.

Most of Cleveland's streets are made of concrete because of the soil types in the Delta and the weather. This causes costs of initial construction and replacement to be higher than if the roads were made of asphalt, but it also allows for a longer lifespan and less frequent maintenance and repair. There are over 125 miles of streets in the city; virtually all of them are paved. In Bolivar County within two to three miles of Cleveland's existing city limits, there are significant amounts of gravel roads.

The Streets and Right-of-Way division of Public Works is responsible for much more than just maintaining the roads. They are responsible for the mowing, maintenance, and general upkeep of all road right-of-way, drainage ditches, traffic signal locations, traffic signs, street marking, street sweeping, storm water inlets, stormwater drainage, and flooding prevention. The City has over 12 miles of drainage ditches, over 4,000 traffic signs, over 2,000 stormwater drain inlets, and 4 flood prevention pumping stations.

The City Engineer works closely with the Public Works department and administers projects such as the airport improvements, water or sewer infrastructure construction, street construction or paving, and drainage or flooding projects.

Another on-going project for the city is the Civic Center. The city has plans for a conference/convention center located on over six acres of vacant land immediately east of downtown, along Collins Street between Commerce and Chrisman Avenues. The original plan has been modified. The gymnasium/ recreational facilities that were originally anticipated for this site have been constructed beside the Park Commission offices on North Chrisman Avenue. The future plans propose a multi-purpose facility that will include meeting rooms and banquet facilities to allow business oriented activities, exhibitions, and special events. The facility is being designed to complement the existing Bolivar County Exhibition Hall across US 61. This facility has been a priority for the city for several years and has always had a multi-year timeframe for implementation.

Since these projects often are funded by money from a variety of sources, Cleveland uses the common practice of having the projects constructed by private sector firms selected through standard bid processes. This allows Cleveland to keep a smaller staff with lower overhead and still get a wide range of projects accomplished. This is also an efficient use of taxpayer dollars that "returns" the money to private sector jobs.

Parks, Open Space and Recreation. Cleveland provides a range of opportunities for recreational activities. The Parks Commission is an arm of the city government that oversees the Parks Department. The Parks department employs over 55 full or part-time employees. Their offices are located at 700 N Chrisman Avenue next to the gymnasium facility where the indoor basketball league and volleyball activities are conducted. Cleveland operates an additional dozen active and passive parks including land comprising over 130 acres. The Parks Commission operates nineteen ballfields, nine parks with playgrounds, eight tennis courts, several outdoor basketball courts, one swimming pool and two wading pools.

The larger parks include Bear Pen Park (80 acres) on the west side of town, Amzie Moore Park (20 acres) on the east side of town, Fireman's Park (10 acres) in the middle of Cleveland, Crosstie / Cotton Row Park (10 acres) in downtown, and East Side Park (10 acres) on the east side of town. There are several small parks; Sterling Anderson Park, Ruby Street Park, Pearl & White Park, Parks Elementary Park, and Shumate Park together total only about 3 acres. Two of Cleveland's parks lie outside the city limits---Armory Park and Eastgate Park. All are used and enjoyed regularly by the citizens of Cleveland and surrounding areas.

To assist cities and counties across Mississippi with the development of recreational facilities, the State of Mississippi Department of Wildlife, Fisheries and Parks developed and updated the Mississippi State Comprehensive Outdoor Recreation Plan or SCORP. The SCORP provides standards upon which cities and counties can plan for the recreation needs of the residents throughout their communities and throughout the region. The following table provides an overview of the standards recognized by the SCORP.

Cleveland has a good supply of facilities and meets the SCORP recommendations at present. The challenge for the Cleveland Parks Commission is to maintain and improve the existing facilities and meet the changing demands of the Cleveland citizens.

Their website, www.geocities.com/clevelandparkcommission, provides information and schedules for their activities including organized teams in soccer, volleyball, basketball, football, baseball, softball, and others for children and adults. It also lists some of the recreational opportunities in Cleveland that are provided by other entities such as two golf courses, a bowling alley, eighteen tennis courts, the Bologna Performing Arts Center, the Country Club, two swimming pools, and the Auditorium-Coliseum.

Table 23. Standards for City and County Parks Recognized by the Mississippi State Comprehensive Outdoor Recreation Plan (SCORP)

	Neighborhood Parks	**Community Playfields**
Description	Provide varied recreation, passive and active, both organized and unorganized groups for all ages.	Provide large outdoor recreational areas primarily for athletic complexes for active competitive recreational needs.
Facilities	Children's play apparatus Paved multi-purpose courts Sports fields Picnic areas and shelters Drinking fountains Walking/jogging or nature trails Off street parking	Fields suitable for competitive play, basketball, tennis and handball courts, lighting, sanitary facilities, concessions, storage areas parking and spectator parking, picnic areas, shelters, children play areas and special purpose recreation
Min. Pop. Served	5,000	10,000
Acres per 1,000 Population	3.5 acres for every 5,000 persons in the service area	10 acres for every 10,000 persons in the service area
Service Area	1 mile in urbanized areas 3 miles in rural areas	5 Miles in urbanized areas 10 miles in rural areas
Optimum Size	5 to 7 acres	
Pop. Age Served	All ages	Ages 9 to 39

Source: Mississippi Department of Wildlife, Fisheries and Parks. Mississippi State Comprehensive Outdoor Recreation Plan.

Police Services. The Police Department of the City of Cleveland is located in the historic old Post Office at the southeast corner of South Street and Sharpe Avenue in downtown. The department employs 55 people full-time within the Police Department with 43 sworn officers and 12 non-sworn employees. The department patrols the entire city without dividing Cleveland into districts and deploys 10 or 11 officers per shift on three shifts each day.

The International City Manager's Association (ICMA) periodically surveys local governments across the United States to determine a standard number of sworn police officers per 1,000 population. Based upon this data, the recommended number of police officers per 1,000 population in southeastern cities is 2.62 officers. Cleveland exceeds this number with 43 sworn officers at present with a population of approximately 12,447 (2007 estimate) with 3.45 officers per 1,000 population. The number of officers is almost adequate for the projected population growth over the planning horizon through 2030. The projected 2010 population of 15,205 would require 40 officers, and the projected 2030 population

of 16,800 would require 44 officers. However, the department should work toward adding additional officers to enhance the current level of service.

Table 24. Number of Crimes in the City of Cleveland, Over Time.

Crimes	2003	2005	2007
Murder	0	3	0
Forcible Rape	5	0	2
Robbery	15	6	20
Aggravated Assault	18	37	43
Auto Theft	32	6	13
Burglary	334	243	143
Larceny-Theft	628	795	728
Arson	5	1	2
Property Crime	944	1044	884
Violent Crime	38	46	65
Source: Federal Bureau of Investigation. Uniform Crime Reports (Table 8).			

Crime analysis from the statistics in Table 24 shows mixed trends with property crimes trending down with assault & violent crimes and robberies up over the past four years. Data is not yet available for 2008. Cleveland has a low crime rate compared to national or regional statistics but is higher than the state of Mississippi rate per 100,000 persons. The rates are comparable to those of Greenwood, Indianola, or Clarksdale and are generally lower than those cities, except for Larceny-Theft, which trends higher.

The City Courts are a division of the Police department and are located in the Police Department building. Currently, the adjacent building is being renovated and will soon house these activities. Animal Control is also a division of the Police department, and the city provides a shelter located at 200 W Carpenter Street, east of Sharpe Avenue. The shelter provides a location for stray animals in Cleveland and Bolivar County and has been at this location for about 4 years.

The Bolivar County Sheriff's department provides jail services for Cleveland. The detention facility is located 3 miles west of Cleveland on Hwy 8.

Fire Services. The City of Cleveland has a volunteer fire department and is the only city in the state that has achieved a Class 5 Fire Insurance Rating with a volunteer force.

The next scheduled evaluation by the Mississippi State Rating Bureau is scheduled for sometime in 2009. Table 4-3 (26) shows the factors used by the Bureau in determining the Fire Rating.

Table 25. Rating Factors Considered by the State Rating Bureau

Feature	Percent
Water Supply	39%
Fire Department	39%
Fire Service Communications	9%
Fire Safety Control	13%

Source: Mississippi Rating Bureau

The Department has two stations, one downtown and one on the east side of town. There is also a separate maintenance facility (beside the Police department), training facility (near the sewage treatment plant), and inspector's office (located in City Hall). Personnel for the department include thirty-eight (38) volunteers and three (3) full-time city employees. All persons are on-call 24 hours per day. The fulltime employees function as the Fire Inspector and maintenance personnel as well as potential firefighters.

The two stations were originally designed to allow coverage on both sides of the railroad tracks just in case a train blocked transportation across town. With the removal of the tracks this potential situation was eliminated, although the two locations have remained. Each location has equipment ready for deployment and each firefighter carries his or her personal equipment. The department has three pumpers: a 1976 Ward LaFrance pumper, a 1991 Pierce-Arrow pumper, and a 1995 Pierce-Arrow pumper. It also has one 2002 Pierce-Dash 100' platform truck. For Fire ratings purposes, the Ratings Bureau allows a 20-year useful life timeframe for fire trucks. The 1976 Ward LaFrance pumper is used as a back-up to the other equipment already, but the active pumpers will have to be replaced in the next few years. The platform truck will need to be replaced in the midterm of the planning horizon.

The International City Manager's Association (ICMA) recommends 2.26 certified firefighters per 1,000 population. Cleveland exceeds this recommended level at present and for the projected population growth over the planning horizon through 2030. However, because of the potential changing status and availability of volunteers, the department should work toward adding additional firefighters to enhance the level of service. Also, additional numbers of part-time and/or full-time personnel may be needed to lower the Fire Rating.

Cleveland's fire department responds to calls outside the city when requested through mutual aid agreements and provides first responder fire protection to the industries in Cleveland's Industrial Park located outside the city limits.

The City of Cleveland has a hydrant system in place. The system includes about 320 hydrants throughout the City and over 50 outside the existing city limits.

Medical Facilities. Some municipalities provide ambulance coverage for their area in conjunction with the fire services. This is not the case in Cleveland and Bolivar County. The ambulance services are provided by a private company. The local area hospital is Bolivar Medical Center located in Cleveland.

Bolivar Medical Center is a full-service 106-bed acute care, accredited hospital. It is located on Highway 8 East, near the intersection of US 61 and provides a full range of services including 24-hour emergency care, inpatient and outpatient surgery, diagnostic imaging, and a 35-bed long term care unit. In the vicinity of the hospital, there are a number of other medical facilities including doctor's offices and clinics, nursing homes, and other long term patient care facilities.

The hospital has recently undertaken an effort at raising awareness to the services provided and is attempting to raise the level of excellence that is provided to the citizens of Cleveland and Bolivar County.

Strong concerns were expressed in the survey and in meetings that ambulance service in Cleveland needed to be improved. There is a perception that the level of coverage for ambulance service is lacking. There was support for city-sponsored activities to improve this situation.

Also, some medical specialties were perceived as not being available in Cleveland and treatment had to be sought in larger cities.

Gas and Electric Systems. Some municipalities provide public utilities, but the natural gas and electricity in Cleveland are provided by private companies. ATMOS Energy provides natural gas services in Cleveland, and Entergy Inc. and Delta Electric Company provide electrical service in the area. Entergy covers most of Cleveland, and Delta Electric provides electricity for portions of the city to its southeast, south, and west.

Cleveland receives utility revenue in the form of a franchise fee for gas, electric, and cable from those providers.

Other Governmental Offices and Buildings. Government buildings provide a major presence in the downtown and "core" area of Cleveland. These operations are critical for continued economic vitality. In addition to the buildings owned by the City of Cleveland, there are a number of buildings owned by Bolivar County and other governmental entities. The Bolivar County Courthouse and Courthouse Office Annex are two historical buildings that have recently been renovated. The Robinson-Carpenter Family Memorial Library is another hub of the community.

Bolivar County has another significant presence in Cleveland in the form of the Expo Center facility and the Justice Court complex. The County owns vacant land here as well. The Cleveland-Bolivar County Chamber of Commerce offices are located in the same area, as is the school system's Technical School and Achievement Center. All of this occupies more than 60 acres, a significant portion of land on the east side of US 61.

The Bolivar County Sheriff's department and detention facility are now located outside Cleveland. This facility is nearby and has room for expansion if needed. It also freed up land in Cleveland for other County operations.

The City School Board administrative offices and two schools are near the downtown with several other schools nearby. The School System is a major landowner, owning over 100 acres.

There are several state agencies that have office spaces in downtown or near the "core" area. The offices for Human Services, Employment Security, and Corrections contribute to the strength of downtown, and the presence of MDOT in the industrial area is positive.

Although the Federal Post Office moved away from Sharpe Avenue, it only moved three blocks and is still located in a central location at Chrisman Avenue and South Street. That location is adjacent to the proposed Civic Center and the historic post office building was taken over and renovated by the Cleveland Police department.

Churches. Cleveland's religious institutions provide gathering places for its citizens. The churches can act as community centers, recreational facilities, and some have established educational opportunities. The existing land use survey noted some 60+ churches around Cleveland. Many of the buildings are beautiful and grand and will someday be of historic significance as the Adath Israel Temple already is. These locations are often used for public meetings, polling places, or other public events and are vital to the well-being of Cleveland. In some cities large churches locate or re-locate into existing neighborhoods and the increased traffic disrupts the traditional pattern in the area and causes congestion. This does not appear to have happened in Cleveland.

Education. As previously mentioned, Cleveland's population has a high percentage of citizens with a Bachelor's degree or more education, thanks to the presence and efforts of Delta State University. Continued efforts at educational enhancement are key to a successful future for Cleveland. The public and private schools are doing a good job at turning out graduates. Cleveland is above the state and comparison cities averages for High School graduates at 73.3%. The school systems in the area are described below.

County Schools. There are six public school systems in Bolivar County with approximately 6,859 students enrolled for the 2007/2008 school year. The 2000 Census reported approximately 8,747 students in the public school systems in Bolivar County. One of those systems is Cleveland's school district with an enrollment of 3526 students, 51.4% of the total of all systems in Bolivar County. The other school systems include: Benoit (661 students); Mound Bayou (661); North Bolivar (777); Shaw (633); and West Bolivar (973). In the 2003-2004 school year, Cleveland reported having 3,666 students enrolled, or 49.2% of the 7,446 student total for all districts in Bolivar County. Cleveland's district has been growing as a percent of the county total; however, all of the districts are reporting smaller enrollments.

Municipal School District. The Cleveland School District covers just over 100 square miles, including the existing city limits of Cleveland and approximately 52 square miles in the Cleveland Planning area. This area is primarily northwest of the city. It also includes the towns of Boyle, Renova, and Merigold. The system consists of six elementary schools, two middle schools, two high schools, one development and technology center, and one achievement center.

Eighteen (18) parcels in the existing land use survey were identified as PSP or Institutional and were attributed to any school's ownership/control, including schools, grounds, transportation facilities, or offices. The State of Mississippi, through the State Board of Education, prescribes land area standards that schools within the State must meet. The Cleveland district meets or exceeds those standards.

As seen in Table 26, the total for the school district has remained at nearly the same level for the period 2003-2008, only dropping by a total of 60 students, or -3.8% in five years. The projected population for Cleveland would be included in the existing school district, so it is anticipated that the school population will remain stable over the planning horizon perhaps even dropping another 100-200 students over the next 25 years.

The existing schools are virtually the same ones listed in the 1994 Comprehensive Plan and the 1968 Comprehensive Plan. One of the issues mentioned related to the school system was the age of some of the school buildings, the need for maintenance and renovation of the facilities, and the demand for continued improvement of all facilities as student needs and technologies change. This is a situation that is common across the state and the country. The Cleveland School Board is aware of this issue and has plans to upgrade and enhance the system.

Table 26. Average Daily Attendance by Grade for Cleveland Municipal School District.

Grades	03-04	04-05	05-06	06-07	07-08
Pre-Kindergarten	48	44	59	64	68
Pre-K Special Ed	0	0	0	0	0
Kindergarten	293	271	272	322	285
Special Ed K	0	0	0	0	0
Special Ed Elementary	50	31	22	8	9
Grade 1	275	298	309	304	328
Grade 2	267	257	274	296	272
Grade 3	258	260	262	253	286
Grade 4	230	251	258	255	255
Grade 5	286	231	255	264	265
Grade 6	262	263	246	248	230
Grade 7	334	315	316	259	297
Grade 8	286	284	265	276	226
Grade 9	316	285	298	276	286
Grade 10	243	277	244	274	257
Grade 11	216	230	250	231	261
Grade 12	168	182	214	212	164
Special Ed Secondary	134	129	113	43	25
Secondary GED	0	0	0	11	12
Total	3666	3608	3657	3596	3526

Source: Mississippi Department of Education *Superintendent's Report to the Legislature*.

Due to the stable or slightly declining student population, the system should expect to be able to operate with the facilities that currently exist with updates. Most of the schools are located in stable residential areas, so if the school were to relocate it would be detrimental to the area. Therefore, any plans for new schools or relocation of schools should include an immediate re-use of the old building. Though it might not be as cost efficient renovating the old schools and maintaining them in the current locations, it is a very important consideration for Cleveland's neighborhoods and downtown area.

Another concern mentioned regarding the schools was that there is congestion around several of the schools when students are arriving and departing the grounds. This might be helped over time with plans for improved circulation management.

Private School Facilities. Bayou Academy is a private school located just outside the Cleveland city limits west of the airport. The Academy teaches Pre-K to Grade 12 and has an enrollment of approximately 230 students. The student: teacher ratio is listed at 17:1, and they show that over 90% of their graduates attend accredited colleges and universities. Their student body is drawn from Cleveland, Bolivar County and the region.

Delta State University. One of the largest and most important single entities in the education category is Delta State University (DSU). DSU owns over 270 acres inside the city, or about 6.7% of the total land in the city. It is zoned residential (R-2) and, obviously, is not used exclusively for residential. The school has just over 4,000 students, of which approximately 1,000 are living on campus in traditional & apartment-style dormitories. Figure 9 shows the main portions of the campus with labels for the buildings.

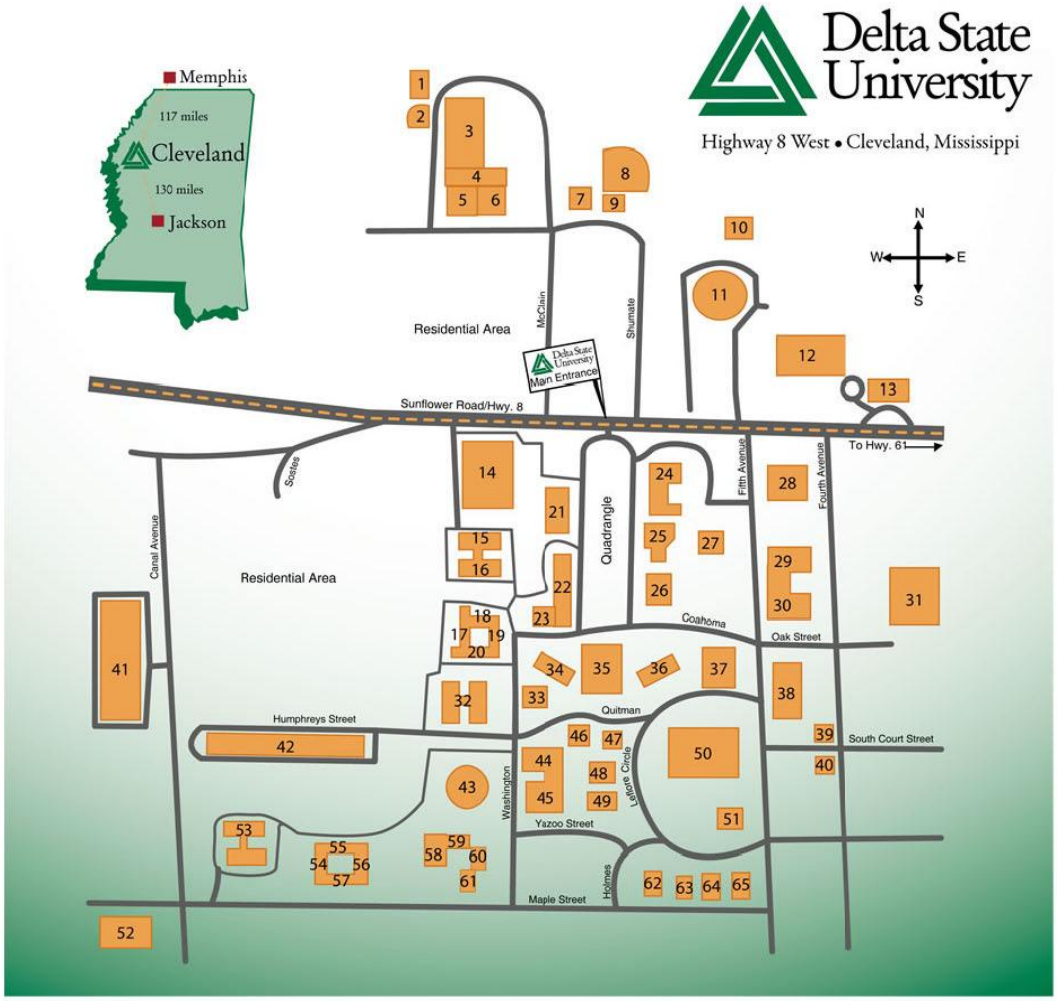
The number of students has totaled over 4,000 for the past three years (Fall 08 4,064, Fall 07 4,091, and Fall 06 4,219), and has been steady for the past ten years (Fall 98 3,931) with a low in Fall 01 of 3,746 and a high in Fall 06 of 4,219. The student body is diverse with students from all races, representing 36 states and 14 countries. There is an active campus life, with activities such as national fraternities and sororities, athletics, and professional clubs.

There is a wide range of class offerings. The University offers 16 Bachelor degrees, eight Masters degrees, one Specialist degree, and one doctoral degree. In 2007-2008 the university awarded 635 bachelor's degrees, 191 master's, 21 specialist's, and 5 doctoral degrees (source DSU 07-08 Factbook). DSU has a staff of approximately 600 people and a faculty of approximately 250. The student retention rate is approximately 60%, and the student: faculty ratio 15:1.

DSU is an NCAA Division 2 school whose teams have gained national attention over the years in both men's and women's sports.

In addition to being known for academic opportunity and excellence, reasonable cost, and athletics, DSU has a beautiful campus with several historic buildings and many 1st-class facilities for use by those on campus as well as the citizens of Cleveland such as the Bologna Performing Arts Center, the Fielding-Wright Art Center, the Roberts-LaForge Library, Parker Field, and the Walter Sillers coliseum.

Figure 9. Campus Map for Delta State University.



1. Delta State Soccer Field
2. University Field - Softball
3. Travis E. Parker Field - Football
4. Billy Dorgan, Jr. Student Performance Center
5. Chadwick Dickson Intercollegiate Athletic Building
6. J.A. "Bud" Thigpen, Jr. Baseball Annex
7. Bryce Griffis Practice Center
8. Dave "Boo" Ferriss Field - Baseball
9. Robert L. Crawford Center & Dave "Boo" Ferriss Museum
10. Darrell Foreman Golf Course
11. Walter Sillers Coliseum
12. Kent Wyatt Hall
13. Hugh Ellis Walker Alumni Foundation House
14. Bologna Performing Arts Center
15. Harkins Residence Hall - Women
16. Lawler Residence Hall - Women
17. Hammett Residence Hall - Women
18. Tatum Residence Hall - Women
19. Cain Residence Hall - Women
20. Fugler Residence Hall - Women
21. William H. Zeigel Music Center
22. Thomas L. Bailey Hall
23. Hamilton-White Child Development Center
24. W.M. Kethley Hall
25. Fielding L. Wright Art Center/Holcombe-Norwood Hall
26. James W. Broom Hall/Kathryn Keener Hall
27. E.R. Jobe Hall
28. James M. Ewing Hall
29. Eleanor Boyd Walters Hall
30. R.L. Caylor Hall
31. School of Nursing
32. Brumby-Castle Residence Hall - Women
33. O.W. Reily Student Health Center
34. Ward Residence Hall - Women
35. H. L. Nowell Student Union
36. Cleveland Residence Hall - Women
37. Charles W. Capps, Jr. Archives & Museum
38. Gibson-Gunn Aviation Building
39. Wesley Foundation
40. Baptist Student Center
41. E. B. Hill/Canal Street Student Apartments
42. Humphreys Street/ Cafeteria Student Apartments
43. Young-Mauldin Dining Hall
44. Forest Earl Wyatt Gymnasium
45. Aquatics Center
46. Odealier J. Morgan Laundry
47. Lena Roberts Sillers Chapel
48. George B. Walker Natatorium
49. Whitfield Gymnasium
50. Roberts-LaForge Library
51. President's Home
52. Hugh Cam Smith, Jr. Physical Plant
53. New Men's Residence Hall - Men
54. Longino Residence Hall - Men
55. Noel Residence Hall - Men
56. Brewer Residence Hall - Men
57. Clark Residence Hall - Men
58. Bond Residence Hall - Men
59. Carpenter Residence Hall - Men
60. Williams Residence Hall - Men
61. Whittington Residence Hall - Men
62. Administrative Housing
63. Cassity Hall
64. Administrative Housing
65. Administrative Housing

Cleveland already has very strong ties to Delta State on many levels. Many alumnus are community leaders. Active partnerships exist between the city government and the University administration. Students, faculty and staff

frequent the commercial areas of Cleveland and help the housing market keep going. Graduates and undergraduates work to provide goods and services in town.

DSU has always maintained strong programs in education and health and there is potential for more cooperation between the university and local providers of these services. There are other programs that have ties and that have potential for more ties with the city government such as the Community Development program, Geospatial Information Technologies program, the Commercial Aviation programs, and more generally, the business programs, or political science programs. Generally any of the fields of study at DSU has a practical application that could be utilized by the city of Cleveland. More interaction could enhance both places.

DSU is a strength for the city. DSU's success is vital to the city's success. Delta State also sees a healthy city as vital to its mission and points out in several of its Guiding Principles that it will always be a partner to regional development and advancement.

Chapter 5.
Goals & Strategies

The purpose of the planning process is to identify what the people and their leaders want for the future of the community and to predict and control that future by shaping the growth and change of the market process. Perhaps the most important piece of the Comprehensive Plan is the Goals and Strategies section where the community defines its long-term desired future conditions. The Plan encompasses a vision for the next 20-25 years. It is flexible, accommodates unexpected changes, and attempts to define a path for achieving the goals. The strategies are an attempt at identifying specific ways to achieve the goals. For Cleveland, the process to identify goals and the strategies to achieve those goals included two methods. The Mayor and Board of Aldermen appointed a committee to discuss in detail all aspects of the Comprehensive Plan, especially the Goals and Strategies, and a survey was distributed to gather general input from citizens. After the survey was returned, the committee discussed the survey answers to help make sure that they were representing the common ideals of the community. Several of the monthly meetings centered on definition, discussion, and explanation of goals.

Key Issues & Concerns. There were a number of key issues and concerns that were identified through the committee process and survey. They are listed here in mixed format---some from the committee and some from the survey---without necessarily identifying the source. Not all issues and concerns can be addressed through the Comprehensive Plan, but as much as possible Goals and Strategies have been developed to work toward a desired solution.

Housing quality in the city and its environs was identified as a critical item. The deterioration of housing quality as it transitions from owner-occupied to renter-occupied housing and the lack of rental property maintenance were both reasons for the perceived or real deterioration. Rental properties and multi-family properties are concerns in Cleveland. The appropriate quantity and location of rental and/or multi-family units versus single-family units was much debated. One of the greatest perceived needs of the community was affordable housing, especially affordable housing for the elderly. There was also a concern for more residential controls, like code enforcement or covenants, to slowly raise standards of appearance and maintenance. Along with that need there was the idea for the city to develop mechanisms that would assist home-owners and renters who were not able to afford the necessary property upkeep and improvements. Covenants that require property maintenance were seen as a necessity in new developments, while some restrictions like covenants were perceived as needed for older areas that did not have a covenant that mandated maintenance. The need for quality, long lasting, and attractive affordable housing was identified as a Cleveland need in all forms, whether it be single-

family, multi-family, low density, high density, rental, elderly-oriented, high-income or low-income oriented, or public housing.

The neighborhoods of Cleveland need protection from encroachment of commercial operations along the busier streets, from conversion of single-family owner-occupied homes to rental houses or multi-family units, from occupied places to vacant or abandoned ones, and from rundown, uncared for properties.

Aesthetics of property upkeep in the forms of building and grounds maintenance, litter control, and signage was also mentioned as a concern for residential areas and commercial properties. Signage was discussed regarding “visual clutter” of some signs along US 61 and some clear, effective, signage was needed to help direct travelers to downtown and to Delta State University.

Annexation was mentioned as a possible tool for helping to control the “entryways” to Cleveland.

Economic development type issues were another main category for concern that might be addressed through the Comprehensive Plan. The general concept of economic development was identified as a very high priority for Cleveland with more jobs and more businesses identified as something the city must pursue. The survey even showed support for additional taxes to support activities of this nature. There was even discussion of specific types of businesses that were needed such as a movie theater, home improvements-type stores, and general industry. There was additional concern that Downtown is the heart of Cleveland and must be protected and helped to thrive.

Related to the idea of economic development, jobs, and “opportunities” was the need for better support of education, for improved schools facilities, and especially for vocational training to help students get jobs. Here as with many other issues was an expressed willingness to pay higher taxes to support activities along these lines.

Another related item was the almost universal acknowledgement that there was a need for improved ambulance service and coverage, and to a lesser degree, a need for improved medical service and accessibility. The ambulance service is provided by the private sector rather than by the city, as is true in some places, and there is a concern that better coverage and service is needed. Medical services, such as specialists or a minor emergency clinic that is open extended hours were identified as a need. The “minor” medical clinic was seen as needed to remove some cases from an over-burdened Emergency Room at Bolivar County Hospital. There was expressed willingness to pay higher taxes to support these medical activities.

Cleveland’s city services and community facilities were the subject of several survey questions and committee discussions. Some of the issues have been

mentioned above and some in previous chapters. All of the comments were generally positive regarding services and facilities but also pointed to the need for continued excellence and gradual raising of standards. Especially worthy of praise is the Cleveland Fire Department that has the highest rating in the state for a volunteer fire department and is the only one with the Fire Insurance Rating of 5. Also, there were very positive impressions of the utilities---water, sewer, gas, and electric, and city streets. The police and parks were given positive marks although the survey showed some concern for more police patrols, need for a lower crime rate, concern about speeding on residential streets, and dissatisfaction regarding some park and recreational programs. Sidewalks and opportunities for walkers and bicyclers were identified as another item that needed some attention. Litter was also discussed as a growing concern.

Delta State University was identified as a community asset in so many ways, whose success is critically tied to the city's prosperity. Cooperation and coordination between the city and DSU must occur, and there are untapped opportunities for more successful interaction.

Survey respondents and committee members were a very committed, positive group of long-term Cleveland residents with an overall positive perception and a strong sense of pride in Cleveland. They all believe in the future of Cleveland and want to help shape the best possible future.

The details of the Survey and minutes from the Committee Meetings are attached as **Appendix 1**. The rest of this chapter was developed from these key issues and concerns, after being filtered through the information from the first four chapters of the Comprehensive Plan.

Overall Goal. The purpose and overall goal of the City of Cleveland is to promote the health, safety, and general welfare of the residents within the community. The desired outcome of this plan is to foster a pattern of growth and development that achieves this goal by promoting the following guiding principles:

- Protect the quality of life of residents within the community and provide opportunities for the advancement of the quality of life of the residents;
- Protect unique natural assets and built assets of the community;
- Make the best possible use of existing and future investments in public services and infrastructure; and
- Minimize the cost of government to residents and to the businesses within the community.

Community Character. The City's buildings, streetscapes, natural areas, and landscaping help create this unique sense of place. Other intangible items such as "it's a friendly place", "a safe, quiet, small town" or "it's home" complete that

good feeling and community belonging. Cleveland can utilize regulations, programs, and incentives to achieve a harmonious interrelationship between the elements of the built environment.

Land Use. The use of land inside the city limits is one aspect of growth that the local governmental leadership can influence or control. Decisions regarding land uses have an impact on both the economic development of the city as well as the quality of life. The next chapter, Future Land Use, provides details that describe the desired future conditions, and the Future Land Use Map (Map 6) shows the future land use in map form.

The following goals and strategies address specific areas of quality of life and community, land use location and activity, transportation, and provision of municipal services.

Residential Housing. Many typical "Community Character" goals deal with the residential aspects of a City. A healthy residential component is critical to the future well being of Cleveland. A detailed description of each type of residential density is included in the Future Land Use chapter.

Goal: Support, enhance and preserve Cleveland's existing neighborhoods and unique character.

Goal: Accommodate a variety of housing types in subdivisions.

Goal: Create neighborhoods that are stable, healthy, well maintained, safe and pleasant.

Goal: Ensure new developments adjacent to existing neighborhoods are compatible with and supportive of the existing character.
Strategy: Require strong covenants for all new residential developments, including Home Owners Associations, which will enforce property maintenance.

Goal: Encourage renewal and stabilization activities in older neighborhoods.
Strategy: Explore options for assistance to homeowners who are having difficulty with home maintenance issues.
Strategy: Provide active Code Enforcement for property maintenance issues especially for landlords of rental properties.

Goal: Create unified and connected neighborhoods with safe and convenient vehicular, pedestrian, and bike access to school(s), churches, park sites, and other community activity centers.
Strategy: Require future street connections with existing roads.

Strategy: Require adequate space and site design for accessibility and circulation for non-residential uses that develop in residential neighborhoods.
Strategy: Require pedestrian connections between major components in the neighborhood including sidewalks and bike paths.

Residential single-family:
Strategy: Discourage commercial encroachment into Residential areas, especially conversions of homes into non-home looking buildings.
Strategy: Multi-family units should not be mixed into established neighborhoods.
Strategy: Redevelopment or infill development should occur as single-family units on smaller lots, if desired.

Residential extra low density:
Strategy: Discourage homes/any use without central sewer except on extra large lots.
Strategy: Continue policy requiring water & sewer service outside the city to abide by city rules.

Residential low density:
Strategy: Smaller lot sizes are acceptable for continued development and are desirable for single-family homes.

Residential medium density:
Strategy: Offices could be considered on major streets in residential areas, provided they maintain the appearance of houses and design the parking and signage to be screened, buffered, and blended into the existing neighborhood.
Strategy: Smaller lot sizes are acceptable and desirable for single-family units, but no multi-family units should be introduced or allowed to continue or expand in established neighborhoods.

Residential high density:
Strategy: Change R-4 zoning designation on Court Street and area to the north to remove the option of more multi-family uses and to encourage single-family housing.
Strategy: Reduce R-4 potential for non-single family residences and carefully place this zone so that developments have appropriate road networks and connections that do not negatively impact surrounding neighborhoods.
Strategy: Require all new developments to demonstrate commitment to high-quality and durability through detailed proposals, provision of amenities, and extra quality and craftsmanship in construction.
Strategy: Allow no more medium to high density developments on North Bayou Avenue or that use North Bayou Avenue as their main travel route until road improvements are made to increase its capacity.

Residential downtown:
Strategy: Allow and encourage residential development in the downtown area.

Strategy: Allow and encourage quality mixed-use development in the downtown area.
Strategy: Develop a mechanism to allow mixed-use proposals such as a Planned Unit Development (PUD) zoning category.

Residential Manufactured Housing:
Strategy: Continue close scrutiny of manufactured housing to improve the housing quality and safety for residents.

Economic Development. Economic activity and opportunity make good "quality of life" issues possible. The investments made by local governments facilitate and shape the economic activities that occur. Often where the roads are built or where there is water and sewer determines where the growth occurs. The school locations can promote neighborhoods where children can walk to school. Vacant land that is zoned for commercial or industrial usage facilitates the development of those operations. In this way the local government can assist the market in promoting development. The Comprehensive Plan is an attempt to predict or control change to make it possible to enhance economic development and improve the future quality of life for Cleveland.

Goal: To promote a healthy, sustainable, balanced economy that provides opportunities for more and better jobs, education, and vocational training.
Strategy: Move forward as much as possible with public sector projects to generate jobs.
Strategy: Support the Cleveland-Bolivar County Chamber of Commerce on projects to target training and generate jobs and other economic development.
Strategy: Explore options for "Event Tourism" for events such as concerts, walks, bicycle races, sport tournaments, aviation activities, horticulture events, rose shows, model railroading, farming demonstrations, etc. to generate tourism for Cleveland.
Strategy: The City, Bolivar County, other governmental agencies, and DSU should consider buying property now for future use and targeted development and redevelopment for public or private sector projects.

Agriculture. Farming has been critical to Cleveland for many years, and much of the land around Cleveland is still best suited for agriculture.
Strategy: Encourage Bolivar County to abide by Cleveland standards for lot size and density in all areas, especially within one mile of the city limits.
Strategy: Extend water and sewer lines judiciously and carefully to minimize sprawl.
Strategy: Encourage local producers through a farmer's market downtown on weekends.
Strategy: Encourage agencies---like the school system or DSU--- and companies to buy locally grown products.

Commercial. Commercial zones serve different functions in different locations.
Goal: Enhance existing commercial areas.
Strategy: Encourage development in existing commercial zones; there is plenty of empty commercial zoning.
Strategy: Gradually eliminate and/or raise standard for Non-conforming commercial properties.
Strategy: Evaluate isolated commercial zonings for rezoning to more appropriate use, especially vacant sites surrounded by residential zones.
Strategy: Discourage commercial encroachment into Residential especially conversions of homes into non-home looking buildings
Strategy: Define different commercial zones by appropriate uses.
Strategy: Allow Offices as permitted uses in commercial zones.
Strategy: Aid traffic circulation by reducing the size and number of curb-cuts / driveways on all major roads.
Strategy: Update signage along US Highway 61 to reduce the "visual clutter".

Goal: Support, enhance, & protect downtown
Strategy: Maintain high standards for development.
Strategy: Allow mixed-use developments with commercial or office on 1st story and residential above.
Strategy: Closely monitor commercial uses in downtown area, encourage desired uses, and restrict uses that negatively impact neighbors.
Strategy: Build downtown; target the downtown area for public sector buildings.
Strategy: Search for grants and other financial programs that aid in downtown development.
Strategy: Buy up empty properties downtown for redevelopment by private or public sector; do not allow properties to deteriorate.
Strategy: Target specific type of development or businesses.
Strategy: Make downtown pedestrian friendly with benches, crosswalks, signs, trash cans, etc.
Strategy: Encourage activities downtown such as concerts, farmer's markets, blood drives, walks, rose lectures, or other tourism type events.

Industrial. There are existing sites available in Cleveland and in a city-created industrial park.
Goal: Enhance existing industries and industrial sites.
Strategy: Encourage / require development in existing industrial zones over land not zoned for industrial or in an established industrial park.
Strategy: Evaluate isolated industrial zonings for rezoning to more appropriate use, especially vacant sites surrounded by residential zones.
Strategy: Restrict commercial uses from industrial zones to better define the zone uses and align land use with zoning.
Strategy: Allow Offices as a permitted use in the industrial zone.
Strategy: Evaluate annexation of industrial properties.

Transportation. There are recommendations for implementation duplicated from the Transportation Plan chapter.
Goal: Provide for future and improve Cleveland's existing circulation system that safely and efficiently meets the needs of residents, businesses and visitors. This is the general overriding transportation goal that covers virtually all the strategies.
Goal: A good transportation network already exists in and around Cleveland that must be maintained.
Strategy: Plan and budget for routine maintenance for all city roads.
Strategy: Pave any city streets that are currently gravel.
Strategy: Anticipate and plan to improve roads of future annexations that do not meet city standards.
Strategy: Encourage Bolivar County to pave gravel roads and to require all new roads to be paved when built.
Strategy: Anticipate potential congested areas and widen busy streets such as Bayou Road and portions of Rosemary.
Strategy: Study and work with MDOT for possible enhancements to the intersection of US 61 and MS 8.

Goal: Provide for and construct new roads that will enhance the function and efficiency of the existing transportation network.
Strategy: Inside the current Cleveland city limits the following new roads should be considered over the planning horizon (in no particular order):

- Add a road from Yale to Sunflower between Bear Pen Park and neighborhoods off of College Road;
- Add a connecting road from Glassco to Memorial and extend that road west eventually to Bishop, and east from US 61 to Pearman;
- Extend Fifth Avenue south, eventually to Laughlin;
- Extend Carpenter east from US 61 to MLK Drive;
- Add a second entryway to the airport off of MS 8 and/or connection to Rosemary (extended) or to McCain Road, even consider access from Crosby.

Strategy: The City leadership should keep the Bolivar County Board of Supervisors aware of the need for improvements and enhancements in the Cleveland Planning Area for the additional new roads over the planning horizon (in no particular order):

- MLK Drive north of Rosemary Road;
- Ronaldman Road north of McCain Road;
- Odom Road south of Rosemary to MS 8 and even south to Peavine Road;
- Smith Road north and south of MS 8;
- The "outer loop" route on the east side of Cleveland, from Merigold south and east to McKnight and from Countyline at Old Ruleville south and west to US 61;
- Evans Road from US 61 to Gilbert Road.

Goal: Encourage and support the proposed Interstate 69 through community and government cooperation in order to increase the economic benefits from this major transportation project.
Strategy: Strengthen ties with MDOT and USFHA to facilitate project's completion.
Strategy: Lobby for additional interchange at either Crosby Road or Township Road as part of initial I-69 project.
Strategy: As I-69 is being built, plan adjacent land use such as the proposed industrial park and commercial nodes at interchanges, and also control off-premise signs (billboards).

Goal: Continue to recognize and strengthen the working relationship with MDOT.
Strategy: Work with MDOT staff on projects, such as better signage and directions along US 61 to downtown and DSU;
Strategy: Enhance the US 61 & MS 8 intersection;
Strategy: Pursue funding opportunities for projects such as bikeways, congestion reduction study around schools, and speeding reduction / traffic calming projects.

Goal: Collaborate with the County, State, and Delta State University to protect and enhance the unique asset of the Cleveland.
Strategy: Continue projects such as the airport expansion, airport fire station, and actively pursue other enhancements.

Goal: The cost of the transportation infrastructure and other infrastructure should not be borne by the government necessarily, and developers should contribute in part if not by constructing it in entirety. However, development benefits all parties and costs could be shared as possible.
Strategy: Developers must be required to build roads, dedicate ROW, and improve major roads, etc. to community standards in order to become part of the community.
Strategy: Connections should be made from existing roads to newly constructed or future roads in order to maintain safe neighborhoods.
Strategy: If the cost of developing inside the city is prohibitive, then the city should pursue incentives to help offset those costs, as it is presently doing, without reducing the requirements or lowering those standards necessary for long-term quality growth. Not any or all growth is good growth.

Goal: Improve the city's image by regulating the physical development form and appearance and updating older or abandoned properties.
Strategy: The "entryways"---paths into town--- should be protected and enhanced through clean-up, restriction of and improvement of signage, sidewalks, etc.
Strategy: The "entryways" outside of the existing city also need to be protected; consider annexation to control uses and appearances.

Strategy: Better "pathways" to DSU & downtown from Hwy 61 need to be developed in the form of the "North Street" project that is being implemented and by additional activities.
Strategy: Rehab old Commercial strips to reduce curb cuts / driveways and add landscaping.
Strategy: Restrict future commercial development to intersection nodes, rather than strips, with minimized curb cuts / driveways and signs, and enhanced landscaping.
Strategy: Use zoning ordinances, code enforcement, and design review regulatory controls to regulate sign and driveway size and location and to enhance the commercial development and the transportation system.

Community Facilities. Community Facilities goals and strategies typically include public sector "infrastructure" like police, fire, water, sewer, etc. It includes physical aspects and non-physical aspects, like governmental services and quality education. It also includes non-government features like utilities, medical services and facilities and, opportunities for jobs. Cleveland's leaders have done a good job providing these things and creating an environment to allow others to develop and build.

Goal: To coordinate growth decisions with the provision of all types of governmental infrastructure---physical & services.
Strategy: Move forward with projects suggested in the Comprehensive Plan to generate jobs and "spin-off" economic activity.
Strategy: Continue policy for water and sewer extension outside city; all must abide by city rules and work to limit and eliminate development that is not connected to central water and sewer systems.
Strategy: Reach out to enhance and protect "entryways" to the city.

Goal: Provide high quality educational opportunities for residents of all ages.
Strategy: Support School District activities directed at enhancing educational opportunities.
Strategy: Support Library System activities directed at education.
Strategy: Support DSU activities directed at enhancing educational opportunities.

Goal: Essential services should be provided as, or before, development occurs and include roadway access (both local roads and facilities serving the development), public water for both domestic use and fire protection, sanitary sewers, and storm drainage facilities.
Strategy: Target growth in direction and form desired by the city with strategic expansions of infrastructure.
Strategy: Continue to require that developers assist with costs or pay full costs of development for projects not on city's timetable.

Goal: Establish, enhance and protect adequate Public Space.
Strategy: Expand cemeteries where they are; evaluate expense per acre in terms of the number of plots and controversy of new locations ("NIMBY" "not-in-my-backyard" protests that occur from neighbors of proposals).
Strategy: Work to place and enforce Land Use restrictions in airport area & floodplain areas.
Strategy: Explore recreational opportunities from the steam plant lake.

Goal: Cleveland's open spaces include the large yards and old trees in some neighborhoods, the parks---passive and active, public building's grounds, and even the street right-of-way.
Strategy: Save old trees
Strategy: Save "yards"
Strategy: Inventory sidewalks and develop plan for strategic connections; 30% of city has them; none since 65; effective system not thorough.
Strategy: Make the grounds of public buildings useable space.

Goal: Expand and improve the existing Parks system to appeal daily to all citizens.
Strategy: Small Neighborhood parks are very valuable; everyone should be able to walk to a neighborhood park; analyze park locations and plan for parks within ½ to one mile of all homes.
Strategy: Continually improve facilities and services for citizens.
Strategy: Develop and implement strategic and operational plans for parks.
Strategy: Explore opportunities for joint projects with other groups such as schools, DSU, and Churches for joint-use of facilities, joint-funding, etc.
Strategy: Exceed SCORP Park standards.

Goal: Make the City Government as effective as possible in meeting the needs of Cleveland's citizens.
Strategy: Develop and implement strategic and operational plans for all departments.
Strategy: Develop an annual survey of citizen opinions of city services.
Strategy: Promote active code enforcement.
Strategy: Monitor zoning categories and proactively change ordinances and maps.
Strategy: Amend zoning ordinance to allow mixed-use developments like Planned Unit Developments (PUDs).
Strategy: Amend zoning ordinance and map to remove old or vacant incompatible zoning or uses.
Strategy: Discuss with Bolivar County a sort of extraterritoriality agreement that allows Cleveland's regulations to apply for water, sewer, zoning, development standards, etc.
Strategy: Work with community groups to identify and target redevelopment or improvements to properties.

Strategy: Encourage more citizen involvement and activism with city activities through activities like leadership classes, neighborhood group discussions, and church group activities.
Strategy: Develop a small grants program for neighborhood "fix-up" enhancement projects.
Strategy: Develop more presence on the internet and make more city information available on the website.
Strategy: Develop a Geographic Information System (GIS) either through in-house staff or through DSU to help with management of fire, police, cemeteries, ditches, pavement, signs, water, sewer, etc.
Strategy: Evaluate current staff levels and allow for increased staffing to increase the thoroughness and effectiveness of review and regulation.
Strategy: Work with DSU to develop opportunities for staffing through internships with students and to develop general support of city government activities.
Strategy: Consider hiring a grant writer to enhance the amount and type of grants received by the city.
Strategy: Facilitate the expansion of all types of government facilities in the downtown.

Goal: Support, enhance, and protect historic districts and properties.
Strategy: Continue strict enforcement of regulations regarding historic districts and properties.
Strategy: Evaluate properties for listing on national or state historic register.
Strategy: Pursue opportunities for grants and other funding to assist historically significant properties.

Goal: Provide streets that are safe, efficient, and in good repair.
Strategy: Actively maintain existing streets, signs, signals and right-of-ways.
Strategy: Investigate options for slowing traffic in neighborhoods.
Strategy: Investigate methods to keep costs of building city roads in line with road costs outside of Cleveland without compromising standards.
Strategy: Discuss options with Bolivar County of requiring adjacent development to build to Cleveland standards.
Strategy: Build and improve roads according to Transportation Plan Map.

Goal: Continue to provide excellent water services.
Strategy: Improve pressure and service in all areas.
Strategy: Strategically extend lines to shape development.
Strategy: Build new and bigger lines to meet future fire rating requirements.

Goal: Continue to provide excellent sewer services.
Strategy: Eliminate septic use within city and adjacent county.
Strategy: Strategically extend lines to shape development.

Goal: Continue development of the Airport facility.
Strategy: Develop and implement strategic and operational plans for airport.

Strategy: Support DSU programs.
Strategy: Market airport to commercial development.
Strategy: Build the airport fire department facility.

Goal: Develop the Civic Center to enhance business and economic activities in Cleveland.
Strategy: Build the facility (and they will come).

Goal: Increase the Library's visibility and influence on citizens.
Strategy: Develop and implement strategic and operational plans for the Library system.
Strategy: Upgrade and enhance the facility.
Strategy: Work to make the library meaningful to a wider audience.
Strategy: Increase the presence on the internet and increase the usability of the website.
Strategy: Continue the Adult literacy programs.

Goal: Maintain the excellent level of fire protection service currently provided, and strive to improve over time.
Strategy: Develop and implement strategic and operational plans for fire protection.
Strategy: Plan to lower Fire Rating to 4 or 3.
Strategy: Investigate fulltime staffing.
Strategy: Actively support the volunteer fire fighters.
Strategy: Maintain equipment as required by fire ratings bureau and replace as needed.
Strategy: Maintain and renew water lines and pressure for all areas of Cleveland.
Strategy: Explore options of additional capabilities such as the airport fire station project with DSU.

Goal: Enhance the safety of the citizens of Cleveland by augmenting the ability of the police force to protect and improving the level of police protection.
Strategy: Develop and implement strategic and operational plans for public safety.
Strategy: Plan for and implement additional training, staffing & equipment.
Strategy: Exceed recommended officers per population levels.
Strategy: Work to lower crime rate to below state average.
Strategy: Target enforcement for speeding in areas of schools, biking or pedestrian activities.

Goal: Graduate educated persons from the City Schools who are ready and able to be successful.
Strategy: Develop and implement strategic and operational plans for school system.
Strategy: Increase graduation rates and testing scores.

Strategy: Achieve Level 5 status for all schools.
Strategy: Create more of a presence on the internet and provide more information and opportunities on the website.
Strategy: Maintain and enhance the existing classrooms, libraries, labs, recreational spaces, and all facilities.
Strategy: Continue using and/or re-use existing facilities especially in the downtown area.
Strategy: Improve circulation around schools to ensure safety and ease congestion.

Goal: Investigate options for alternative and advanced technologies to enhance government services to citizens.
Strategy: Investigate wireless internet options for the city.
Strategy: Explore technology options like fiber optic cable for Cleveland.
Strategy: Encourage alternate energy such as steam power or solar energy generation.

Goal: Develop first-class medical facilities in Cleveland that meet the needs of the citizens.
Strategy: Work with Bolivar hospital to improve the ambulance service.
Strategy: Investigate option of a minor medical center on the Convention center property or somewhere else.
Strategy: Explore options of an “ambulance tax” to upgrade service.
Strategy: Explore options of Cleveland providing ambulance service in the future (perhaps as part of requirement for better Fire Rating).

Goal: Continue the close working relationship with Bolivar County and all governmental agencies in Cleveland.
Strategy: Bolivar County should implement recommendations of their Comprehensive Plan.
Strategy: All governments should move forward with projects suggested to generate jobs and “spin-off” economic activity.
Strategy: All governments should stay downtown and encourage additional development in the “core” area of Cleveland.
Strategy: All governments should renovate existing facilities as much as possible.
Strategy: Bolivar County should work to raise development standards and let Cleveland regulations guide activities adjacent to the city.
Strategy: Encourage and assist MDOT’s presence on North Sharpe Avenue.

Delta State University (DSU). This last, but definitely not least, set of goals and strategies involves the relationship between the City of Cleveland and Delta State University. Success for DSU translates directly into success and prosperity for Cleveland. These goals cover aspects of Community Character, Land Use,

Transportation, Economic Development, Residential, Public/ Semi-Public, and Community Facilities.

Goal: Support, enhance, and protect Delta State University.
Goal: Increase opportunities for DSU to be an economic development tool.
Strategy: City/University partnership for projects, like the airport fire station should be continued and expanded.
Strategy: DSU could consider buying homes in adjacent neighborhoods and using them as rental houses for students, faculty and staff.
Strategy: The City and DSU should explore grant opportunities for restoration of historic buildings on campus.
Strategy: The campus historic buildings could be renovated and maintained as campus housing.
Strategy: DSU should continue with planned projects to generate jobs and "spin-off" economic activity.
Strategy: DSU should work with all agencies to explore options for joint projects, joint funding, joint use of facilities, etc.

Goal: Seek more direct connections between the City government and DSU.
Strategy: Work with DSU to develop opportunities for staffing through internships with students and to develop general support of city government activities.
Strategy: Explore traffic calming projects for Campus edges, on Hwy 8, 5th Ave, and Maple Street.
Strategy: Create a zoning district specifically for DSU to allow no conflict with the zoning ordinance and allow DSU to use its land the way DSU wants.
Strategy: Explore opportunities for classes at DSU to become involved in city government. For example, Community Development or Political Science classes could work with city administration, planning and/ or housing departments; education classes could work with schools; etc.
Strategy: Develop a Geographic Information System (GIS), either through in-house staff or through DSU, to help with community mapping and analysis.
Strategy: Explore community service options or requirements in place for students.

Goal: Increase interaction between the citizens of Cleveland and DSU for daily activities.
Strategy: Campus groups could "adopt a road" to clean litter.
Strategy: Explore options for joint use of football stadium and other facilities.
Strategy: Publicize activities of all type on DSU campus for citizens.
Strategy: Explore options for grants to help interaction between DSU and Cleveland citizens.
Strategy: Emphasize to citizens how important DSU is to the community.

Summary. Cleveland is a good place with good potential for a good future. The citizen survey included comments that were positive about Cleveland such as the following:

- It's a safe place (12 responses);
- It's a nice, quiet, friendly place with a small town atmosphere that is home (16 responses);
- Good quality of life & good people (7 responses); and
- Good schools (5 responses);

The survey respondents and committee members were a very committed positive group of long-term Cleveland residents with an overall positive perception and a strong sense of pride in Cleveland. They all believe in the future of Cleveland and want to help shape the best possible future.

Cleveland's overall situation is one of slow-growth, with a stable atmosphere over the years. This should continue even through tough economic times. The citizens and city want to slowly raise the standards for development, appearance, and services. This should lead to better "quality of life" and a higher standard of living, with more and better opportunities, for all of Cleveland's citizens.

Chapter 6.
Transportation Plan

Transportation planning is an important part of a community's comprehensive planning process. The community's future development, economic growth, and quality of life are influenced by its transportation system. Originally, it was the railroad and the downtown street grid that helped define Cleveland. US Highway 61 and MS Highway 8 continue to shape Cleveland's growth pattern. In the future, it is anticipated that Interstate 69 will also influence the development pattern. Interstate 69 will change existing transportation patterns when it is built. By anticipating the construction of I-69, the City of Cleveland can take the steps to obtain maximum benefit from the changes and to minimize any negative changes that might occur.

The required **Transportation Plan Maps** is attached as **Maps 7 & 8**. The maps show various levels of detail; the first shows Cleveland's existing city limits and the detail of the transportation network; the second map expands the coverage area to show the entire Planning Area, including the I-69 proposal. In addition to the maps, this transportation component of the Comprehensive Plan examines issues related to the current transportation situation in the City of Cleveland, provides information regarding the operation and development of the transportation system, and describes the desired future transportation system by providing recommendations for achieving the transportation-related goals.

The basic grid for transportation in Cleveland and its Planning Area is currently in place. Cleveland has approximately 131 miles of roads in the city with about 6 miles maintained by the Mississippi Department of Transportation (MDOT) and approximately 125 miles maintained by the city. There are approximately 124 additional miles in the planning area with 8 miles maintained by MDOT. Significant portions of the county roads are gravel.

It is interesting to note that in the Planning Area for Cleveland there are some serious impediments to completing parts of the transportation network. For example, the towns of Renova and Boyle have roads running right through them from east to west that would be natural major roads and good candidates for widening that could/would negatively impact these towns. For that reason, the area of McKnight Road, near Renova, is proposed as a Collector rather than an Arterial, and near Boyle, a possible Bypass highway is shown instead of widening existing MS 446. The location of the airport and sewage lagoon facilities northwest and southeast of Cleveland also impede through-routes. Rosemary Road cannot be extended further west to complete a "loop" network and the same is true of Laughlin Road to the east. Yale Street cannot be connected to White Street inside the city because of a housing development that was built.

However, the basic network is in place and works well, but improvements are needed to some major thoroughfares and additional right-of-way may need to be acquired as development occurs.

Functional Classifications & Existing Corridors. Functional classification defines the role any particular road/street/highway plays in facilitating the flow of traffic through a highway network. Roads serve two separate and conflicting functions: one to carry traffic and the other to provide access to adjacent property land use. The more traffic a road carries, the greater the difficulty in accessing property directly from the road. As the number and density of access points increases through intersections or driveway/curb cuts, safety is compromised and speed limits need to be lowered, therefore, reducing the traffic carrying capacity of the road.

The functional classifications described below are derived from the US Federal Highways Administration (FHWA) "Functional Classification Guidelines." To summarize, arterials emphasize a high level of mobility for through movement. Collectors are mid-range streets providing both mobility and access. Local streets are characterized by a high level of land access, i.e. "curb-cuts" or "driveways" to allow cars onto the property. In many communities these definitions are blurred because of the need for access to the property from the arterial. Also, over time, as the traffic increases, the use of the road changes.

The Mississippi Department of Transportation (MDOT) **Functional Classification System Map** for the Cleveland Urban Area is attached as **Map 9**

Arterials: Arterials should serve major centers of activity and the highest traffic volume corridors. They also should carry the major portion of trips entering and leaving an area and the majority of trips passing through the area. In Cleveland, US 61 and MS 8 are the only roads shown as principal arterials. Several streets are shown as minor arterials: North-South arterials include: Bishop / Ronaldman, Fifth Avenue, Memorial / Leflore Sharpe (south of MS 8), and Pearman; East –West arterials include: Rosemary, College / Lee, and an un-built future minor arterial south of Yale Street on the alignment of Glassco.

Collectors: The collector street system gathers traffic from local streets, provides traffic circulation between residential neighborhoods, commercial and industrial areas, and provides land access as a secondary function. The collector system also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Inside the city limits of Cleveland, North-South collectors include: Bayou, Sharpe (north of MS 8), Cotton Row (south of MS 8), Chrisman (south of MS 8), and Pearl (from White to Lee); East-West collectors include: Carpenter (from Bayou to Sharpe), Sunflower (from MS 8 west), North Street, Dubbs Street, Court, Yale, and White.

Blank page for Map 7---City Transportation Plan Map

Blank page for Map 8---Planning Area Transportation Plan Map

Local Streets: The local street system comprises all facilities not included in one of the higher systems and provides direct access to abutting land and access to the higher order streets in the transportation system. These are typical neighborhood streets.

The Bolivar County Functional Classification System Map is not included because in the vicinity of Cleveland only US 61 and MS 8 are shown as arterials, and, seven routes---Yale Street, Bayou Avenue, Township Road, MS 446, McKnight/Odom/Zumbro (northeast of Cleveland), Yeager (just west of the planning area), and Jones Bayou (just southeast of the planning area) are shown as collectors.

There are a number of proposed changes from the existing Functional Classification Maps to the Transportation Plan Map, although most of the changes involve roads beyond the existing city limits of Cleveland. Inside the city, the extension of Fifth Avenue is proposed to be as a Collector and extended to Laughlin Road. Memorial, south of Yale, has been proposed as a Collector instead of a Minor Arterial, and is proposed as a Collector to Laughlin. Cross Street has been proposed as a Collector from US 61 to Moore Street, just outside the existing city limits, due to the large number of houses in the area and the public schools. A new Collector street is proposed to be built of the east side of Bear Pen Park, off College, from Yale to Sunflower to help with access to the park---eliminate through-traffic---and to help access for the neighborhoods in the area.

A significant portion of city floodplain is on Jones Bayou along North Bayou Avenue. The area between Jones Bayou and North Bayou Avenue is developed and has a number of dwellings, including single-family units, manufactured units, and multi-family units. This area has been subject to flooding in the past. North Bayou Avenue is a collector that is seeing more traffic. It should be widened at some point during the planning period, north of MS 8, and the existing buildings are especially close to the road on the west side along Jones Bayou and will probably have to be acquired and demolished.

The Glassco corridor proposed road has been changed from Minor Arterial to Collector and Laughlin, further south, has been added as a Minor Arterial. The Ronaldman / Bishop corridor has been revised to be a Collector, from Arterial, and a Minor Arterial corridor has been proposed one mile further west on Crosby Road. Ronaldman Road, north of Rosemary Road is proposed as a Minor Arterial to McKnight Road, and McKnight is proposed as a Minor Arterial from Ronaldman west to Crosby. Pearman/ MLK Drive has been changed from a Minor Arterial to a Collector and is proposed for extensions to the north and south. Previous planning had envisioned a “loop” of four-lane roads around Cleveland---Glassco on the south, Bishop/Ronaldman on the west, Rosemary on the north, and MLK/Pearman on the east. This idea has been continued with the

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south and west roads being moved further out and the east and north roads remaining the same.

An “outer loop” to compliment the inner loop is proposed, due in part to the I-69 proposal. The proposed Interstate 69 route makes up the north and west sides of the “outer loop” and Mississippi Highway 446, Taylor and Peavine Roads make up the southern edge. MS 446, Taylor and Peavine are proposed as Minor Arterials. There is some concern about a major route passing through the middle of the Town of Boyle, although MS 446 is shown as having an intersection off of I-69. An alternative is shown further south as a part of the proposed I-69 route south of Boyle outside the designated planning area. The eastern leg of the “outer loop” consists of proposed roads and existing roads beginning on the northern edge of the planning area near Merigold where the proposed I-69 shows an interchange in the vicinity of Hiller Road. A new Minor Arterial would extend from I-69 to US 61, (or this could be Hiller Road), then south and east without crossing the Sunflower River to Odom Road and to McKnight Road, turning south on the Bolivar-Sunflower County line, crossing MS 8 along the County line and looping south and west back to US 61 south of Boyle where the Interstate 69 extension terminates.

Additional existing roads inside the planning area have been proposed for Minor Arterial or Collector status and a ½ dozen new road segments have been proposed as well.

One additional major improvement that has been proposed on the Transportation Plan is that an interchange be shown on I-69 at either Crosby or Township Roads, in the northwest edge of the planning area. This is proposed to enhance access to I-69 in the vicinity of a proposed future industrial park.

Right Of Ways (ROW) standards. The City of Cleveland’s subdivision regulations have established standards for road rights-of-way (ROW), curb-to-curb distances, and pavement widths for the various types of roads. They are as follows:

Table 27. Cleveland Road Standards.

Street Type	ROW (min. width)	Pavement (min. width)
Arterial	120’	Variable
Major collector	80’	36-44’
Minor Collector or local road for business	60’	36’
Local road for Apts or Row houses	60’	36’
Local road for other	60’	30’
Marginal Access	40’	26’
Alleys	20-25’	

The above pavement widths allow for each paved lane to be 13' to 22' in width and concrete is required.

Federal and state highways that are usually categorized as expressways, freeways and larger arterials generally require a ROW in excess of 100 feet to allow for five or more lanes of pavement and/or a median. Typically their ROW is 100-300 feet in width. Interstate 69 is proposed to have a 300-foot right-of-way that will be established by federal highway standards. US highway 61 and Mississippi Highway 8 have ROW established and maintained by MDOT.

The subdivision regulations cover all aspects of road location and building including intersection angles (as nearly at right angles as possible), intersection offset distances (not less than 125 feet), sight distances at intersections, block dimensions (400-1000 feet in length), dead-end or "half" streets, easements, and crosswalks.

Traffic Counts. The MDOT conducts counts every year across the state to derive an Average Daily Total (ADT) for vehicles on road segments. MDOT conducts a new count on each of its sites at least once every four years. There are 30 sites in Cleveland where counts are taken. The counts over the past 10 years are shown in Table 28. The counts show several items of note:

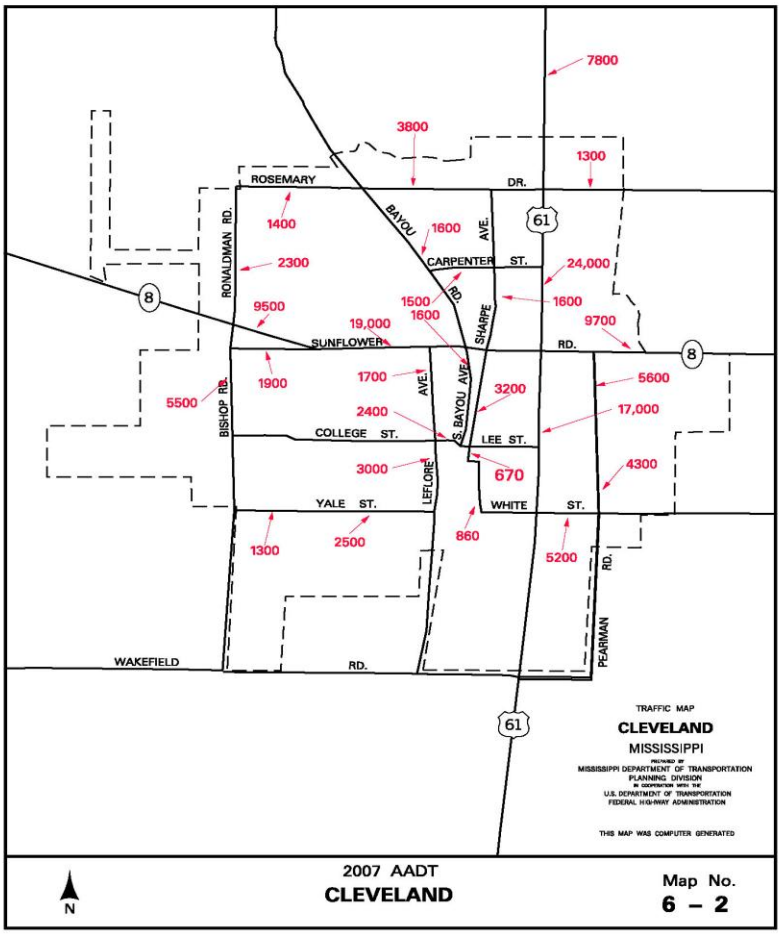
- First, almost all counts are up! Except for North Bayou & Hwy 61
- Second, 80% of the roads have higher totals in 2006 compared to 1996.
- Third, all of the roads into Cleveland are up except Hwy 61 north. And Hwy 61 can be explained because there has been significant construction on Hwy 61 north of Cleveland over the past few years.

Table 28. Traffic Counts in Cleveland, 1996 – 2006.

Location	1996	2001	2006
Hwy 61 (north of Cleveland)	11000	11000	7800
Hwy 61 (north of Hwy 8)	19000	25000	23000
Hwy 61 (south of Hwy 8)	16000	19000	18000
Hwy 61 (south of Cleveland)	9200	12000	14000
Hwy 8 (west of Cleveland)	3400	3300	3600
Hwy 8 (east of Ronaldman)	5200	5900	8500
Hwy 8 (@ Delta State)	14000	17000	19000
Hwy 8 (east of Hwy 61)	9200	8900	9500
Hwy 8 (east of Cleveland)	7100	6500	8800
Rosemary Drive (west of Hwy 61)	3500	3000	3700
Rosemary Drive (east of Hwy 61)	1400	1100	1300
Rosemary Drive (west of Bayou)	1200	1300	1400
Bayou Road (north of Carpenter)	1700	1700	1600
Bayou Road (south of Hwy 8)	1700	1700	1600
Carpenter Street	1400	1600	1500
Ronaldman Road	1400	1800	2300
Bishop Road	4900	5000	5400
Sharpe Avenue (north of Hwy 8)	990	1100	1400

Sharpe Avenue (south of Hwy 8)		3000	3200
Sharpe Avenue (south of Lee)		790	670
College Street	2300	2200	2400
Leflore Avenue (north of College)	1400	1300	1700
Leflore Avenue (south of College)	2900	2600	2900
Yale Street (east of Bishop)	1300	1300	1300
Yale Street (west of Leflore)	2100	2000	2500
White Street (east of Hwy 61)	4300	4800	5100
Pearman Road (north of White)	3700	3900	4200
Pearman Road (south of Hwy 8)	5400	3400	5600
Pearl (north of White)	890	750	950
W Sunflower Road (east of Bishop)	1200	1400	1800
Source: MDOT Traffic Counts			

Figure 9 shows the 2007 MDOT Map for Traffic Counts in Cleveland to give an indication of where traffic counts are taken around the city.



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Several intersections have been identified as having observed and perceived congestion problems. For example, the intersection of US 61 and MS 8 is often backed-up in all directions and is difficult to get through, especially making a left-hand turn in all four directions. Also, MS 8 is congested in front of the high school and middle school in the mornings and afternoons. There is a high volume of pedestrian traffic crossing US 61 at Cross Street before schools begin and after dismissal.

Commuting Patterns. Another way to examine the transportation system is to look at the commuting pattern of the residents.

Cleveland's commuting patterns have not changed dramatically since 1990 and have remained close to the state and county averages for commuting time and persons driving alone to work. In 1990, Cleveland had 6,609 workers, 70.9% of whom worked in the city limits of Cleveland. The percentage of workers who drove alone was 71.8% and 5.1% either walked to work or worked at home. The 1990 Census reported an average travel time of 18 minutes for Cleveland workers. In 2000, the number of workers over the age of 16 decreased by over 1000 workers (from 6,609 to 5,288), and those working in Cleveland decreased to 62%. The percentage of those walking to work (1.8%) and working at home (1.6%) also decreased according to the 2000 Census. However, those driving alone increased to 80%. Even though more people are driving outside of Cleveland for work, the average travel time in 2000 decreased from 18 to 15 minutes.

Cleveland is comparable to both Bolivar County and the State of Mississippi in percentages of workers driving alone (75.1%, 79.4%) and walking to work (2.9%, 1.9%). However, Cleveland workers have a shorter commute time of 15 minutes compared to Bolivar County (19.7 minutes) or Mississippi (24.6 minutes).

Other Modes of Transportation. In Cleveland, as in the rest of the Country, the transportation network is heavily oriented toward the automobile. And, as shown above, the vast majority of citizens are driving alone in their cars to work and for most other trips. Other forms of transportation such as the railroad---or loss thereof, the airport, and the nearby Mississippi River Port at Rosedale, are significant to Cleveland. Pedestrian or cycling circulation is not a current focus but should be addressed as well.

As was the case in most small towns across the country, the railroad played a vital role in the development of Cleveland. It also divided the town down the middle. In Cleveland the railroad has closed, torn up the tracks, and sold or given the former right-of-way (ROW) to the city or adjacent property owners. So, in place of railroad tracks though the center of downtown, there is a park with walking paths and landscaped gardens for everyone to enjoy. This provides an

extra place for recreation, a focal point for downtown, and eliminates several potential problems such as division of the city if a train stopped or derailed; dangerous at-grade crossings; very expensive “fixes” to at-grade crossings; and the danger of derailments or hazardous chemical spills from the train in the downtown or adjacent residential areas.

The airport is often another primary component of the transportation system, and in Cleveland the airport serves a somewhat different purpose. It is a very active airport, but that is because of the Delta State University programs to teach flight training and other aspects of airport and airplane maintenance. There are no public passenger or commercial services through the airport, yet there is a great deal of activities on-site. There are fewer industrial or commercial buildings associated with the facility, however, this should modify over the planning horizon. Plans should be made for better access to the airport and for improvements that are anticipated and are being made at present. The airport runway is being expanded to 5000’ in length and it is anticipated that it will be expanded more in the future. A fire station at the airport is being planned and funded through the city, DSU, and the state of Mississippi.

Approximately 20 miles to the west of Cleveland is the Port of Rosedale, Mississippi. This port on the Mississippi River handles a variety of agricultural and industrial products, many of which are routed through Cleveland. Highway 8 connects Cleveland with Rosedale, but there is no railroad connection. The port has its own railroad with connections south to Greenville.

As previously noted, the transportation industry plays a role in Cleveland and Bolivar County’s economy with almost 15% of Cleveland’s workforce and over 20% of Bolivar County’s workforce categorized in the Production, Transportation, & Material moving occupations. The manufactured goods have to be moved almost entirely by trucks. No railroad means more trucks are being used to transport goods.

No sidewalk survey was conducted for this plan, but it may be noted that an incomplete pedestrian system exists. There are areas that have good sidewalks, poor sidewalks, and many areas with no sidewalks. People can be seen walking on the pavement on side streets, and along the side of major roads where no sidewalks exist. This is typical of most places, and it would be cost prohibitive to retrofit the entire city with sidewalks. For over 20 years, sidewalks have not been required as part of the subdivision development in Cleveland. An inventory of sidewalk location and condition should be undertaken to reveal areas of opportunities and constraints. From this inventory a plan should be created for connecting gaps in the pedestrian system and connecting neighborhoods with parks and other community facilities.

The same can be said about bikeways, and the conditions and need for both pedestrian ways and bikeways were pointed out in the citizen’s survey. The grid

street system in much of Cleveland with the wide, flat, concrete streets could be used for bicycle lanes, and the grid system allows alternate routes for traffic / bicycling. Some places have developed special bike lanes integrated with vehicle traffic throughout the city, and others have designated certain less heavily traveled streets as bicycle routes.

Speeding was identified as a general concern about traffic by the citizens who responded to the survey, but it becomes especially important in high pedestrian of cycling areas. Action should be taken to slow the traffic along some major corridors, Fifth Avenue, Court Street, Cross Street, College, etc, where there is more pedestrian and bicycling potential.

Transportation Planning "Best practices". Some Transportation Planning "Best practices" concepts/assumptions that are being integrated into the goals and strategies for Cleveland include the following:

- In exchange for development rights, the developer should be required to make infrastructure improvements including road improvements because of the increased infrastructure and road usage caused by the development. This should take the form of creating roads where none exist, paving gravel roads, improving narrow width roads, dedicating right of way for the existing road, if none exists, dedicating additional right of way for expansion, and potentially adding lanes to congested roads.
- Existing roads should be extended to connect new adjacent developments, and each new development should build some road stubs to the edge of the property for future connections and "neighborhood-building". Inter-connected areas provide better and safer access for emergency vehicles and help minimize congestion at intersections. There should be multiple points of access for all developments of a certain size (for example, any subdivision of twenty (20) or more lots must be designed to have two points of access from major roads).
- Most of the roads in the Planning Area for Cleveland and in any undeveloped areas are local roads that have direct access from property owners. These roads also function as arterials and collectors and will only increase in that function over time. They often have established buildings very close to the road right of way. The City, County, and other governmental agencies, should discourage or minimize any new driveways onto these major streets and attempt to minimize the number of curb cuts and driveways. Any new buildings along these thoroughfares should, in addition to having alternative access, be set back further from the existing pavement to allow for future road widening and improvements.
- Future streets have been "reserved" by mapping them on the Future Land Use and Transportation Plan. This way the City and County should not allow development to occur on planned rights of way. Enforcement of this legislation is accomplished through the use of the Subdivision Regulations and by refusing building permits that encroach in mapped rights of way.

Recommendations for Implementation. These recommendations have been pulled from the discussion above, the discussions with committee members, Board members and staff, and the survey feedback. They are presented here in the Transportation Plan section, and have also been integrated into the Goals section (above). These Goals and Strategies are not going to be accomplished all at once, and may not be accomplished over the 20 years of the Comprehensive Plan but should be considered for implementation either in incremental or total fashion. Future conditions may necessitate changes in either goals or strategies or both.

Goal: Provide for future and improve Cleveland's existing circulation system that safely and efficiently meets the needs of residents, businesses and visitors. This is the general overriding transportation goal that covers virtually all the strategies.
Goal: A good transportation network already exists in and around Cleveland that must be maintained.
Strategy: Plan and budget for routine maintenance for all city roads.
Strategy: Pave any city streets that are currently gravel.
Strategy: Anticipate and plan to improve roads of future annexations that do not meet city standards.
Strategy: Encourage Bolivar County to pave gravel roads and to require all new roads to be paved when built.
Strategy: Anticipate potential congested areas and widen busy streets such as Bayou Road and portions of Rosemary.
Strategy: Study and work with MDOT for possible enhancements to the intersection of US 61 and MS 8.

Goal: Provide for and construct new roads that will enhance the function and efficiency of the existing transportation network.
Strategy: Inside the current Cleveland city limits the following new roads should be considered over the planning horizon (in no particular order):

- Add a road from Yale to Sunflower between Bear Pen Park and neighborhoods off of College Road;
- Add a connecting road from Glassco to Memorial and extend that road west eventually to Bishop, and east from US 61 to Pearman;
- Extend Fifth Avenue south, eventually to Laughlin;
- Extend Carpenter east from US 61 to MLK Drive;
- Add a second entryway to the airport off of MS 8 and/or connection to Rosemary (extended) or to McCain Road, even consider access from Crosby.

Strategy: The City leadership should keep the Bolivar County Board of Supervisors aware of the need for improvements and enhancements in the Cleveland Planning Area for the additional new roads over the planning horizon (in no particular order):

- MLK Drive north of Rosemary Road;

- Ronaldman Road north of McCain Road;
- Odom Road south of Rosemary to MS 8 and even south to Peavine Road;
- Smith Road north and south of MS 8;
- The "outer loop" route on the east side of Cleveland, from Merigold south and east to McKnight and from Countyline at Old Ruleville south and west to US 61;
- Evans Road from US 61 to Gilbert Road.

Goal: Encourage and support the proposed Interstate 69 through community and government cooperation in order to increase the economic benefits from this major transportation project.
Strategy: Strengthen ties with MDOT and USFHA to facilitate project's completion.
Strategy: Lobby for additional interchange at either Crosby Road or Township Road as part of initial I-69 project.
Strategy: As I-69 is being built, plan adjacent land use such as the proposed industrial park, and commercial nodes at interchanges and also control off-premise signs (billboards).

Goal: Continue to recognize and strengthen the working relationship with MDOT.
Strategy: Work with MDOT staff on projects, such as better signage and directions along US 61 to downtown and DSU;
Strategy: Enhance the US 61 & MS 8 intersection;
Strategy: Pursue funding opportunities for projects such as bikeways, congestion reduction study around schools, and speeding reduction / traffic calming projects.

Goal: Collaborate with the County, State, and Delta State University to protect and enhance the unique asset of the Cleveland.
Strategy: Continue projects such as the airport expansion, airport fire station, and actively pursue other enhancements.

Goal: The cost of the transportation infrastructure and other infrastructure should not be borne by the government necessarily, and developers should contribute in part if not by constructing it in entirety. However, development benefits all parties and costs could be shared as possible.
Strategy: Developers must be required to build roads, dedicate ROW, and improve major roads, etc. to community standards in order to become part of the community.
Strategy: Connections should be made from existing roads to newly constructed or future roads in order to maintain safe neighborhoods.
Strategy: If the cost of developing inside the city is prohibitive, then the city should pursue incentives to help offset those costs, as it is presently doing, without reducing the requirements or lowering those standards necessary for long-term quality growth. Not any or all growth is good growth.

Goal: Improve the city's image by regulating the physical development form and appearance and updating older or abandoned properties.
Strategy: The "entryways"---paths into town--- should be protected and enhanced through clean-up, restriction of and improvement of signage, sidewalks, etc.
Strategy: The "entryways" outside of the existing city also need to be protected… consider annexation to control uses and appearances.
Strategy: Better "pathways" to DSU & downtown from Hwy 61 need to be developed in the form of the "North Street" project that is being implemented and by additional activities.
Strategy: Rehab old Commercial strips to reduce curb cuts / driveways and add landscaping.
Strategy: Restrict future commercial development to intersection nodes, rather than strips, with minimized curb cuts / driveways and signs, and enhanced landscaping.
Strategy: Use zoning ordinances, code enforcement, and design review regulatory controls, to regulate sign and driveway size and location, and, to enhance the commercial development and the transportation system.

Chapter 7:
Future Land Use

The general over-reaching goal for the Future Land Use policies for any city is to promote quality growth and enhance the quality of life for its citizens. Cleveland is no different and holds this as the overall goal for its Future Land Use Plan. In the 1968 Comprehensive Plan, eight "planning precepts" were listed that still apply as the objectives for Cleveland's future. They are as follows:

- Protection, improvement, and growth of residential neighborhoods;
- Conservation of open space and the procurement of adequate lands for schools, recreational facilities, and other public services;
- Prevention of incompatible land uses and the protection from of screening of nonconforming uses;
- The securing, development, and maintaining of good traffic circulation through an adequate system of streets and thoroughfares;
- Preservation and development of land use and values in the Central Business District, including provisions of adequate parking facilities;
- Improvement and expansion of utility services in a systematic manner;
- Development and protection of commercial and industrial areas; and,
- Assure the highest and best land use commensurate with community objectives and serve as a guide in the redevelopment of substandard and blighted areas.

During the next 20-25 years there will be more change coming to Cleveland and new challenges as well as the need for continuation of the previous "planning precepts". One specific challenge/change that is already known is the proposed Interstate 69 project. As previously mentioned in the Transportation Plan, I-69 will change transportation patterns as well as the land use patterns. This Plan is an opportunity to analyze these possible changes and to prepare for actions that maximize the benefits to Cleveland, its citizens, and the area.

Through specific steps aimed at raising standards in residential, commercial, industrial development Cleveland is making a better future for its citizens. Those steps include: revising zoning and other ordinances; change of occupancy inspections; requiring all recipients of Cleveland water and sewer services to adhere to building codes and higher standards than otherwise might be required; protection and enhancement of the natural resources; and, planned increases in services and maintenance of standards of service provision.

Mississippi Law requires that a Comprehensive Plan include a Future Land Use Plan, which is in a map or policy form, and should provide a discussion of the general distribution of the uses of the land. The **Future Land Use Plan** (**Maps 10, 11, & 12**) shows a graphic representation of Cleveland's development plan for the next 25 years, showing the same information at different scales, as did the Existing Land Use Maps. The policies have been broken into categories to

Left Blank for Planning Area Future Land Use Map: Map 10

Left Blank for City Future Land Use Map: Map 11

Left Blank for “Core” Future Land Use Map: Map 12

match the areas defined on the Future Land Use Plan maps. They are intended to help the city's decision makers, public and private, interpret the colors on the Future Land Use Plan Map and achieve the future development vision for Cleveland as identified earlier in this Comprehensive Plan. The Future Land Use Plan Map should be consulted before decisions regarding land uses are made.

As with the other maps, the Towns of Boyle, Renova, and Merigold are not included with analysis for future land use categories.

Future Land Use Categories. The Future Land Use Plan Map illustrates ten (10) land use categories. These are color-coded according to the key on the maps, and the definitions follow. Each category is presented with discussion for the Cleveland Planning Area and the Cleveland existing corporate limits separately. Sometimes in a Comprehensive Plan the projected population is used to calculate the amount of each type of land use category will be needed over the planning horizon. This was not done in this instance because of the stability, or slow growth potential, found in Cleveland's probable population change, and there is enough vacant in city and immediate vicinity to absorb. The planning area also allows hundreds of acres of development potential for all categories of future land use. Careful oversight and enforcement of policies for placement of future land uses is needed in order to satisfy the needs of the entire community, to control any new growth, and to protect and enhance the existing properties and neighborhoods.

Extra Low Density Residential. As previously mentioned in the Existing Land Use section, FEMA's 100-year floodplain areas serve important functions and should be protected from development. Many floodplain areas are presently being used for agricultural purposes and these uses should continue. The floodplain areas are almost exclusively located in the planning area. For the purposes of the Future Land Use Plan & Map, development in the 100-year floodplain can be allowed if after close review, it protects those who would use the property, and those upstream and downstream, from harm. These areas are best used as agriculture but could develop as residential. Residential uses should be lots of five (5) acres or more for each house if no central sewer system is used, that is, if an on-site individual septic system is used. If a central sewer system is available, from Cleveland or from some other provider, then the maximum density of development should be one-half (1/2) unit per acre. The Bolivar County Health Department or the Mississippi Department of Health has jurisdiction to set requirements for sewage treatment facilities, but they should not be less than the guidelines herein and may be more stringent for the protection of public health and safety.

The floodplain inside the city is narrow strips of low ground and detailed studies have been done for the FIRM maps to establish flood elevations for the properties. A significant portion of city floodplain is on Jones Bayou along North Bayou Avenue. The area between Jones Bayou and North Bayou Avenue is developed and has a number of dwellings, including single-family units, manufactured units, and multi-family units. This area has been subject to flooding in the past. North Bayou Avenue is a collector street that is seeing more traffic. It should be widened at some point during the planning period, north of MS 8, and the existing buildings are especially close to the road on the west side along Jones Bayou and will probably have to be destroyed. The area on the west side of North Bayou Avenue has been identified with a future land use of extra low residential so as to not allow dense development on vacant tracts or dense redevelopment on other properties.

Development is allowed in the floodplain, and filling of the floodplain to raise the land's elevation out of the floodplain designation is allowed. There are specific processes to do this requiring permits and engineering expertise. Certain types of development are routinely restricted or prohibited in floodplain areas when the threat of pollution or widespread additional damage could occur. Cleveland's Floodplain Management Ordinance is one tool in place to control development in the floodplain and to minimize the hazard posed by flooding.

The airport area represents an unusual situation for future land use. Most airport areas would anticipate future development as industrial or commercial to support the growing activity at the facility. The growth at the Cleveland airport has more to do with the DSU educational programs than with commerce at or through the airport. The adjacent properties must be allowed the opportunity to develop in some form, and the mistake of allowing residential properties to develop in the path of airport growth---as has already been seen---should be avoided. The ideal future land use for the area to the north of the existing airport runway, and to a lesser degree to the south of the airport, is agricultural crops. However, the adjacent areas are already seeing pressure to allow development as residential. For these reasons, an area adjacent to the airport has been shown as extra low residential on the future land use map.

Low Density Residential. As with any city, Cleveland presently has, and will continue to have, a variety of housing lot sizes, architectural types, and residential densities. While Cleveland is willing to accommodate all types of residences, it places emphasis on detached single-family units. Low Density Residential should be defined as allowing a maximum density of three (3) units per acre with a central sewer system. This category includes only single-family detached residential dwellings with only one unit per individual lot. This category is intended for the larger, more suburban lot size and style.

In the Planning Area, this standard should be maintained---a maximum density of three (3) units per acre with a central sewer system, plus an allowance for an individual home site, without a central sewer system, of two to five (2-5) acres be added to allow for an on-site individual septic system to be used. The Bolivar County Health Department or the Mississippi Department of Health has jurisdiction to set requirements for sewage treatment facilities, but they should not be less than the guidelines herein, and if determined by those agencies, more stringent requirements should be enforced for the protection of public health and safety.

In Cleveland the zoning designation of R-1 will allow development at three dwelling units per acre or less. Again, the intent for this category is for single-family detached residential units on individual lots of 12,500 square feet or larger. There are developed and undeveloped areas of low density residential shown inside the city, and a number of low density residential lots being built just outside the city limits.

Medium Density Residential. The “medium density” category is also designed for single-family detached or even attached residential dwellings with only one unit per individual lot. The overall density of each development should be between three and eight (3-8) units per acre with central sewer systems. The goal is for housing style and lot size variety but with smaller lots and large single-family homes. This designation covers most of the city and includes developed areas, vacant areas, and allows for redevelopment in many places.

In the Planning Area, this category is only suited for areas with a central sewer system. Medium density is not suitable for individual on-site sewage treatment.

Inside the city, in areas with central sewer that are shown as “medium density”, a variety of lots sizes can be accommodated for single-family detached or even attached dwellings so long as the overall density of the development is three to eight (3-8) units per acre. The current zoning designation R-2 will allow development at over 4 units per acre with a minimum lot size of 9,000 square feet. Concerns have been raised that the R-2 zoning designation allows a desirable sized “city” lot, but that the ability to develop duplexes in this zone needs modification or elimination to maintain and enhance housing stock. The zoning designation of R-3 also would allow “city-sized” lots of 6,000 square feet, producing a maximum density of almost seven (7) units per acre. Even the current zoning designation of R-4 could be appropriate with lots of 5,000 square feet. There are a number of 5,000 to 6,000 square feet lots existing in older parts of Cleveland that could develop or re-develop and need an option other than multi-family. Again, however, medium density residential should be for single-family units attached or detached but no multi-family units.

High Density Residential. This category includes all types of non-single family detached housing units including duplexes, three and four-family units, cluster developments and apartments. It allows for dense development in the range of seven to fifteen dwelling units per acre. A new zoning designation may be needed to cover this category. A number of the individual existing projects would become non-conforming uses under the proposed Future Land Use Map, and future multi-family projects would be located in more appropriate locations.

These developments should have direct access to major local roadway systems. They should not be mixed into existing residential neighborhoods without adequate space, including setbacks, yards, and buffering. Multi-family developments should include designated parks/open space areas. These spaces shall be provided in large, relatively contiguous areas, centrally located in the development and suitable for active recreation purposes. Strict site design standards should be applied to any proposed development in these zones.

Commercial Land Uses. The zoning ordinance defines three commercial zoning categories, and in fact, a fourth category---Offices---is often included in the future land use category as commercial as it is here. The Future Land Use Maps have designated the same three commercial classifications. They differ in location, scale and intensity of use, as the names would suggest.

Over zoning for commercial land uses should be discouraged because of its potential for creating scattered and strip commercial land use patterns, as well as over saturation of the market. Further, all rezonings from another zone to commercial should be carefully examined to make sure that there is the need for more commercial in this location, that other more suitable existing commercial locations do not already exist, and to protect the Central Business District (CBD). There appears to be adequate commercial zoning already in place in Cleveland…of all types.

Neighborhood Commercial. This designation is for the smaller, less intense, neighborhood commercial activities that can fit harmoniously with the edge of a residential neighborhood. This corresponds to the city's existing B-1 zoning designation.

In the Planning Area, none of this designation is found on the Future Land Use Map, although the possibility exists for some neighborhood commercial in the Cleveland area. This is the typical country store, a small grocery/convenience store/ gas station away from major thoroughfares. Often it is located at an intersection of local roads. The Bolivar County Development Plan calls for nodal patterns for commercial development of a small to moderate scale serving adjacent neighborhoods.

Inside the city, the neighborhood commercial district is the least seen commercial designation, and many of the designated areas are existing sites. As mentioned, care should be taken in rezoning areas to B-1, and, existing isolated parcels of B-1 should be evaluated for rezoning if empty or in need of maintenance.

Central Business District (CBD). The CBD land use category encompasses a mixture of land uses and development patterns. Uses permitted and intended in this category include, governmental offices, personal and professional offices, retail, entertainment, non-fast food restaurants and residential. The general objective of the policies included for this CBD category is to manage this area so that future redevelopment and growth are in keeping with the character of the area. A vibrant central business district populated by these uses helps the quality of life in any town. In Cleveland, this includes the area between US 61 and "downtown" (Sharpe Avenue) where there is quite a bit of vacant properties, the process has begun for a planned entryway to downtown with wide sidewalks and streetlights. This area also has plans for a convention center. This could also be the site of new housing and office space.

Cleveland has made good progress with maintaining an active CBD. However, continued aggressive efforts to preserve and enhance the CBD are needed using the existing tools such as historic and general design guidelines and demolition guidelines with policies for specific implementation. To encourage the health of downtown and to maintain downtown as the center of service, commercial and social activity within the City and the County, officials should ensure that governmental functions and services remain in the downtown area.

Personal and professional offices are strongly encouraged in the Central Business District. Office uses provide a favorable buffer between incompatible uses and low-density residential land uses. Small-scale office activities used principally for transition and buffering between residential uses and incompatible non-residential activities should be considered on their merits

Mixed land uses may provide a lively option for the Downtown area. However, many older buildings cannot be renovated economically using updated building codes. Suitable developments on upper floors may include service type and office type businesses. New development within the downtown areas may be more suitable to provide housing on upper floors. Mixed-use development can create new synergy within an older commercial area, and promote a safer environment by establishing a residential market and creating a twenty-four hour atmosphere. For mixed uses to come about, zoning regulations that provide opportunities for innovation in the design of residential environments should be encouraged---including developments, like Planned Unit Developments (PUD)---where an overall plan with a variety of lot sizes is provided that conforms to the overall density requirement. Residential densities allowed in the downtown area should be similar to the medium or the high-density definition for residential (7-15 units per acre) density.

Highway Commercial. The Future Land Use Map illustrates commercial nodes around the future interchanges of I-69. The existing commercial areas in Cleveland have vacant land to absorb the expansion and business development that should be seen over the coming years. Additional commercial development outside of the city should be monitored and controlled through annexation to ensure quality development that will not be detrimental to the city.

Industrial. Cleveland has an industrial base in the area and recognizes the importance of an active industrial component as part of the economy. The existing zoning for industrial includes two categories---M-1 Light Industrial, and M-2 Heavy Industrial. This is a common situation for industrial areas. However, there is very little M-2 zoning on the Zoning Map and little M-2 industrial use in town. It may be possible to refine the zoning categories so that one zoning category for industries will suffice.

One of the accepted tenets of industrial location is that Industrial areas should be located at or near the intersection of major highways so that it is not necessary for trucks and employees to travel through residential or commercial areas. Direct connections to the interstate highway system and regional system of interstates and other highways are most desirable. With the Interstate 69 proposal passing near Cleveland, a new industrial area has been shown along the I-69 route.

A number of the Industrially zoned properties inside the city are not in optimum sites or are located where residential and commercial areas have grown up to impede accessibility. Especially if the site is vacant, these should be considered for rezoning to a non-industrial zone that allows the site to be used in other forms through redevelopment.

Proper control of nuisance factors such as noise, vibration, air pollution, and water pollution should be encouraged in order to minimize or eliminate the possible detrimental effect they would have on surrounding areas and their occupants.

The industrial sites that are currently available and the proposed industrial area around I-69, northwest of Cleveland, constitute adequate land for industrial development for the planning period. These sites offer the opportunity for companies to come into an existing site or to tailor their needs to include innovations such as “green” design or “new” technologies. Even the “older” existing sites, such as the steam-plant may be used more extensively or evolve into another form such as recreational lake.

Public and Semi-Public lands. The public and semi-public category includes City, County, State, & Federal government properties, parks, schools, churches, cemeteries, and other buildings or properties. Some should not be limited to any certain areas on the future land use map; for example, churches should be located throughout the area. Others have specific locational recommendations; the cemeteries should be expanded where they are.

In the Planning Area there are Cleveland's public works area, the cemetery area, the sewage lagoon and rubbish pit area, and the County Jail area. Over the planning horizon of 20-25 years there will be a number of small-scale public or semi-public areas develop. As the city grows to the northwest there may be the need for a park outside what is presently the city limits. There may even be the need for a new school facility in this area, although efforts should be made to keep the schools newer the downtown area with no abandonment of the existing school facilities inside the city limits. Bolivar County's Comprehensive Plan suggests that Cleveland attempt some sort of extra-territorial zoning by having a bill passed through the Mississippi legislature. While this is a possibility, the city leaders should keep Bolivar County officials of the policy and plans of the city and urge the County to use the city's Comprehensive Plan as the "measuring stick" for the area immediately adjacent to Cleveland.

Cleveland's existing city limits may expand over the planning horizon, and annexation has been identified as a possible tool to help control the land use and "look" of the approaches to the city. There are other mechanisms to help ensure quality development beyond the city limits that the city already uses. Future public / semi-public uses inside the city also should have some flexibility as described above. There should be some constraints as to where certain facilities are located such as the cemeteries expanding where they currently are; new large parks, ballfields, schools, or mega-churches should not locate inside existing residential neighborhoods unless they are located on a large enough property that the adjacent homes will not be negatively impacted and that the additional traffic will not cause problems; and the government functions should remain downtown.

Given that city government will have to grow over the planning horizon to provide services for the population and that the County government will also have to grow to accommodate the increasing population of the area, preparations can be made for the expansion and acquisition of land and the building of additional facilities in the CBD as an economic redevelopment tool. The city has plans for the convention center area, and the County is renovating the Courthouse now. This investment in the CBD must continue. A number of the goals and strategies for the city and the city government involve issues that are only indirectly seen on the future land use map. Raising standards though design review, active code enforcement and stricter ordinances enhances the land uses and adds value to the community, but does not actually appear directly on the future land use map.

Similarly, the School system must continue to maintain its presence in the downtown area and across the city. Existing facilities should be renovated and reused even if new facilities are built on the city's perimeter. The existing schools have become cornerstones to the area in which they are located, and must have investment to help keep the adjacent neighborhood healthy. This is not to prohibit possible new facilities in other parts of town; it is to recommend that the continued use of the existing facilities in some form is very important to a healthy vibrant Cleveland. Improvements can and should be made, such as improved circulation around schools as is possible.

Delta State University (DSU) is another public /semi-public land use that is on the future land use map. It received its own land use category to show how important it is in Cleveland's future. DSU is a tremendous asset for Cleveland. City leaders and citizens recognize this, and the city should work closely, as it has in the past, with the DSU administration to help Cleveland thrive by helping DSU succeed. Campus projects like the boulevard to the stadium, renovation and building of campus housing, campus expansions or enhancement, should all be encouraged and assisted as possible. There might be a possible role for DSU in the convention center that the city plans to develop. The growth at the Cleveland airport has more to do with the DSU educational programs than with commerce at or through the airport. Partnerships like fire station construction should be continued, and new opportunities explored.

Recreation & Open Space. Bolivar County offers many opportunities for recreational activities as mentioned in the Existing Land Use and the Community Facilities section. Currently, there is a good set of spaces and facilities, but there is and will continue to be a need for enhancing and expanding those facilities. The City will need additional recreational lands to provide an adequate level of parks and recreational opportunities for residents during the planning timeframe prescribed by this Comprehensive Plan.

Other unmapped future land use issues. There are three unmapped future land use issues that should be addressed in the Comprehensive Plan. They are the agricultural land, the non-conforming uses, and the manufactured housing.

1. Agricultural production of crops is the best and most probable use for most of the Cleveland Planning Area for the next 20-25 years. This land is some of the most fertile and productive farmland in the world and should remain that way. This plan makes allowance for the development of the land, but does not advocate development of the land for residential use.

2. There are a few non-conforming uses in Cleveland. These include existing uses that are zoned for something else or lots that do not conform to size

requirements. These uses may continue as they presently are until or unless something changes on the property that causes it to lose its non-conforming status. Generally these non-conforming uses should be encouraged and/or aided to “end”---made to conform to the current regulations. This can be accomplished in a variety of ways. Over time they can be removed through re-use and closure, or they can be rezoned to bring them into compliance. Careful consideration should be given to preventing the expansion of non-conforming uses or intensifying uses without moving in the direction of compliance. This can be accomplished through raised standards of appearance, buffering, landscaping or other activities to lessen the adverse impact to surrounding properties.

Particular attention should be paid to existing isolated commercially zoned lots or commercial uses or lots of one zoning that are surrounded by lots on another zoning or use, these could be areas for possible rezoning as part of the Comprehensive Plan and zoning update process, especially if the properties are vacant or in need of clean-up and maintenance.

3. Manufactured housing is a needed form of housing in many areas and is less expensive than traditional site-built homes. In areas where there are no building codes these homes represent a form of housing with standards from the factory. However, placing a manufactured home on a property does not represent the same kind of long-term investment in the land or the community. For that reason and others, it is in the best interests of Cleveland to encourage site-built, traditional homes for its future housing.

In the Planning Area manufactured housing exists and will remain. As the city annexes or provides water and sewer to manufactured housing areas, especially dense “trailer parks”, the city policy of annual inspections and code requirements should be rigorously enforced.

Inside the city, there is one concentration of manufactured housing and mobile homes in a mobile home park. The units in this park should be upgraded and inspected regularly to ensure the safety of residents. A small number of units are scattered throughout the rest of the city. These can remain as non-conforming uses, but should be maintained in good condition.

Chapter 8.
Implementation and Plan Maintenance.

To make the Comprehensive Plan "come alive" and be meaningful it must be implemented. It must be integrated into the daily operations of Cleveland. Even though Cleveland has not had an adopted Comprehensive Plan since 1968, there has been a strong shared vision of what should occur amongst the leaders. The leaders have done a good job of taking short to medium term ideas and developing strategies to accomplish them. Because of these strategies, there has been a good job of planning for the future.

In many ways Cleveland is a mature city with sophisticated mechanisms already in place being used to move the city forward toward accomplishing the goals and strategies described in this document. There appears to be a systematic approach to planning for the future in place in the city's administration. There is also a systematic approach to taking the steps to achieve the desired goals. So, most of what needs to happen to implement this Comprehensive Plan is in place and Cleveland's staff and Board need to just "keep doing what they have been doing". Standards can be raised over time and added emphasis can be made in certain areas as a part of the regular process.

The tools to accomplish this include the annual budget process, strategic plans for departments, and a capital improvements program (CIP) process. Cleveland's administration already does most of this.

Other tools already being extensively used are intergovernmental agreements and service contracts. Cleveland has a variety of agreements with various agencies for grant administration or service provision to allow the efficient provision of services and construction of projects. Cleveland has done a good job of bringing in grant money from diverse sources such as MDA, MDOT, CDBG, and various state and federal agencies, to provide for the citizens.

Ordinances for zoning, subdivisions, historic preservation, signage, design review, rental properties, property maintenance, code enforcement, and building and construction standards represent another set of tools for the city. Cleveland has a thorough group of more than adequate ordinances in place, though some may need minor revisions. For example, one aspect for revision that has been mentioned in many areas is the desire by staff and citizens to "ratchet-up" the enforcement of the existing standards to improve Cleveland. This will entail additional city staff to give the added dimensions more thorough review and enforcement.

Another aspect of the desired upgrade in enforcement is a request by citizens for alternative tools to help with rehabilitation and upkeep of properties. A challenge

to the city is to develop some sort of “carrots” to go with the traditional “sticks” of code enforcement penalties, especially for home owners who may not be able to afford improvements.

The citizens who responded to the survey and those who were on the Committee were interested in trying to help solve some “big problems” like maintaining housing, maintaining schools, improving education, and developing job opportunities. These are “tall orders” and have been recurring themes in each Comprehensive Plan… 1968, 1994, and today. Our efforts at solving or reducing these problems may still need revision in the next plan.

The Comprehensive Plan is not an unbending, static document, but rather is designed to be amended as need be when significant changes occur. It is a policy outline document to guide the general direction of the city leadership, and as other needs and priorities arise they should replace or enhance the concepts of the existing Plan. However, it can be used to guide many if Cleveland’s activities. For example, the Transportation Plan Map should be used to guide what and where roads are built or improved and where transportation projects are targeted. The Future Land Use Map and policies should be used to help determine where different types of land use occur. The Existing Land Use Map and the Future Land Use Map can be used to determine where the sewer lines should be extended or where parks should be built. Those maps and the Fire Ratings Bureau requirements should be used to determine where to build new water lines or where to build bigger water lines to allow the City to provide better fire protection for the citizens. The Plan can and should be used to help the City improve the quality of life for Cleveland’s citizens and help them have a better future.

The entire Plan and especially the goals and strategies should be revisited from time to time, at least every five years, to be updated and evaluated for currency and relevancy. Also there should be a shorter term---perhaps annual---analysis to check progress or changes in priorities of the citizens or collective leadership. The Plan was meant to be amended if issues change significantly, or were not addressed. The Plan is designed to address the “public good” or the general interests of the whole of Cleveland, or, to put it another way… ‘the needs of the many…versus the needs of the few’.

Appendix 1.
Survey

Here are the

Appendix 2.
Meeting Minutes

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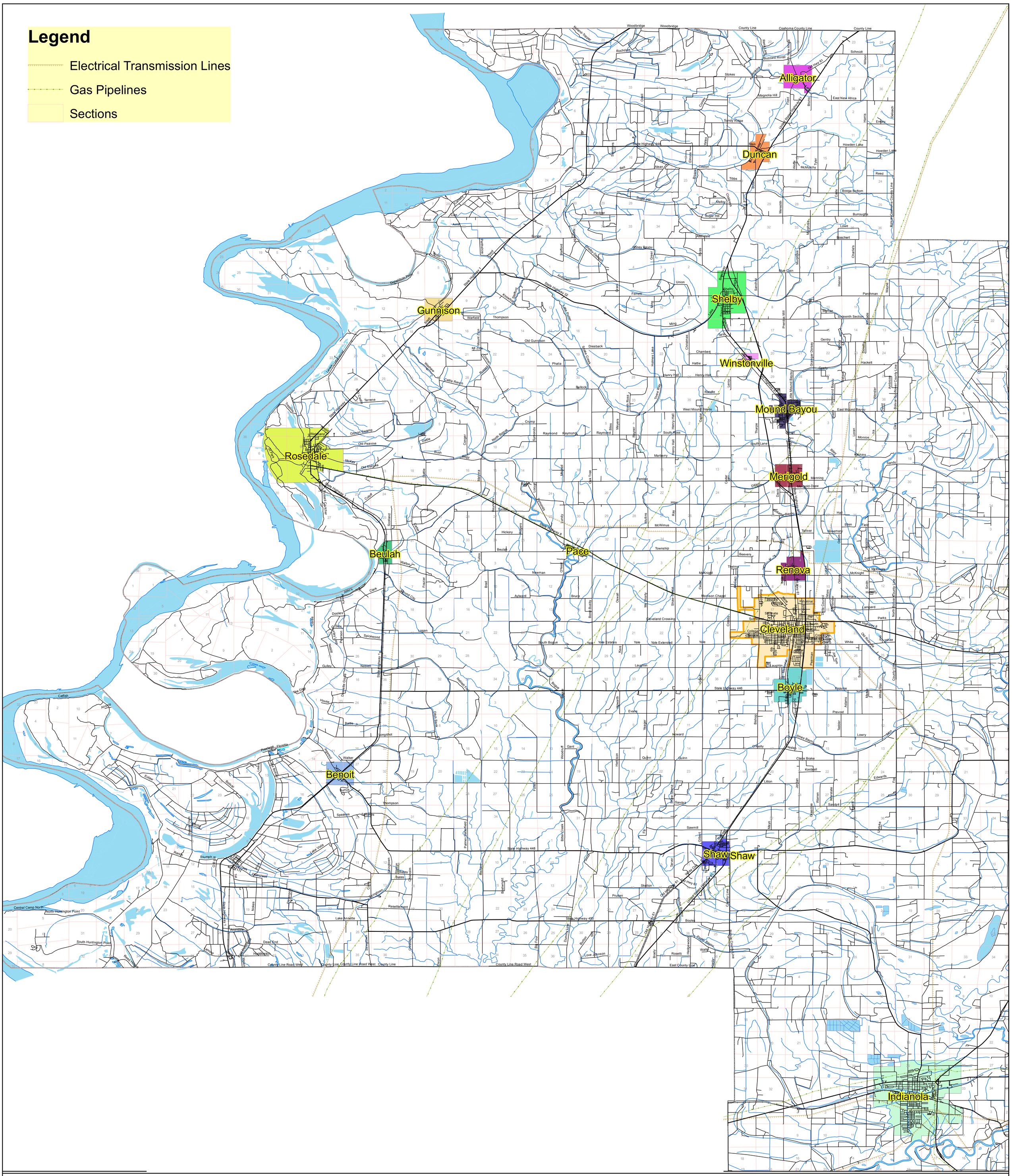

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662.234.6970

Map 1

Vicinity Map
Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.

January 9, 2009

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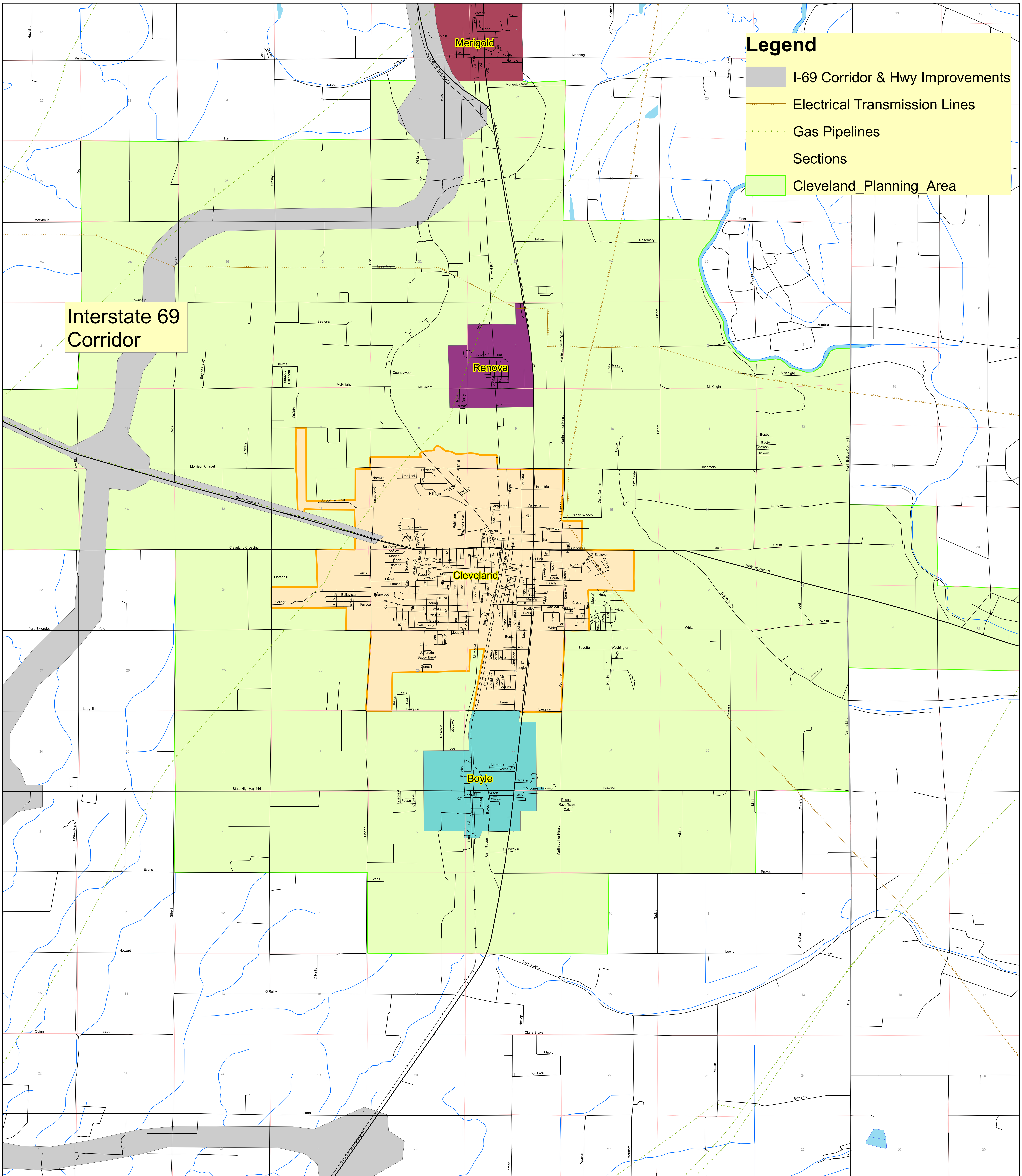

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December 1, 2008
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Map 2

Planning Area
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: September 30, 2008.

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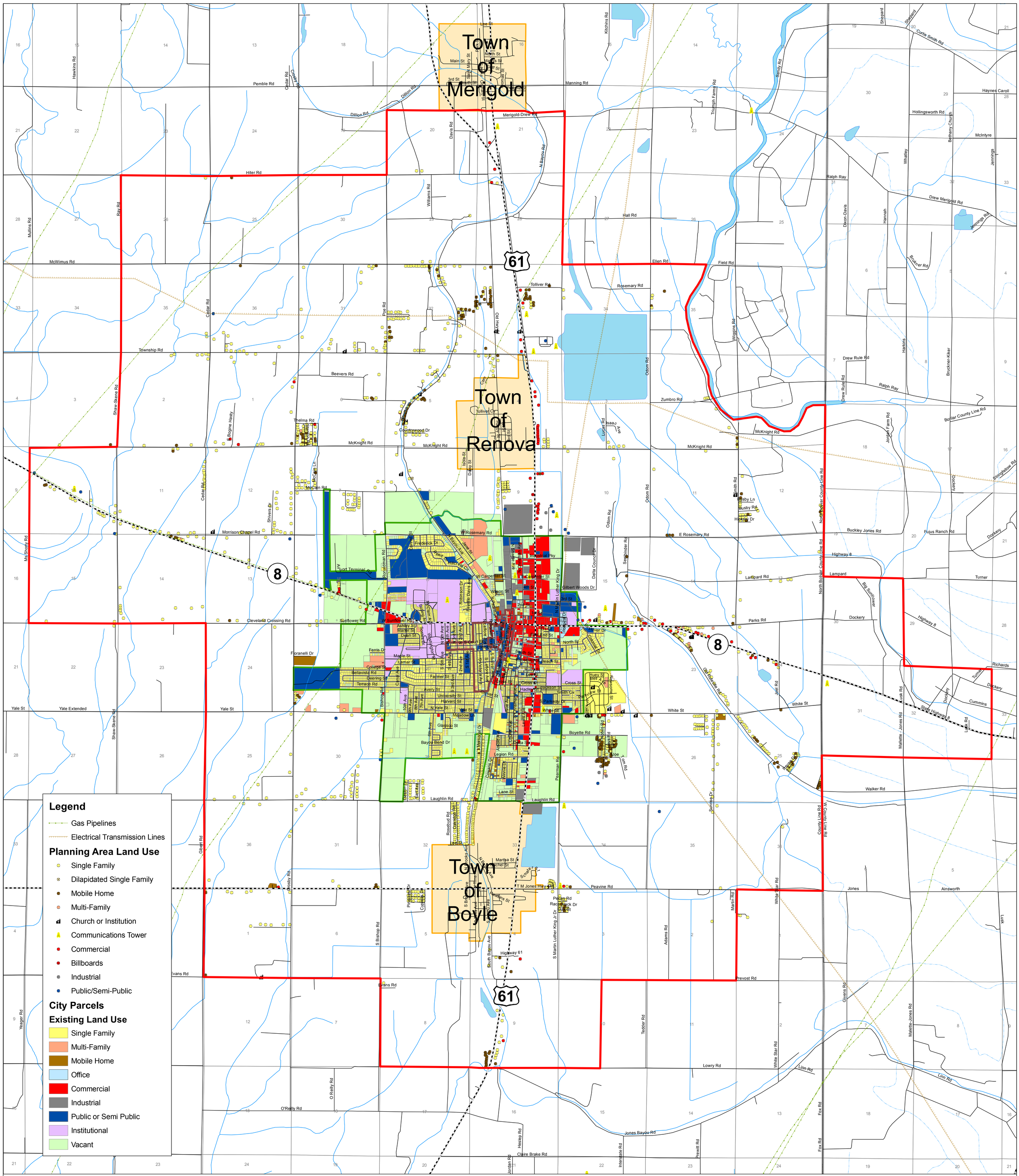

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Map 3

1:22000

Existing Land Use
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008 & revised;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 2, 2009.

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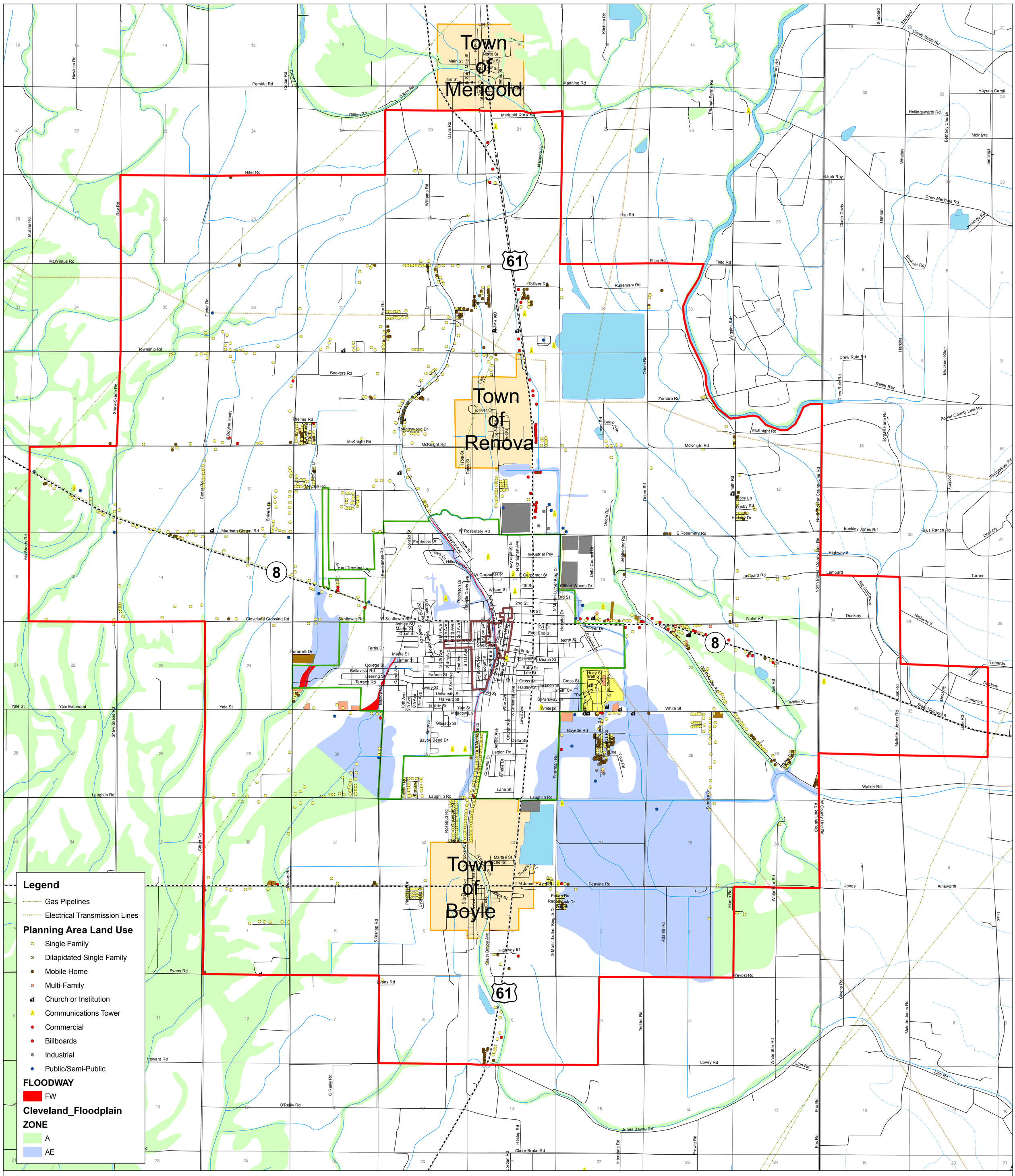

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Map 4

1:22000

100-year Floodplain
Cleveland Planning Area

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008 & revised;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 2, 2009.

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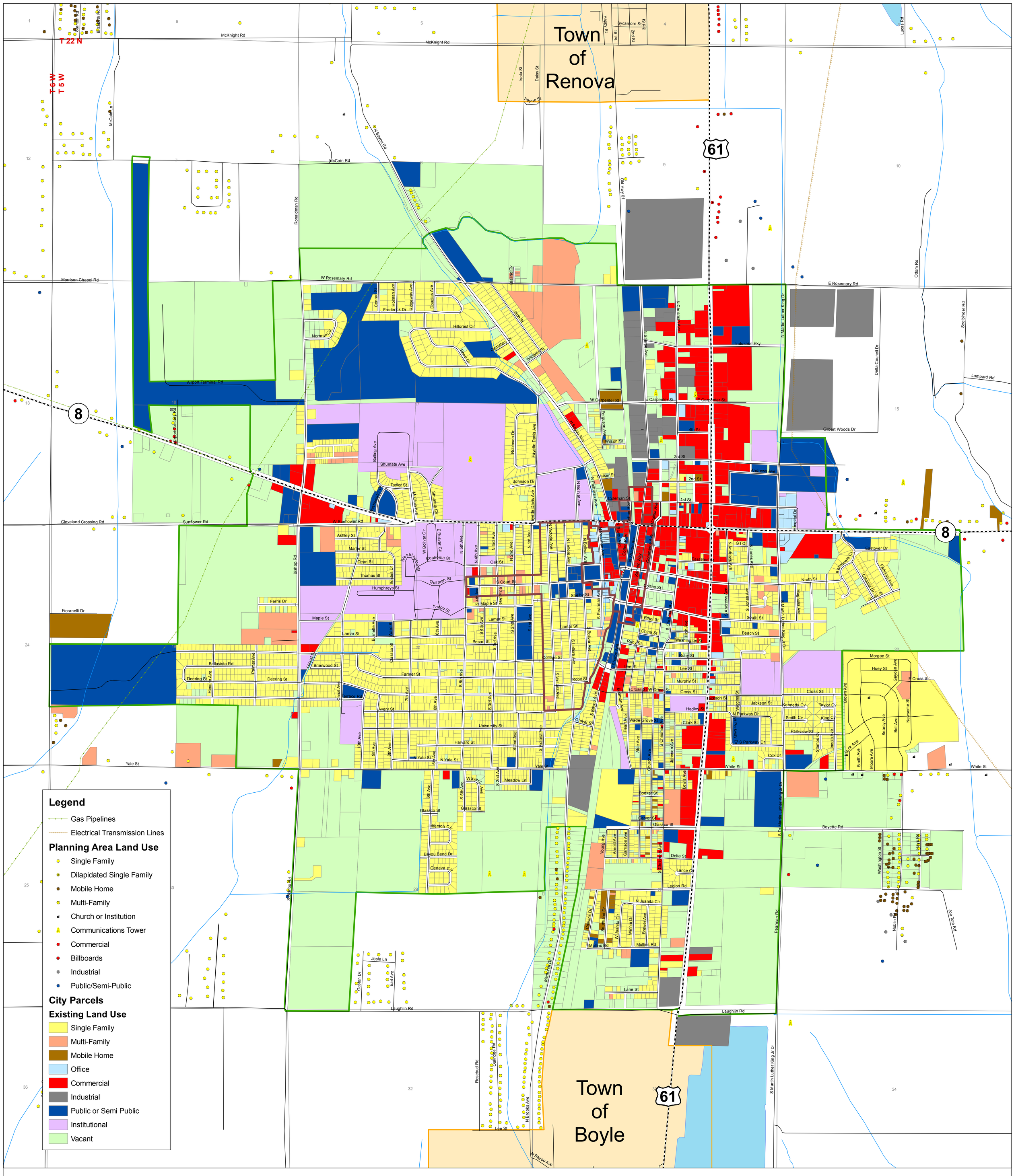

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Map 5

1:8000

Existing Land Use
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008 & revised;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 5, 2009.

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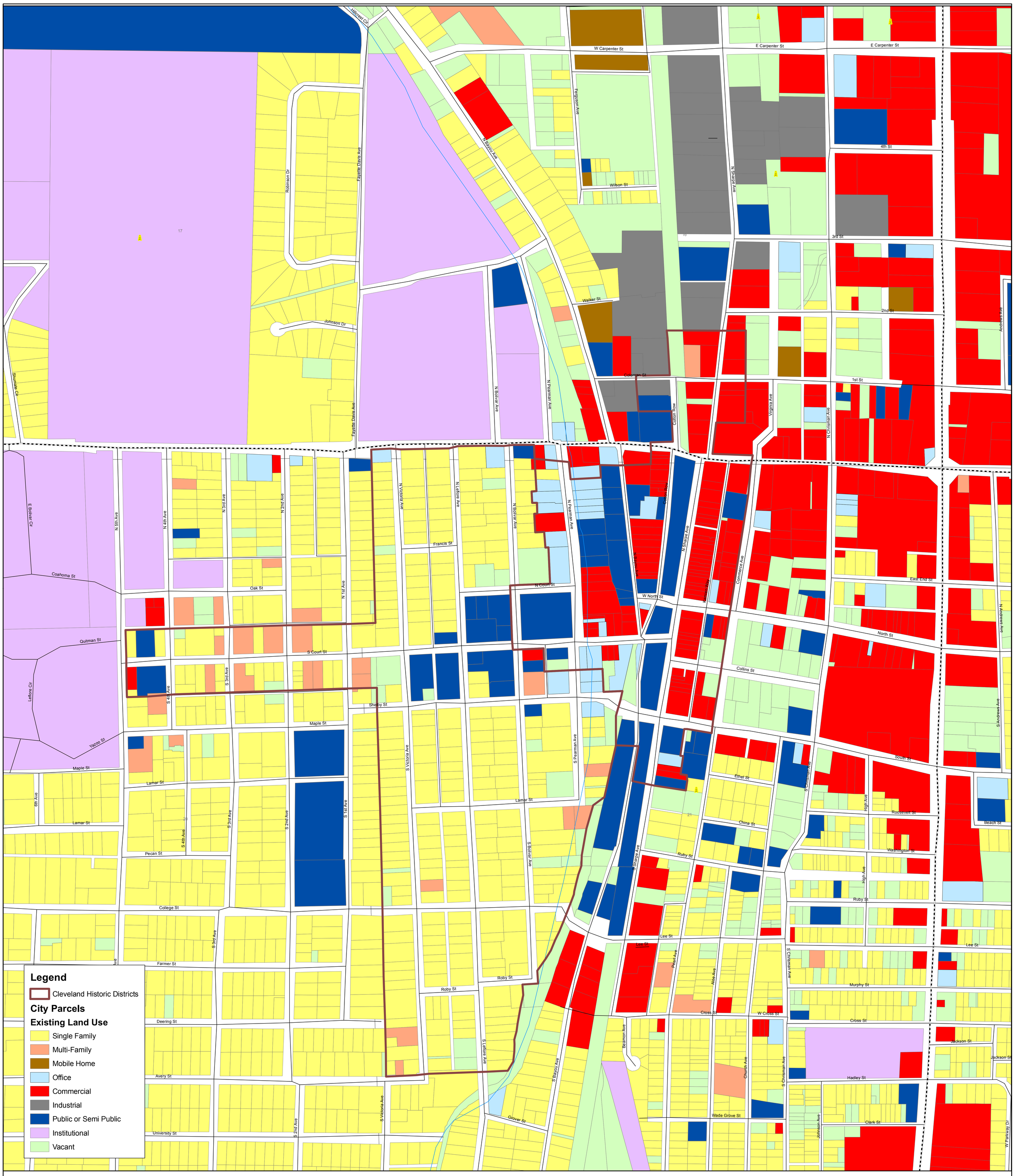

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Map 6

1:2400

"Core" Existing Land Use
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008 & revised;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 6, 2009.

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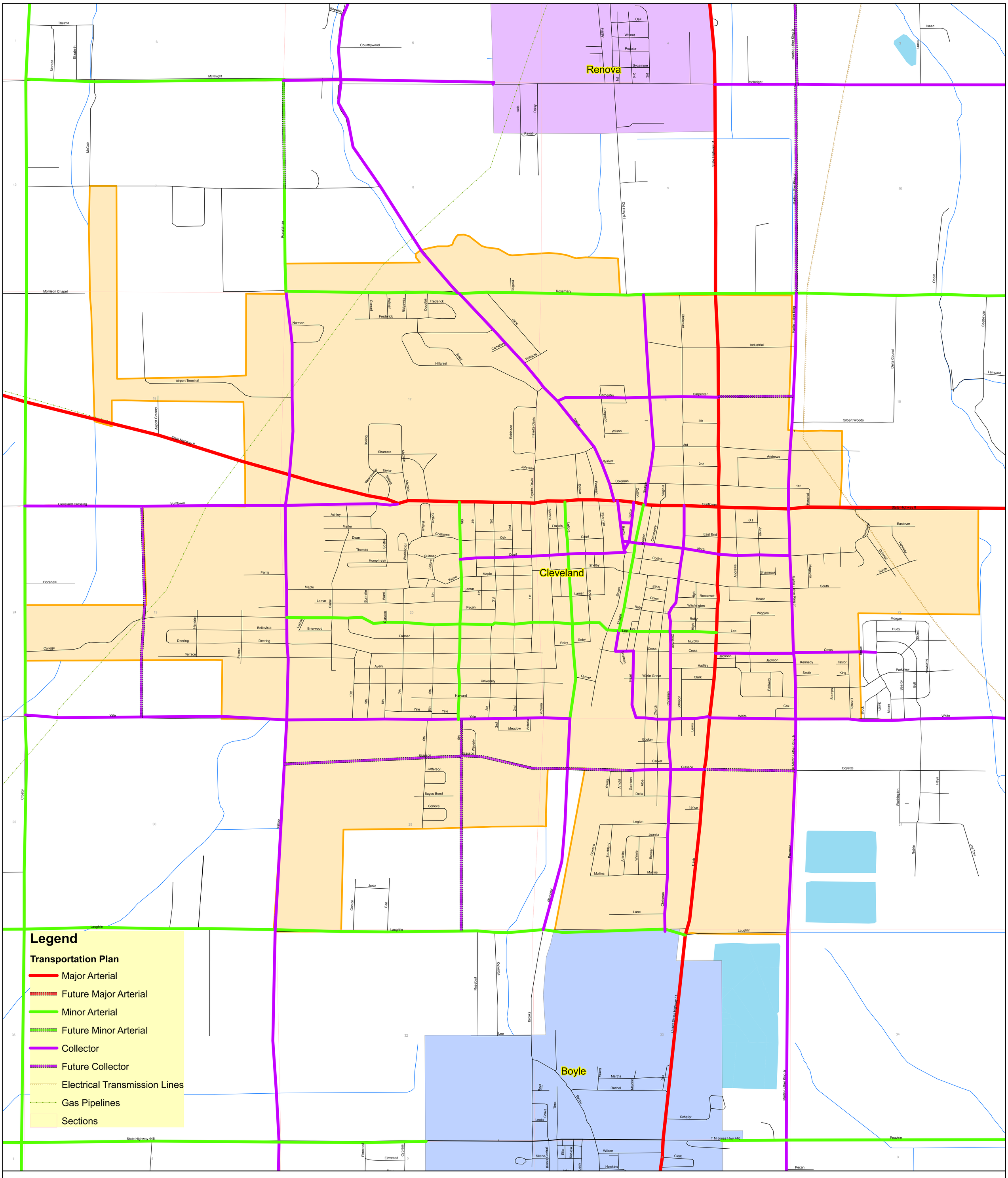

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662.234.6970

January 21, 2009
1:9,000

Map 7

Preliminary Transportation Plan
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.

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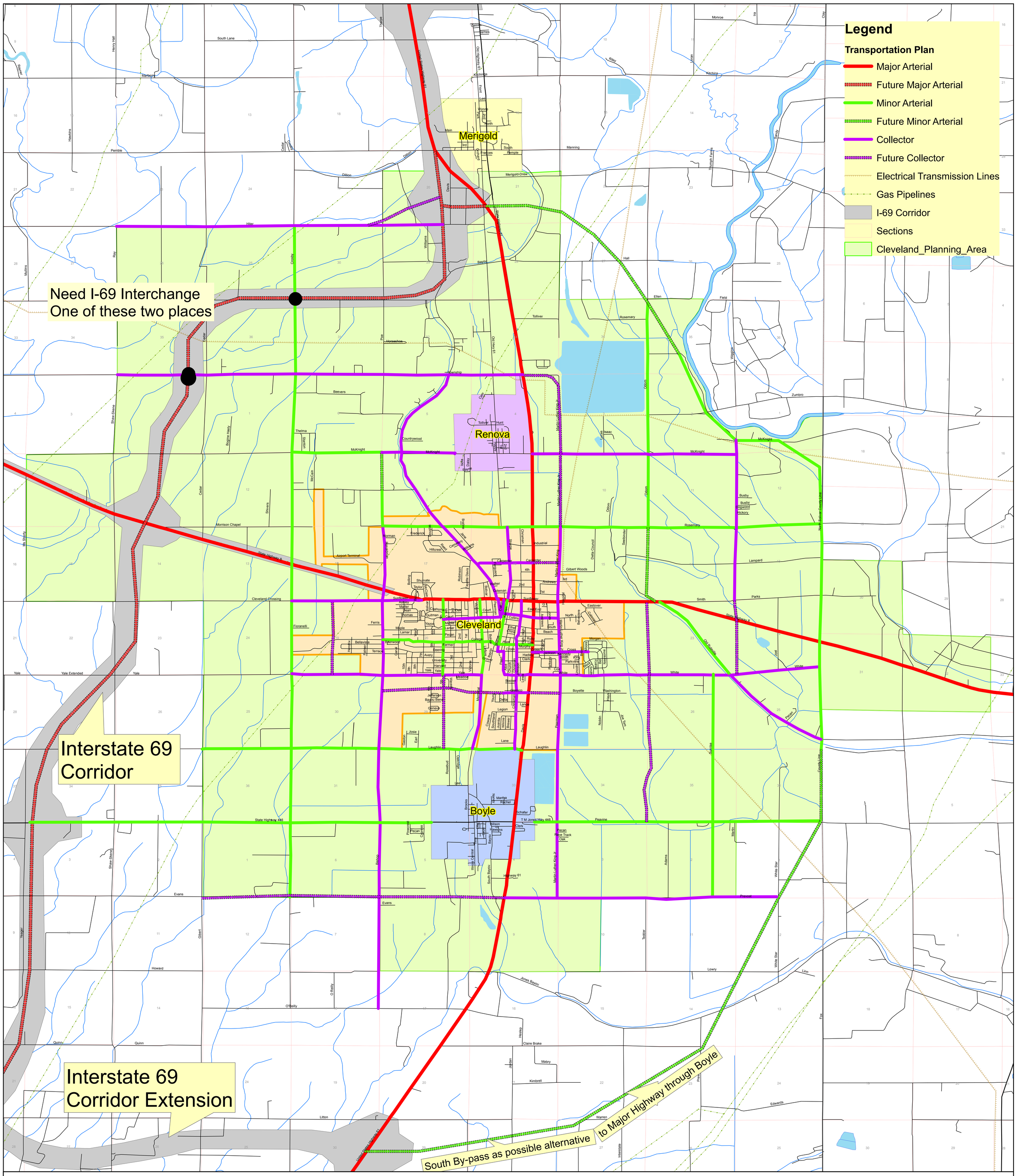

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662.234.6970

January 21, 2009
1:26,000

Map 8

Preliminary Transportation Plan
City of Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.

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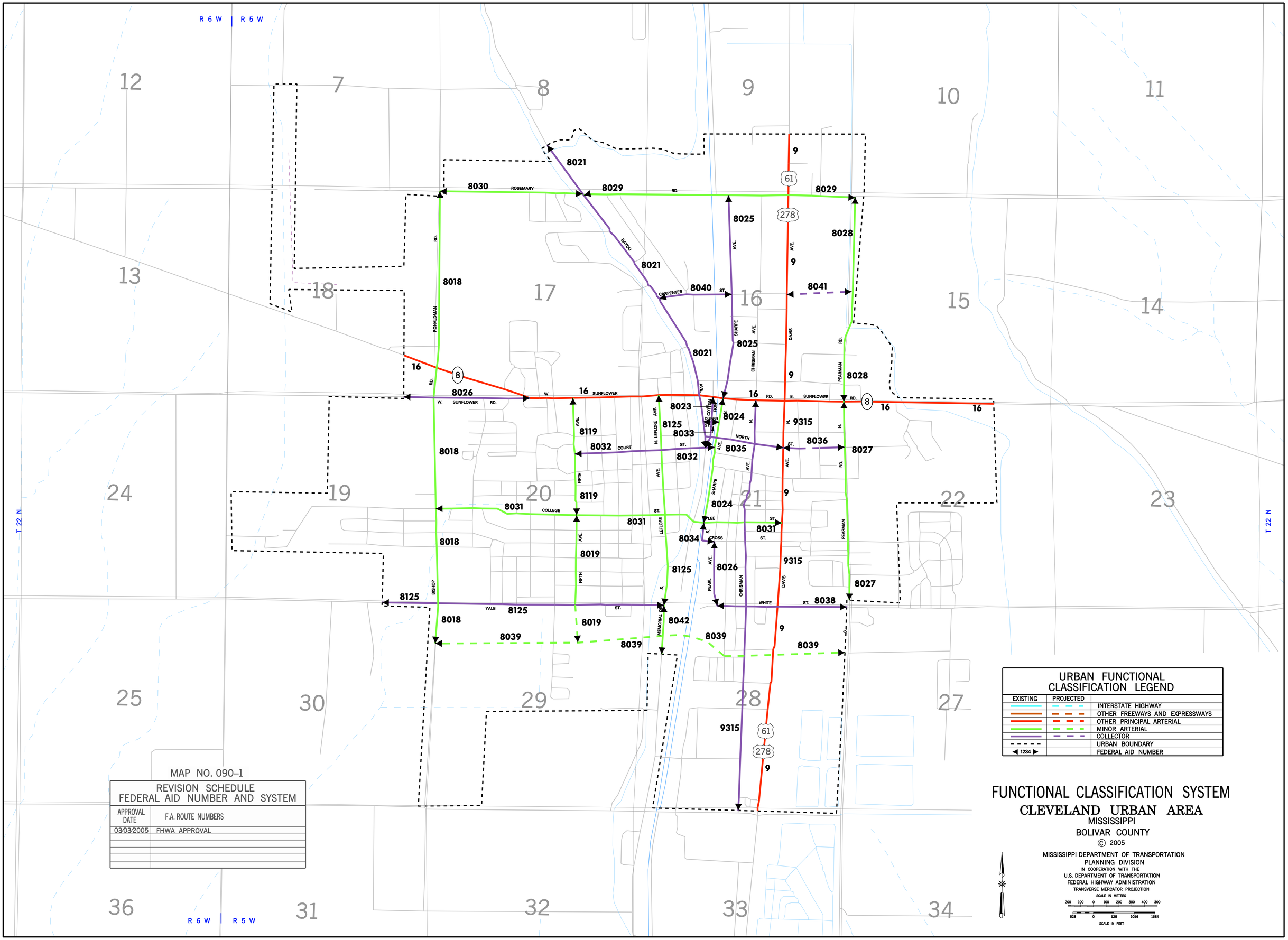

MAP NO. 090–1

REVISION SCHEDULE FEDERAL AID NUMBER AND SYSTEM	
APPROVAL DATE	F.A. ROUTE NUMBERS
03/03/2005	FHWA APPROVAL

URBAN FUNCTIONAL CLASSIFICATION LEGEND		
EXISTING	PROJECTED	
		INTERSTATE HIGHWAY
		OTHER FREEWAYS AND EXPRESSWAYS
		OTHER PRINCIPAL ARTERIAL
		MINOR ARTERIAL
		COLLECTOR
		URBAN BOUNDARY
◀ 1234 ▶		FEDERAL AID NUMBER

FUNCTIONAL CLASSIFICATION SYSTEM

CLEVELAND URBAN AREA

MISSISSIPPI

BOLIVAR COUNTY

© 2005

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
TRANSVERSE MERCATOR PROJECTION

SCALE IN METERS

200 100 0 100 200 300 400 300

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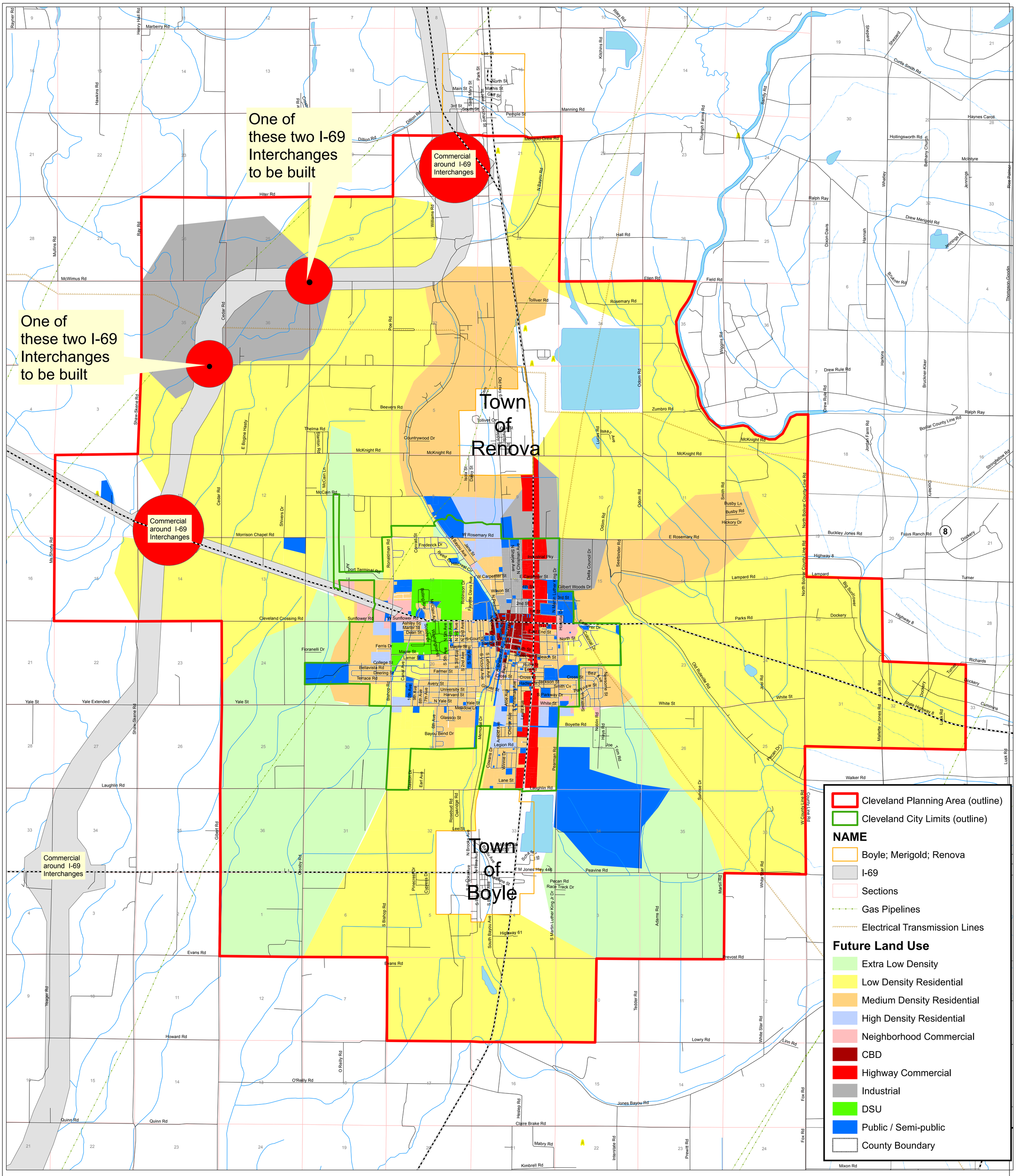
SCALE IN FEET



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Map 10

Future Land Use Planning Area Cleveland, Mississippi

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: September 30, 2008.

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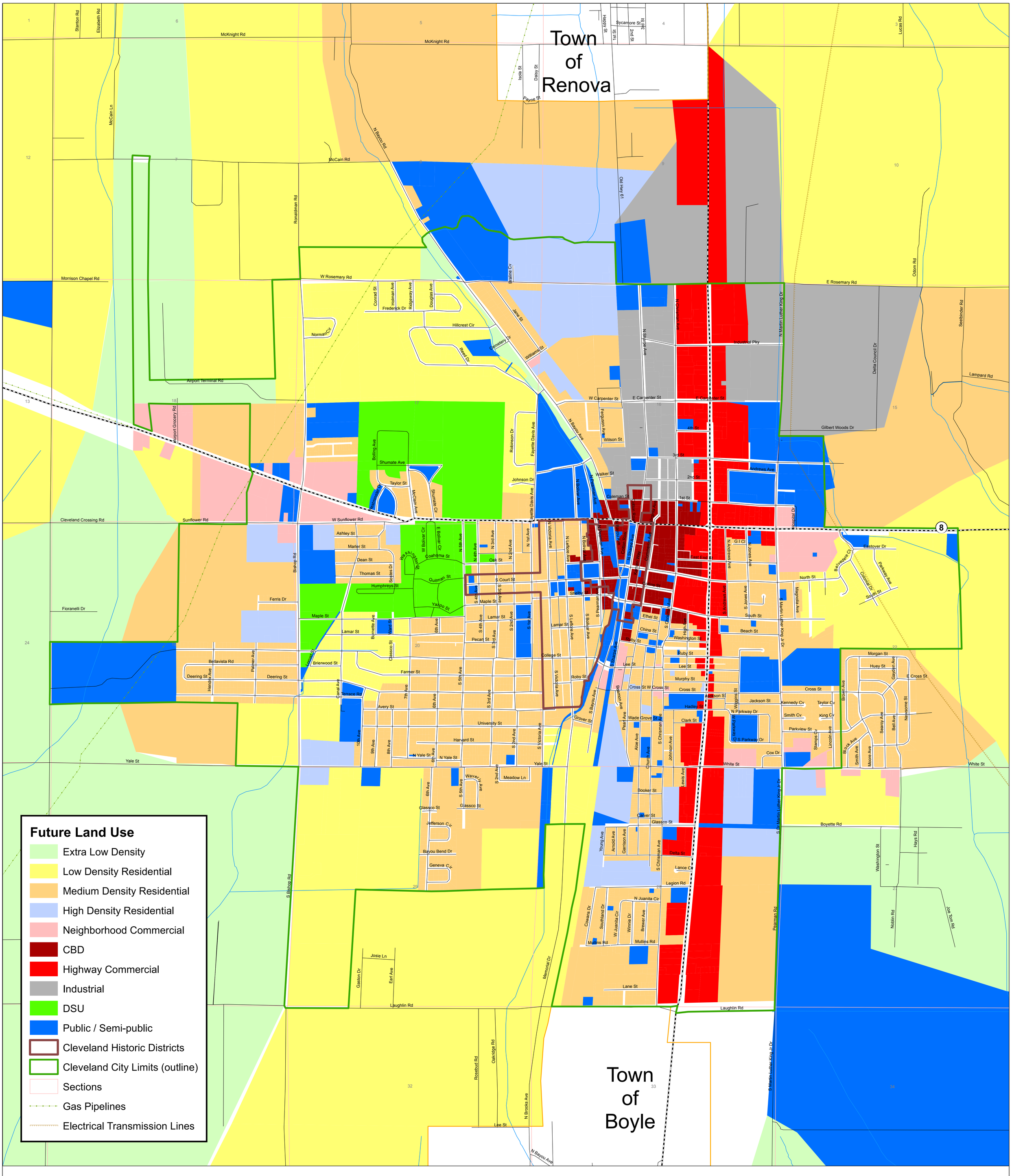

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Future Land Use
City of Cleveland, Mississippi

Map 11

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 27, 2009.

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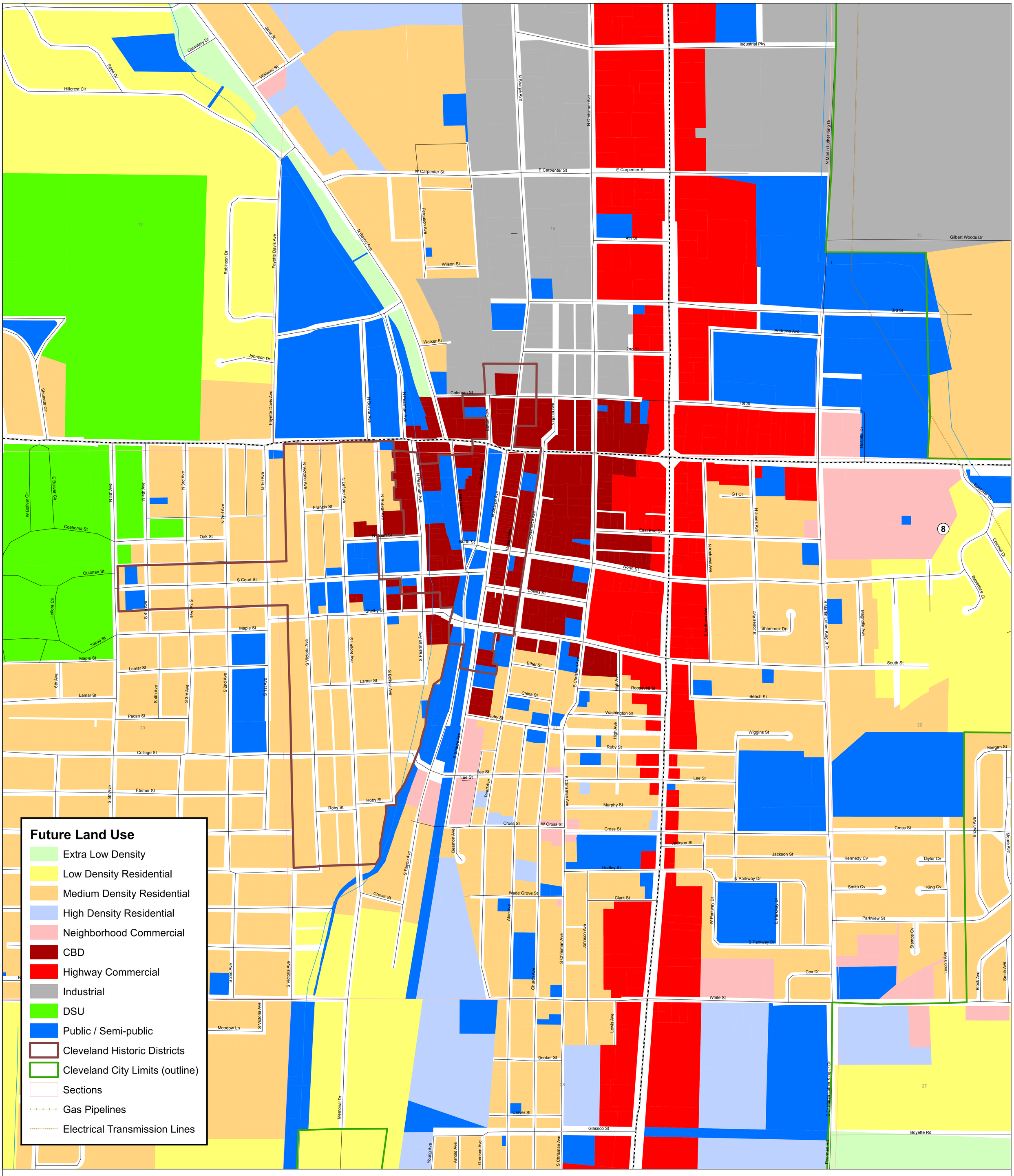

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Prelim Future Land Use
City of Cleveland, Mississippi

Map 12

Sources:
Federal Communications Commission (FCC);
Land use survey conducted June 17, 2008;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

This map is accurate for planning purposes only.
Date: January 27, 2009.

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