



RICHLAND

COMPREHENSIVE PLAN



2019

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The preparation of this Comprehensive Plan was partially funded through
Federal Highway Administration Section 104 (f) U. S. C.

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INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a general and long-range policy guide to decision-making for the City of Richland. The Plan is “comprehensive” in that it includes all of the City’s geographical areas and service functions that sustain or support the City’s physical development. The Plan is “long-range” in that it looks beyond the City’s immediate conditions and issues to the City’s future (20 to 25 years) needs and potential. The Plan is “general” in that recommendations, proposals, and policies are summarized rather than detailed. The Plan often indicates approximate locations rather than exact locations. Many recommendations and proposals are conceptual ideas, intended to spur further discussion and thought. Some of the illustrations and photos are of this nature. A “master plan” is a more detailed development plan for a specific area, based at least in part on the Comprehensive Plan.

City officials recognize the importance of planning in making effective decisions concerning the City’s future. This plan is a result of extensive study into existing development patterns as well as population and the economy. This plan should, however, be reviewed and updated periodically (every 5 to 10 years) in order for it to remain current and be effective.



Comprehensive Plans are often times seen as a means to an end. If a county or municipality wants to have zoning regulations, then they must have a comprehensive plan that meets the requirements outlined in the State Code. According to Mississippi Code Section 17-1-1, a comprehensive plan must include a minimum of four components. These components are long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan.

From a planning perspective, the comprehensive plan is much more than that. With today's technology, a comprehensive plan can also be a valuable economic development tool. The use of online surveys, GIS map viewers and Story Maps can help local governments better collect public input into the planning process and ultimately produces a plan that engages the public and serves as a useful marketing and economic development tool. When released in Story Map form, a comprehensive plan is accessible from any computer, tablet, or web-enabled mobile device. To view this plan in Story Map format visit www.richlandms.org.

ELEMENTS OF THE PLAN

Section 17-1-1 of the Mississippi Code defines a Comprehensive Plan as follows: "...a statement of policy for the physical development of the entire municipality or county adopted by resolution of the governing body..." The Code goes on to state that a comprehensive plan must include a minimum of four components in order to comply with the statute. These components are long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan. This plan goes beyond the required elements by including a separate chapter for the following topics: public input, population projections, and economic development. The goals and objectives are found throughout this plan as they pertain to the other elements as contained herein.

The goals and objectives of a comprehensive plan are made with respect to the future. Long-range community development plans help a community identify what it desires to achieve in the future. Section 17-1-1 of the Mississippi Code requires that the goals and objectives

section of the plan address residential, commercial, and industrial development as well as parks, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered.

Chapter One contains the Public Input section. An important part of the planning process is to solicit citizen input. In an effort to gain input from the public, a short online survey was conducted and a public meeting was held.

The next chapter addresses Existing Demographics Characteristics and Population Projections provides information that is used to develop population, employment, and other projections used in other chapters.

The third chapter addresses Economic Development in Richland. Labor force and existing business inventory were analyzed to gain an accurate picture of the economic conditions present in the City.

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

Chapter Five addresses the Transportation Plan. This Plan classifies all existing and proposed streets, roads and highways and shows them on a Major Thoroughfares Map. The Transportation Plan covers the same time period that the Land Use Plan covers. The Plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements.

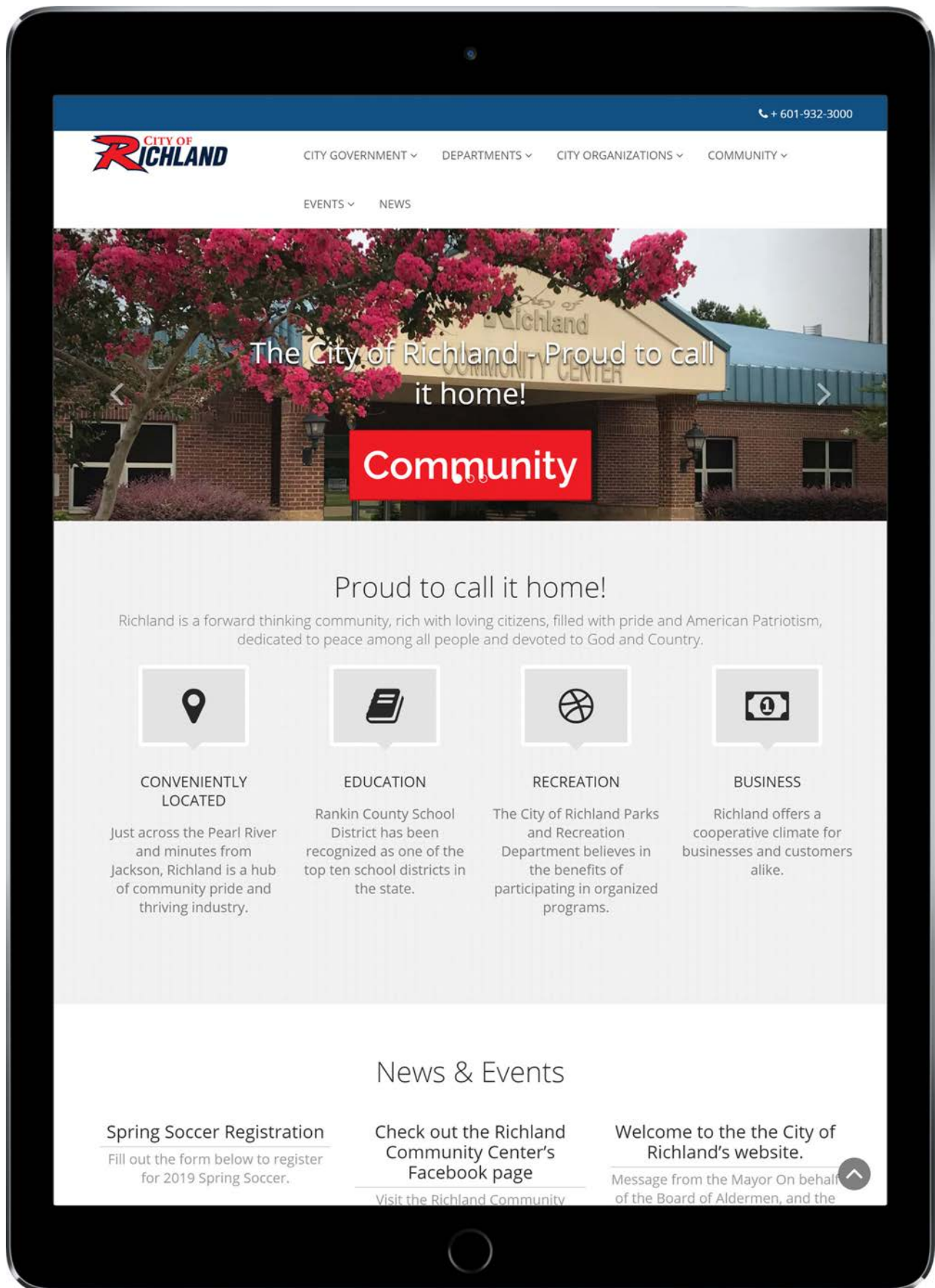
Chapter Six of this Comprehensive Plan is the Land Use Plan. This Plan designates the anticipated distribution and extent of land uses for residential, commercial, industrial, and other categories of land usage. This chapter of the Plan contains projections of land use for the community.

A comprehensive plan is not a legal tool; however, because it forms the basis for the zoning ordinance, the subdivision regulations, and other implementation documents, it does carry

some legal weight. The plan should serve as a guide for consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the Capital Improvements Program, and the Capital Improvements Budget. The Land Use Map in the plan is intended to indicate broad categories of land for future development. To be useful for zoning, the land use map attempts to delineate exact boundaries wherever possible.

WEB-BASED GIS MAPPING VIEWER

As part of the development of the Comprehensive Plan for Richland, the CMPDD created a interactive web-based GIS (Geographic Information Systems) mapping application and viewer. With this internet based GIS viewing tool, users are able to pick and choose which background map and data layer(s) they wish view from a menu of available information. This new service will allow accessibility to numerous informational data layers including aerial imagery, topography, existing land use, the land use plan, the transportation plan, water lines, recreational features/facilities, demographic data, land ownership, flood zones, and zoning. A link to the viewer can be found on the City's website at www.richlandms.org.



HOW TO USE THIS PLAN



OVERVIEW

As noted in the Introduction, a comprehensive plan serves as a policy guide for the physical and economic development of the community. It is to be used in making decisions regarding rezoning, variances, conditional uses, and site plan review. It may also be used to aid in locating business, industries, and public facilities.

Community planning does not attempt to replace market forces of supply, demand, and price but to shape and channel market forces by establishing certain rules for development and conservation. A community plan should foster growth policies that enhance the community. For example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases. Planning seeks to reduce these unnecessary costs.

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with each element of the plan. Even though there

is generally not an exact match between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when these decisions are based on plans.

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

The governing body uses the comprehensive plan to take action on two types of physical development matters: 1) measures which are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the official zoning map, and development plans), and 2) other measures that routinely require legislative approval (rezoning cases, special use permits/special exception/conditional use permits, variance applications, subdivision plats, street closing, site acquisitions, and public works projects. For both types, the Plan should at least be consulted to see if the Plan speaks specifically to the matter or provides any guidance as to how the matter should be handled. It should be remembered that the Plan may not indicate what action to take, nor will it answer all the questions that come before the governing body. It is not supposed to; its purpose is to serve as a generalized guide to making development decisions.

USE OF THE PLAN

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

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

NONCONFORMANCE TO THE PLAN AND PLAN AMENDMENTS

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

All development proposals, as well as proposed rezonings, should not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each individual element of the Plan. The goals and objectives should be checked against the proposal to determine if there is any conflict. The Land Use Plan must be checked to determine if the proposed rezoning is in conformance with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show

a high density classification for that site. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

IMPLEMENTATION DEVICES

Once the Plan has been prepared and adopted, it should be implemented. There are three primary means or devices commonly used to implement comprehensive plans; zoning ordinances, subdivision regulations, and capital improvements programs. Other devices include official maps and specific area development plans such as a downtown plan or neighborhood plans. Comprehensive plans should be reviewed each year to determine if revisions are needed. Plans should be completely revised or rewritten every five to ten years to take advantage of changes that have occurred and to use current information.

Comprehensive plans can and should be used for concurrency plans. This is a concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. Otherwise, what often hap-

pens is that when infrastructure is inadequate to support development, the existing facilities are overwhelmed and the cost of bringing the infrastructure up to standard can be difficult and quite expensive. It is better to have adequate infrastructure in place before development takes place. This becomes a matter of timing.

PREVIOUS PLANS

In 1978, the Central Mississippi Planning and Development District (CMPDD) prepared a "General Land Development Plan for the Year 2000" for the City of Richland. Ten years later, in April 1988 the consulting firm Urban Planning Associates developed a "Community Development and Revitalization Program" for Richland.

Recognizing that Mississippi Code Section 17-1-1 was amended in 1988 to define the required elements of a "Comprehensive Plan", the City of Richland contracted with CMPDD in 2007 to prepare a new Comprehensive Plan and Zoning Ordinance. The new Comprehensive Plan was adopted in 2012 followed by the current Zoning Ordinance adopted in 2014.



GENERAL GOALS AND OBJECTIVES

The Richland Comprehensive Plan begins with a set of general goals. These are followed by more specific goals in the following chapters: Economic Development, Community Facilities, Transportation Plan, and Land Use Plan.

Among other things, this Comprehensive Plan is designed to:

- improve transportation;
- improve public safety;
- encourage economic development;
- prevent the overcrowding of land;
- continue to promote the high quality of living within Richland and the surrounding areas.

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

- OBJECTIVE: To prevent the inefficient use of land. By using the Comprehensive Plan as a guide to development, the desired land use pattern will be produced.
- OBJECTIVE: To promote orderly expansion of urban growth to provide efficient use of resources.
- OBJECTIVE: To coordinate land uses so as to create and maintain a functional and appealing image for the City.
- OBJECTIVE: To protect and preserve property values.

GOAL: To provide for an orderly arrangement of land uses in Richland.

- OBJECTIVE: To encourage proper land use patterns and to enforce zoning laws to insure compatibility of land uses. To provide a mechanism through which development and redevelopment will be in accordance with the City's Land Use Plan.
- OBJECTIVE: To recognize the desirability for separation of land uses into compatible types.
- OBJECTIVE: To grade land uses by type, character, intensity and orientation with particular emphasis on the relationship between adjacent residential and commercial uses.
- OBJECTIVE: To separate incompatible land uses and require buffering to reduce possible conflicts where different land use classifications adjoin.

GOAL: To use the Comprehensive Plan as a guide to future development.

- OBJECTIVE: To make citizens, property owners and developers aware of the plan and its policies and recommendations.

CHAPTER 1: PUBLIC INPUT

GOALS AND OBJECTIVES

GOAL: To seek out and incorporate input from all citizens and stakeholders into the Comprehensive Plan in order to develop a plan that serves the needs of the community.

- **OBJECTIVE:** To make citizens, property owners and developers aware of the plan and provide them an opportunity to participate in the development of its policies and recommendations.

An important part of the planning process is seeking public input. For a plan to be truly community driven, feedback and input from citizens and other stakeholders must be considered. During the early stages of development of this Plan, an online survey was conducted. The survey contained eleven questions related to why people choose to live in Richland, options for shopping and recreation, bicycle and pedestrian facilities, and other areas of concern. The public was asked to participate by advertising the survey on the City's website and Facebook page, and also through an email blast.

Also, in an effort to make the Plan more accessible to the public, this Plan was developed in an electronic format that integrates an interactive GIS map viewer and can easily be viewed from the City's website.

Richland needs residents' input

By
Charles Bailey

Journalist
Rankin County News
Weekly Leader



RICHLAND - Residents of Richland have until the end of July to fill out a brief online survey that will help shape the city's new Comprehensive Plan.

Richland's most recent Comprehensive Plan was adopted in 2012.

The updated plan will be compiled by the Central Mississippi Planning and Development District (CMPDD) and presented to city officials. A public hearing will be held before the plan is modified or adopted.

"The focus of this Comprehensive Plan will be to take advantage of the new

Highway 49 corridor, to be able to utilize the properties that adjoin the highway to their highest and best use," Mayor Pat Sullivan said. "Getting the best use out of that property will greatly benefit the city."

Highway 49 is currently being widening from four to six lanes from Richland through Florence. The targeted completion for that project is late 2020.

Residents are urged to visit <https://www.surveymonkey.com/r/richlandplan> and fill out the eight-question survey. Once on the site's home page, click "next" to launch the survey, which includes the following questions or preferences, with multiple-choice answers:

- Why did you choose to live in Richland?
- Prioritize the need

for future commercial, residential or industrial development.

- Do the stores and restaurants in Richland fulfill your retail needs?

- What types of businesses would you like to see come to Richland?

- What are your thoughts about walking and biking trails in the city?

- Do you support architectural guidelines for commercial and industrial areas of Richland?

- What are your areas of concern within the city?

The online survey will remain active through July 31.

"We are developing a plan of action for the Highway 49 corridor, which will include zoning, architectural and landscaping guidelines," the mayor said. "We want that area to look its best."

Officials want to see the currently undeveloped land grow with unity and cohesiveness. The CMPDD recommends that cities and counties update their plans every five years.

"The Comprehensive Plan serves as a development guide for the city," said David Wade, a principal planner with the CMPDD.

Key elements of the plan include public input, population projections and demographic studies, economic development, community facilities, a transportation plan and a land use plan, Wade said.

"So far, we've gotten a good response (on the survey)," he said. "The average response time is about four minutes, and the results of the survey will be included in the Comprehensive Plan."

City of Richland seeking input on comprehensive plan with CMPDD

RICHLAND - Officials with the City of Richland are working with the Central Mississippi Planning and Development District (CMPDD) on an update of the city's Comprehensive Plan.

In order to assist CMPDD planners and city leaders in developing this plan, citizens are being asked to complete a brief online survey.

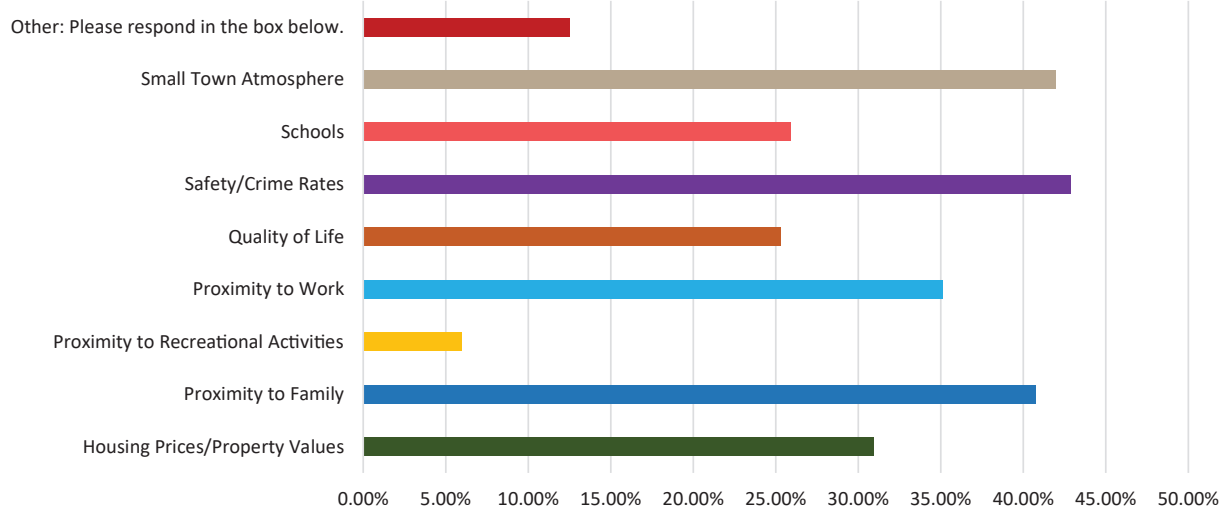
City of Richland Seeking Input for Comprehensive Plan

The City of Richland is working with the Central Mississippi Planning and Development District (CMPDD) on an update of the city's Comprehensive Plan. In order to assist CMPDD planners and city leaders in developing this plan, we are asking citizens to complete a brief online survey. Your input and comments will be a valuable part of this process.

To take our brief survey simply scan this code with your smartphone or visit <https://www.surveymonkey.com/r/richlandplan>

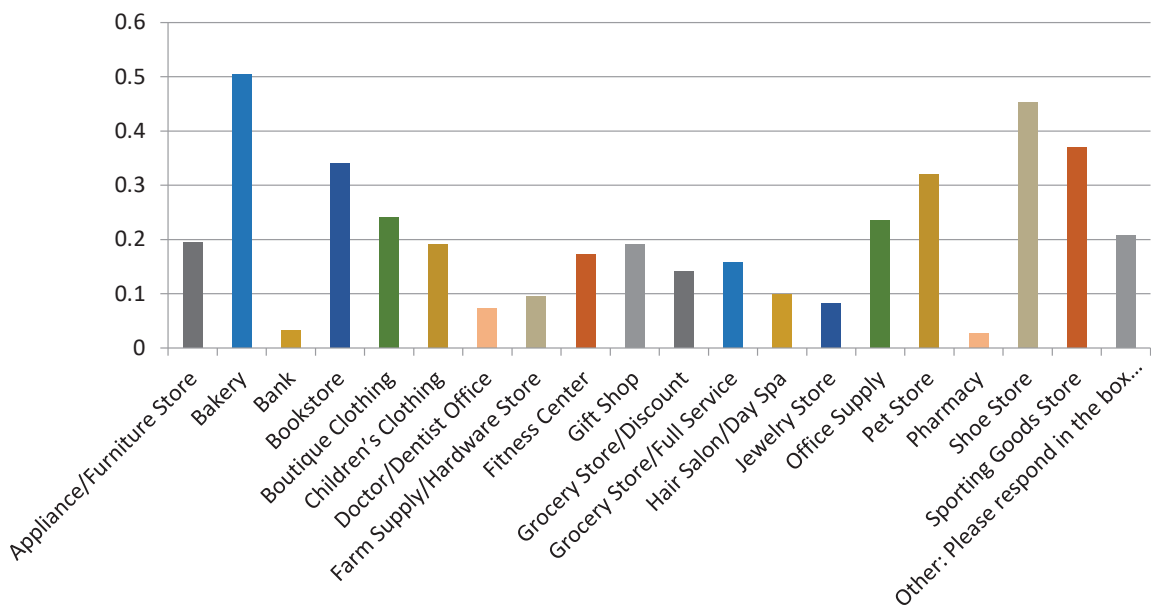


Why did you choose to live in Richland? Please select any that apply.

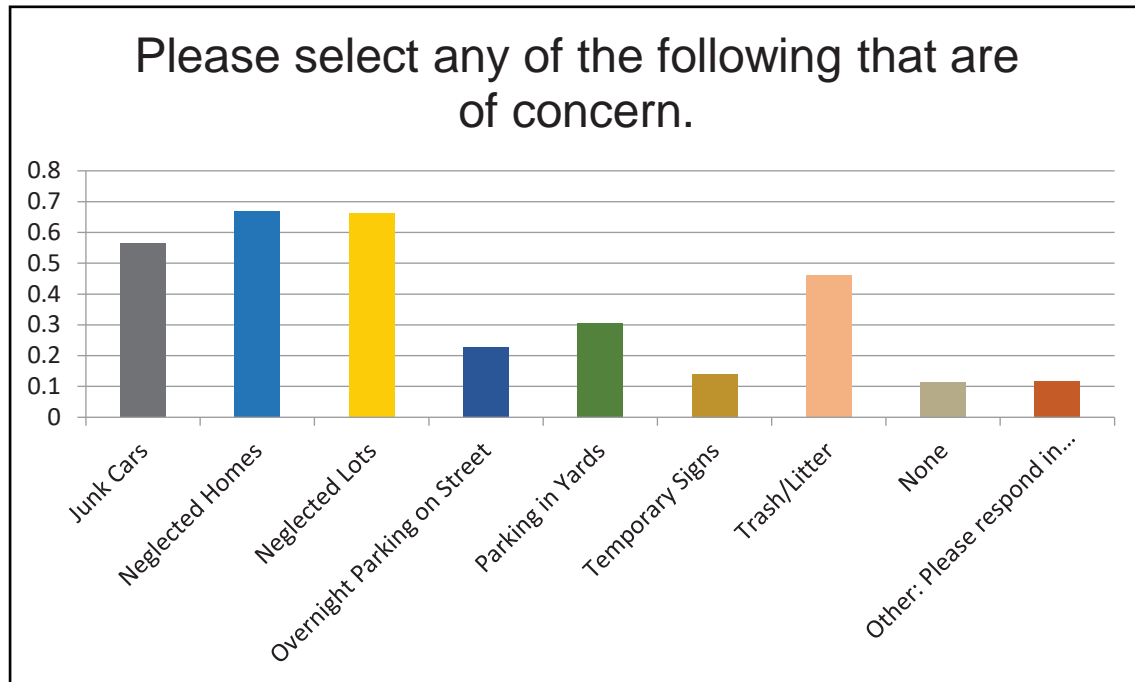


Please indicate your agreement with the following statements regarding Richland's retail offerings.	Strongly Disagree		Disagree		Agree		Strongly Agree	
	Percent	Count	Percent	Count	Percent	Count	Percent	Count
Generally, for day to day activities, the current stores in Richland meet my shopping needs.	8.25%	25	23.10%	70	55.12%	167	13.53%	41
Generally, for my annual shopping activities, the current stores in Richland meet my shopping needs.	18.15%	55	45.87%	139	30.03%	91	5.94%	18
I believe there should be more fast food restaurants located in Richland.	29.37%	89	38.61%	117	24.75%	75	7.26%	22
I believe there should be more full service/dine in restaurants located in Richland.	0.99%	3	1.32%	4	28.05%	85	69.64%	211

Select the types of businesses you would like to see added in Richland. Select any that apply.



	Strongly Disagree		Disagree		Agree		Strongly Agree	
	Percent	Count	Percent	Count	Percent	Count	Percent	Count
I would support architectural guidelines for commercial and industrial areas in Richland.	4.98%	15	11.96%	36	58.80%	177	24.25%	73



Please indicate your agreement with the following statements.	Strongly Disagree		Disagree		Agree		Strongly Agree	
	Percent	Count	Percent	Count	Percent	Count	Percent	Count
I currently walk to commercial areas, i.e. grocery store, pharmacy, restaurants, in Richland.	50.83%	153	41.86%	126	5.32%	16	1.99%	6
I would walk to commercial areas if additional trails and sidewalks were installed.	11.96%	36	30.56%	92	41.86%	126	15.61%	47
I would utilize biking as a mode of transportation if additional bike lanes or trails were installed.	14.29%	43	30.90%	93	38.21%	115	16.61%	50

Please indicate your agreement with the following statements regarding Richland's Comprehensive Plan.	Strongly Disagree		Disagree		Agree		Strongly Agree	
	Percent	Count	Percent	Count	Percent	Count	Percent	Count
The Plan should encourage new commercial developments.	5.81%	18	6.13%	19	50.00%	155	38.06%	118
The Plan should encourage new residential developments.	6.45%	20	10.32%	32	50.32%	156	32.90%	102
The Plan should encourage new industrial developments.	7.74%	24	19.03%	59	49.35%	153	23.87%	74

Please indicate your agreement with the following statements regarding a designated Walking/Biking Route in Richland.	Strongly Disagree		Disagree		Agree		Strongly Agree	
	Percent	Count	Percent	Count	Percent	Count	Percent	Count
I would support a designated walking/biking route along streets in Richland that connects parks, schools, and downtown with residential areas.	2.65%	8	5.63%	17	39.07%	118	52.65%	159
I believe directional signage with mileage markers along the designated route would be useful.	2.65%	8	14.24%	43	49.67%	150	33.44%	101

CHAPTER 2: POPULATION PROJECTIONS AND DEMOGRAPHICS

POPULATION PROJECTIONS

Table II-1 contains population counts and projections for the City of Richland and Rankin County. These Projections are in ten-year increments from 2010 to 2040. The projections do not assume that growth will be confined to within the city limits. Naturally, as the city grows, the geographic area considered to be part of the city will grow. The projections for the City and County were generated using a linear regression technique.

**TABLE II-1
POPULATION PROJECTIONS**

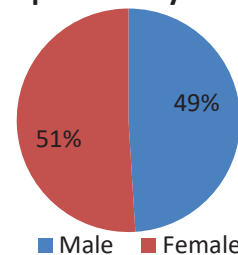
YEAR	RANKIN COUNTY	CITY OF RICHLAND
1980	69,427	3,955
1990	87,655	4,014
2000	115,327	6,027
2010	141,617	6,912
2020	164,567	7,948
2030	188,991	9,036
2040	213,415	10,125

Source: U.S. Census Bureau and CMPDD

Population Summary Richland, Mississippi

Population by Race	Number	Percent	Total Population
Reporting One Race	6,840	98.96%	2000 6,072
White	5,446	78.79%	2010 6,912
Black	999	14.45%	Annual Rate (%) 1.30
American Indian	16	0.23%	
Asian	116	1.68%	
Pacific Islander	10	0.14%	
Other Race	253	3.66%	
Reporting Two or More Races	72	1.04%	
Total Hispanic Population	371	5.37%	

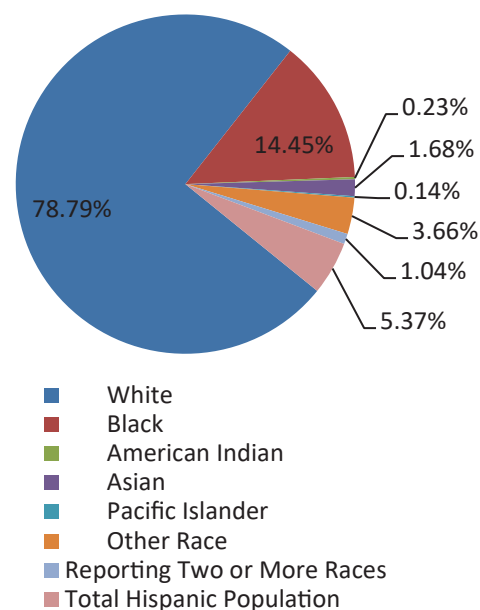
Population by Sex



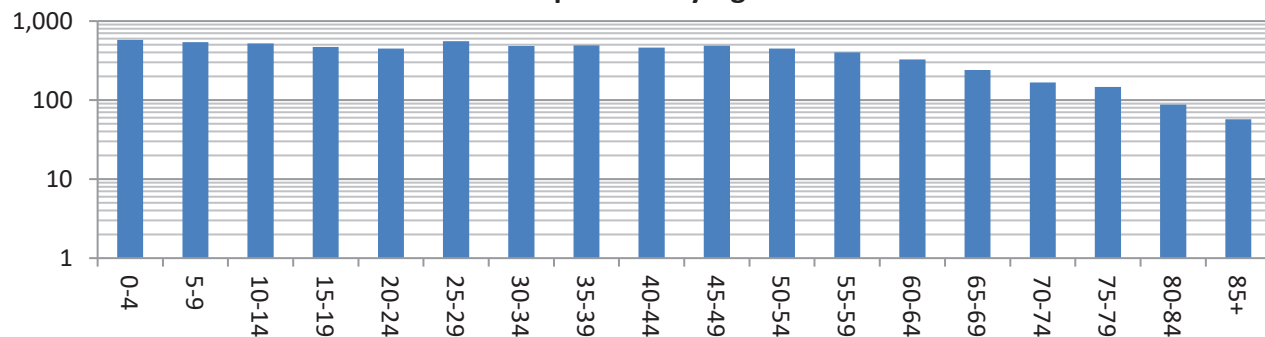
Population by Sex	Number	Percent
Male	3,388	49.0%
Female	3,524	51.0%

Population by Age	Number	Percent
0-4	576	8.33%
5-9	539	7.80%
10-14	520	7.52%
15-19	472	6.83%
20-24	451	6.52%
25-29	555	8.03%
30-34	486	7.03%
35-39	491	7.10%
40-44	461	6.67%
45-49	488	7.06%
50-54	449	6.50%
55-59	400	5.79%
60-64	326	4.72%
65-69	240	3.47%
70-74	167	2.42%
75-79	146	2.11%
80-84	88	1.27%
85+	57	0.82%
18+	5,005	72.41%
65+	698	10.10%

Population by Race



Population by Age



Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

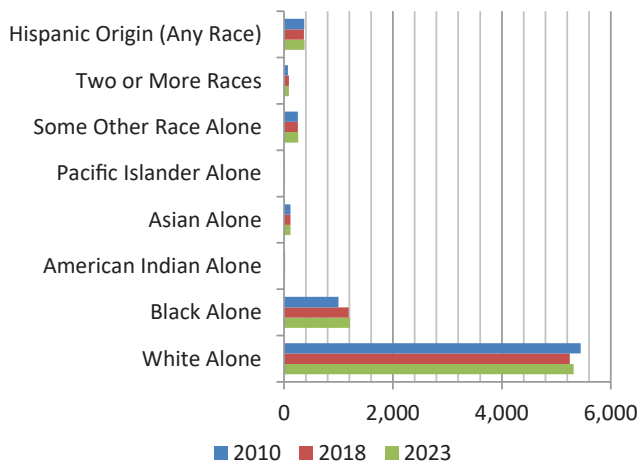


Population Summary and Projections Richland, Mississippi

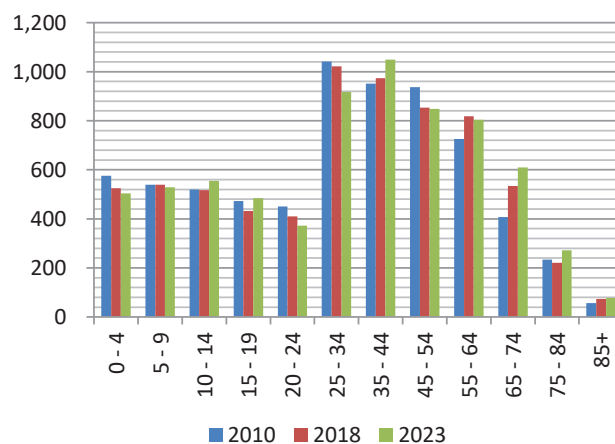
Population	2010		2018		2023	
	6,912		6,917		7,022	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	576	8.3%	525	7.6%	504	7.2%
5 - 9	539	7.8%	539	7.8%	529	7.5%
10 - 14	520	7.5%	517	7.5%	555	7.9%
15 - 19	472	6.8%	432	6.2%	485	6.9%
20 - 24	451	6.5%	410	5.9%	372	5.3%
25 - 34	1,041	15.1%	1,022	14.8%	917	13.1%
35 - 44	952	13.8%	973	14.1%	1,049	14.9%
45 - 54	937	13.6%	853	12.3%	848	12.1%
55 - 64	726	10.5%	818	11.8%	804	11.4%
65 - 74	407	5.9%	534	7.7%	610	8.7%
75 - 84	234	3.4%	221	3.2%	272	3.9%
85+	57	0.8%	74	1.1%	77	1.1%

Race and Ethnicity						
White Alone	5,446	78.8%	5,247	75.9%	5,317	75.7%
Black Alone	999	14.5%	1,189	17.2%	1,213	17.3%
American Indian Alone	16	0.2%	16	0.2%	16	0.2%
Asian Alone	116	1.7%	117	1.7%	117	1.7%
Pacific Islander Alone	10	0.1%	9	0.1%	9	0.1%
Some Other Race Alone	253	3.7%	252	3.6%	262	3.7%
Two or More Races	72	1.0%	88	1.3%	90	1.3%
Hispanic Origin (Any Race)	371	5.4%	368	5.3%	380	5.4%

Race and Ethnicity



Population by Age



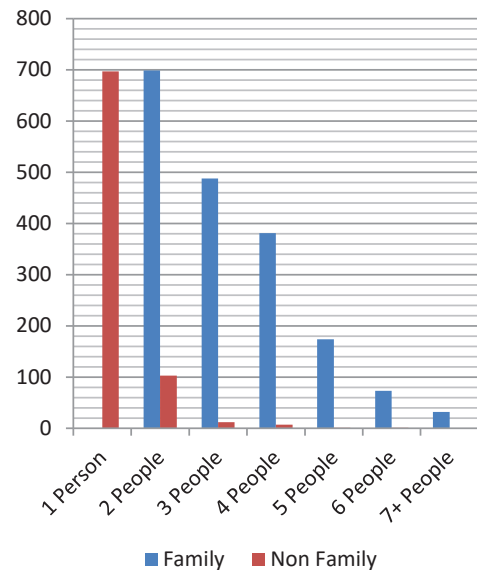
Source: U.S. Census Bureau, Census 2010 Data. Esri forecasts for 2018 and 2023.

Household Summary

Richland, Mississippi

Households by Type	Number	Percent	Total Households	
Households with 1 Person	697	26.1%	2000	2,327
Households with 2+ People	1,971	73.9%	2010	2,668
Family Households	1,847	69.2%	Annual Rate (%)	1.38%
Husband-wife Families	1,232	46.2%	Average Size	2.59
With Own Children	557	20.9%		
Other Family (No Spouse Present)	615	23.1%		
With Own Children	371	13.9%		
Nonfamily Households	124	4.6%		
All Households with Children	1,051	39.4%		
Multigenerational Households	161	6.0%		
Unmarried Partner Households	169	6.3%		
Male-female	160	6.0%		
Same-sex	9	0.3%		

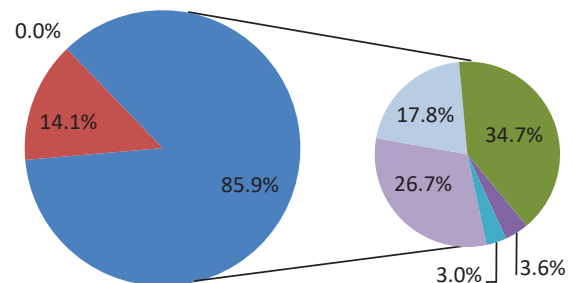
Households by Size



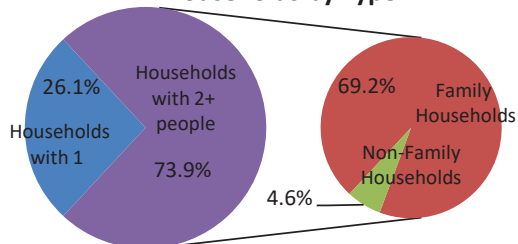
Population by Relationship and Household Type		
Total	6,912	100.0%
In Households	6,912	100.0%
In Family Households	5,934	85.9%
Householder	1,847	26.7%
Spouse	1,232	17.8%
Child	2,399	34.7%
Other relative	248	3.6%
Nonrelative	208	3.0%
In Nonfamily Households	978	14.1%
In Group Quarters	0	0.0%
Institutionalized Population	0	0.0%
Noninstitutionalized	0	0.0%

Households by Size				
	Family		Non Family	
	Number	Percent	Number	Percent
Total	1,847	100.0%	821	100.0%
1 Person	---		697	84.9%
2 People	699	37.8%	103	12.5%
3 People	488	26.4%	12	1.5%
4 People	381	20.6%	7	0.9%
5 People	174	9.4%	1	0.1%
6 People	73	4.0%	1	0.1%
7+ People	32	1.7%	0	0.0%
Average Size	3.10		1.19	

Population by Relationship and Household Type



Households by Type



Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography. Average family size excludes nonrelatives.

Source: U.S. Census Bureau, Census 2010 Summary File 1.

Housing Unit Summary

Richland, Mississippi

Total Housing Units

2000	2,538
2010	2,843
Annual Rate (%)	1.14

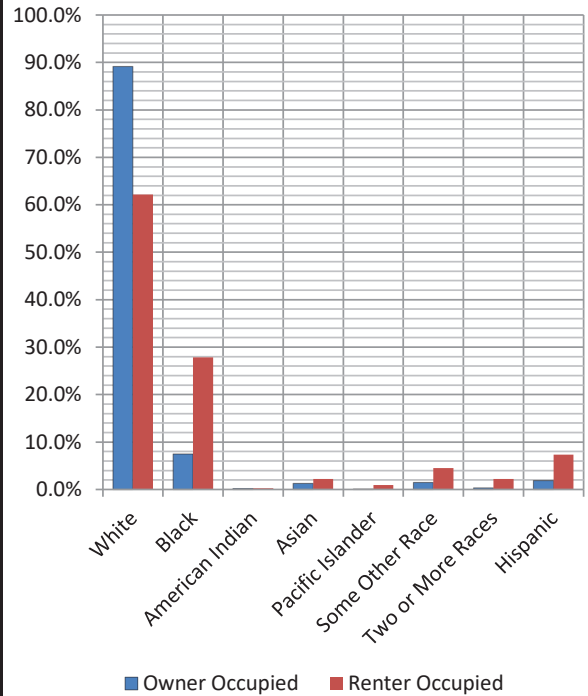
Total Housing Units by Occupancy	Number	Percent
Occupied Housing Units	2,668	93.84%
Vacant Housing Units		
For Rent	65	2.29%
Rented, not Occupied	4	0.14%
For Sale Only	34	1.20%
Sold, not Occupied	4	0.14%
For Seasonal/Recreational/Occasional Use	27	0.95%
For Migrant Workers	0	0.00%
Other Vacant	41	1.44%
Total Vacancy Rate (%)		6.2%

Households by Tenure and Mortgage Status	Number	Percent	Average Household Size
Total	2,668	100.0%	
Owner Occupied	1,799	67.4%	2.57
Owned with a Mortgage/Loan	1,195	44.8%	
Owned Free and Clear	604	22.6%	
Renter Occupied	869	32.6%	2.63

Housing Units by Race of Householder	Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent

Total	1,799	100.0%	869	100.0%
White	1,604	89.2%	540	62.1%
Black	135	7.5%	242	27.8%
American Indian	3	0.2%	2	0.2%
Asian	23	1.3%	19	2.2%
Pacific Islander	1	0.1%	8	0.9%
Some Other Race	27	1.5%	39	4.5%
Two or More Races	6	0.3%	19	2.2%
Hispanic	34	1.9%	64	7.4%

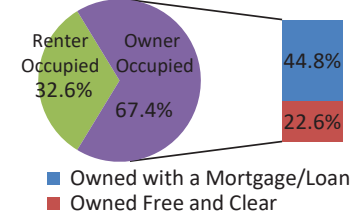
Housing Units by Race of Householder



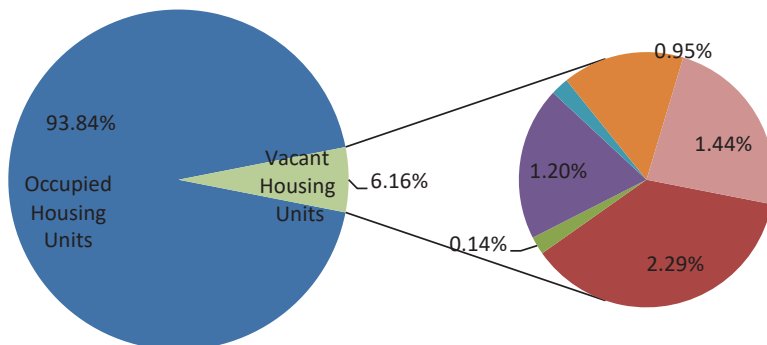
Average Household Size

Total	2.55
White	2.63
Black	2.40
American Indian	2.64
Asian	1.67
Pacific Islander	3.79
Some Other Race	2.56
Two or More Races	2.56
Hispanic	3.67

Households by Tenure and Mortgage Status



Total Housing Units by Occupancy



Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.



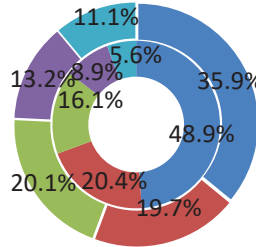
Householder Summary

Richland, Mississippi

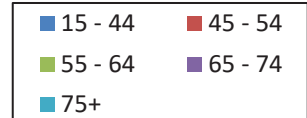
Households by Age of Householder

	Family		Non-Family	
	Number	Percent	Number	Percent
Total	1,847	100.0%	821	100.0%
15 - 44	904	48.9%	295	35.9%
45 - 54	377	20.4%	162	19.7%
55 - 64	297	16.1%	165	20.1%
65 - 74	165	8.9%	108	13.2%
75+	104	5.6%	91	11.1%

Households by Age of Householder



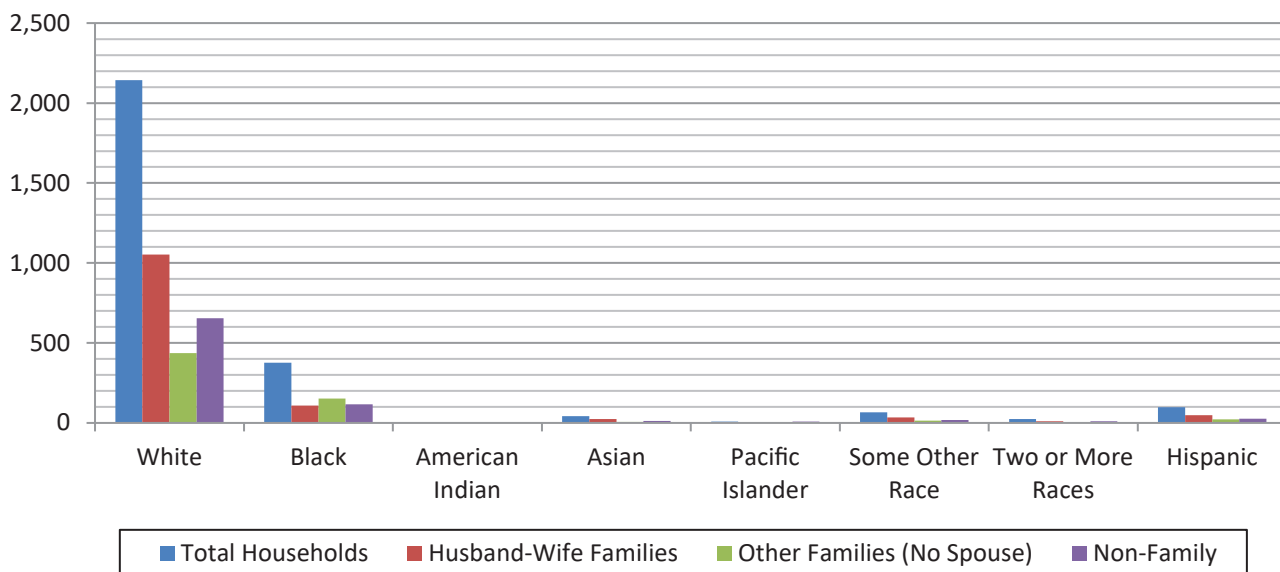
Inner ring: Family
Outer ring: Non-Family



Summary by Race of Householder

Householder is:	Total Households		Husband-Wife Families		Other Families (No Spouse)		Non-Family	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total	2,668	100.0%	1,232	100.0%	615	100.0%	821	100.0%
White	2,144	80.4%	1,053	85.5%	437	71.1%	654	79.7%
Black	377	14.1%	108	8.8%	153	24.9%	116	14.1%
American Indian	5	0.2%	2	0.2%	0	0.0%	3	0.4%
Asian	42	1.6%	24	1.9%	6	1.0%	12	1.5%
Pacific Islander	9	0.3%	0	0.0%	1	0.2%	8	1.0%
Some Other Race	66	2.5%	34	2.8%	14	2.3%	18	2.2%
Two or More Races	25	0.9%	11	0.9%	4	0.7%	10	1.2%
Hispanic	98	3.7%	49	4.0%	22	3.6%	27	3.3%

Race of Householder



Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

CHAPTER 3: ECONOMIC DEVELOPMENT



GOALS AND OBJECTIVES

GOAL: To make Richland a healthy, safe and convenient place to live and work, and to provide a pleasant and attractive atmosphere for living, shopping, recreation, civic and cultural, and service functions.

- **OBJECTIVE:** To ensure that future development will be in the best interest of the City and its citizens, measures will be taken which will generally improve the quality of life of the citizens of Richland.
- **OBJECTIVE:** To create a unique and appealing environment which will encourage and enhance development by private developers consistent with the culture, heritage, and vision of the City.



GOAL: To retain and expand existing businesses located within Richland, and to attract new businesses to the City that complement existing businesses and the meet the needs of the community.

- OBJECTIVE: To partner with existing business organizations, such as Chamber of Commerce and Rankin First, to foster a business friendly environment and facilitate the recruitment and retention of business and industry in the City.
- OBJECTIVE: To partner with businesses and industry to fund necessary infrastructure improvements through available grants, loans, or funding strategies such as Tax Increment Financing.
- OBJECTIVE: To maintain a diverse business mix to provide services and employment opportunities to all citizens of the City of Richland.
- OBJECTIVE: Encourage the reuse and reinvestment in vacant commercial and industrial facilities to prevent the declining property values.

GOAL: To accept tourism as an economic driver.

- OBJECTIVE: To pursue recreational opportunities along the Pearl River to create a destination.
- OBJECTIVE: Partner with the Richland Chamber of Commerce to encourage visitors and spectators to dine, shop, and stay in Richland when participating in or attending events at the one of the City's recreational facilities.

GOAL: Continue to promote new commercial and industrial development.

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

GOAL: To provide for quality educational opportunities for all students.

- OBJECTIVE: To continue to support the Rankin County School District and all schools within the City in the growth of educational opportunities for children.
- OBJECTIVE: To encourage the utilization of Hinds Community College's campus in Rankin County to provide workforce training.

GOAL: To encourage the provision of an adequate housing supply that meets all needs.

- OBJECTIVE: To provide a mix of residential densities in the City of Richland to suit different needs and markets, ranging from multiple family units to large lot estates.
- OBJECTIVE: To maintain and enforce land development regulations, specifically the Land Use Plan, Zoning Ordinance, and Subdivision Regulations, to ensure that the physical growth of the City supports the housing needs of all residents.

In a strict, traditional use, the term economic development means the process and policies a government uses to improve the economic, political, and social well-being of its people. It creates conditions for economic growth and improved quality of life. Economic development is generally assumed to be the attraction and retention of employers within a given jurisdiction. However, economic development encompasses significantly more than just commercial and industrial development or jobs. Economic development activities in partnership with land development regulations help build a high-quality community where citizens can live, work, and play. This chapter will first inventory and analyze what is currently within the City, then it will set a vision of what is needed and desired for the future.

Local governments are key players in economic development by offering services, infrastructure, and other assistance to help spur job growth. To expand visibility and avoid duplication of services, many governments, including Richland, partner with private and/or non-profit economic development groups, such as Rankin First Economic Development Authority, to provide such services and assistance. In return, a healthy economy generates tax revenues that allow the local government to provide services.

The economy of Richland is extremely diverse, which allows for a mixture of employment opportunities and provides the City with stability during economic downturns. In recent years, many local governments and even state and federal programs have placed a significant importance on “high-quality, high-wage jobs.” This type of job certainly has the ideal characteristics that a growing, wealthy community would desire; however, it is important to note the diversity of the City’s population and their needs. A single-sector economy and one without a service or retail sector would cause significant investments and income to leave the City.

Ideally, residents should be able to find gainful employment based on their skill or knowledge, housing that is affordable for their income, and the services to meet their needs without leaving the City. Income that is earned and reinvested

within a community creates growth, income that is invested in another community, grows that community.

LABOR FORCE

A community’s labor force is comprised of all individuals over the age of 16 that have or are actively seeking a job that are not serving in the military or are not institutionalized. The U.S. Bureau of Labor Statistics tracks and reports on the labor force on a monthly basis. This data is an estimate and does not include the self-employed or those working for non-profit or religious organizations. However, this information is the most accurate source of labor data available. As such, it is noted that Richland’s employed population remained the same from 2011 to 2016. This indicates retention of employment opportunities and a slight decrease in the unemployment rate.

Table III-1 compares the data for Richland to that of Rankin County, the Jackson Metropolitan Statistical Area (MSA), which accounts for Copiah, Hinds, Madison, Rankin and Simpson Counties, and the State of Mississippi. The City of Richland’s labor force has remained one of the most employable in the region. The City’s rate of employment indicates that it is a strong, working labor force. A strong, working labor force is the foundation to a strong economy.

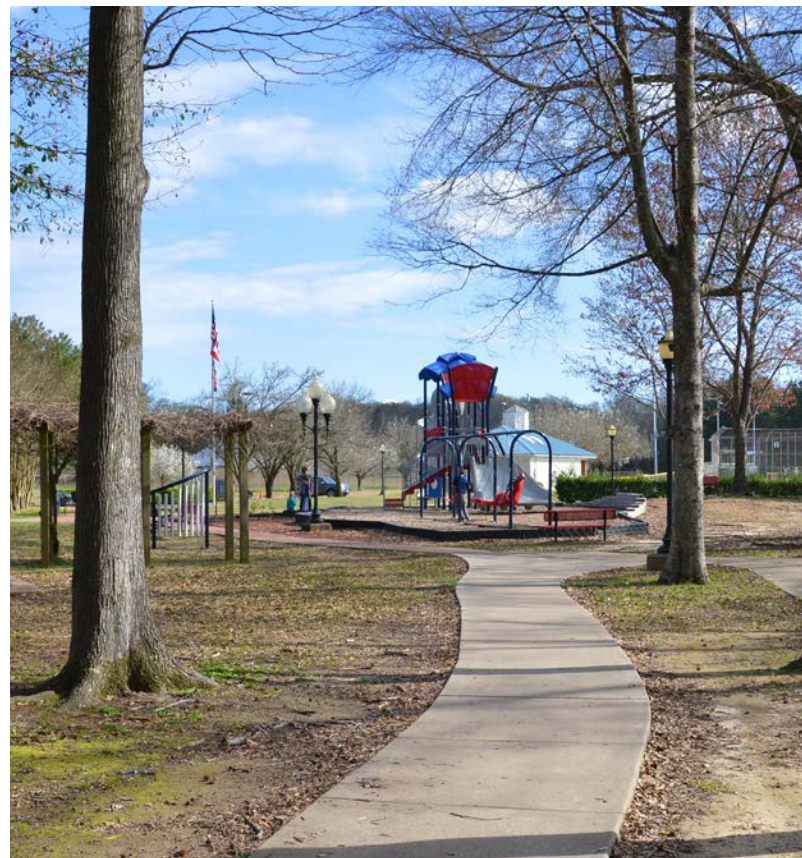




Table III-1

	2011				2016			
	City of Richland	Rankin County	Jackson MSA	State of Mississippi	City of Richland	Rankin County	Jackson MSA	State of Mississippi
Labor Force	3,832	72,172	271,910	1,316,500	3,721	75,020	273,200	1,287,300
Employed	3,668	68,292	251,070	1,198,200	3,510	72,050	261,300	1,221,900
Unemployment Rate	3.1	3.6	7.7	9.0	4.1	4.0	4.4	5.1

SOURCE: U.S. Census Bureau, Mississippi Department of Employment Security

Educational attainment is also important to a strong labor force. According to the American Community Survey data from 2016, approximately 86.1% of City's population over the age of 25 has at least a high school degree. Furthermore, 14% of the same population has a bachelor's degree or higher. In comparison, 83% of the State of Mississippi's population over the age of 25 has at least a high school degree, and 21% has a Bachelor's degree or higher. A labor force must have diversity in education and training as well. In this case, the labor force of Richland is diverse with an adequate range of educational attainment to meet the needs of employment opportunities.

Commute Patterns

The labor force of a political boundary, i.e. a municipality, is not limited to the political boundaries that define the area. As such, the residents of Richland may commute outside of the City for employment, while others commute into the City for employment. Commuting patterns as analyzed by the U.S. Census Bureau address this issue. According to 2012 – 2016 American Community Survey data, only

17%, or approximately 586, of the labor force in Richland work live and work in the City. The majority of the labor force that leaves the City for employment works within Rankin County. On average residents travel 24 minutes to their place of work. Based on the out commuter data provided by the U.S. Census and employment data collected by CMPDD, it can be assumed that an additional 4,100 workers commute into Richland for employment.

In the perfect economy, the City's labor force would be able to provide the labor necessary to fill all employment opportunities and there would be adequate opportunities within the City to provide employment for all. This would mean that the economy was so diverse that it provides employment opportunities for every skill level, from entry-level, trade skills to high-level, professional skills. Furthermore, the educational attainment of the labor force meets the needs of the employers.

However, the City's labor force is not large enough to meet the demands of the existing businesses within City. Furthermore, many residents are commuting beyond the City for em-

ployment. The demand is filled by residents of surrounding areas. This suggests a slight, but not significant, imbalance in the labor force. Such an imbalance is expected in a suburban community, especially in an area within close proximity of a cluster of state and federal government facilities.

BUSINESS INVENTORY

An inventory of businesses operating in the City of Richland was compiled from local data sources, CMPDD, and a national database, Hoover’s Inc. The top five sectors for total number of businesses are listed in TABLE III-2.

Table III-2

Sector	Number of Businesses
Retail Trade	68
Wholesale Trade	66
Other Non-Public Services	55
Transportation and Warehousing	42
Construction	41
CITY TOTAL	495

Businesses within the retail sector account for the most businesses in the City of Richland. The retail sector represented in this list does include big-box retailers, grocery stores, clothing, home goods, etc. but does not include accommodations or food services. These typically have displays or storefronts for the general public to walk-in and purchase products. The wholesale trade sector is comprised of businesses engaged in wholesaling merchandise, or arranging the purchase and sale of goods to other businesses. There is minimal general public access to wholesalers and most are housed in warehouses. Examples include automobile parts supplier, tire wholesalers, and construction equipment and supplies. The third largest sector is the classified as “Other Non-Public Services”. This covers personal services, such as automobile repair and hair salons, non-profits, and religious organizations. The transportation and warehousing sector accounts for just over 40 businesses in Richland. This sector is clas-

sified as industries providing transportation of passengers and cargo, warehousing and storage (not sale of) goods, and support activities related to the transportation modes. Finally, the construction sector includes residential and commercial contractors in all trades, such as general contractors and subcontractors: mechanical and electrical.

Table III-3

Sector	Employees
Wholesale Trade	1,603
Transportation and Warehousing	1,322
Retail Trade	1,120
Manufacturing	623
Construction	616
CITY TOTAL	7,639

The wholesale sector is reported to have the highest number of employees. In Richland, this sector includes numerous heavy equipment and transportation parts suppliers, industrial equipment suppliers, and electrical, plumbing, and hardware wholesalers. It is followed by the transportation and warehousing sector then the retail sector. The fourth largest sector is manufacturing, which includes electronic manufacturing, food and beverage manufacturing, and petroleum refining. The construction sector rounds out the top five sectors by employment.

According to Hover and CMPDD data, Siemens Industry, Inc, an electronic products wholesaler, is the largest employer in Richland with approximately 400 employees. Big-box retailer, Walmart, Inc., is the second largest employer with 300 employees, and the third largest employer in Richland is the KLLM Transport Services, LLC with 250 employees.

The City of Richland sits at an intermodal crossroads, which connects north and south, east and west by rail, air, and land. Furthermore, it is approximately 60 miles from the nearest Mississippi River port, and a few hours from a deep water gulf port. Thus, it is not surprising that the City boasts a significant wholesale and transportation sectors. Richland is not, and will likely remain, dependent on a single sector or



sub-sector for employment and investment. There is diversity in the economy of Richland, which is known to help weather downturns in a given sector. Furthermore, as discussed previously, the labor force in Richland meets the needs of existing business and industry based on educational attainment, but must be supplemented in regards to numbers to meet the demands of the local businesses. An economy that lacks diversity, also lacks the ability to meet the needs of its residents.

EDUCATION

Residents of Richland are served primarily by the Richland Elementary, Richland Upper Elementary, and Richland High School, all of which are part of the Rankin County School District. There are numerous other private schools within 30 miles of the Richland that may also serve the residents of the community.

The three schools are commonly known as the Richland Attendance Zone, and have an enrollment of 1,893 for the 2018 – 2019 school year. The Richland Attendance Zone has seen a gradual decrease in enrollment since the 2012 school year as noted in Table III-4. According to the Rankin County School District, the enrollment is projected to continue to decrease slightly through 2027.

Table III-4

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2026-2027
Richland Elementary School	517	515	525	501	483	454	439	446
Numerical Change		-2	10	-24	-18	-29	-15	7
Percent Change		-0.4%	1.9%	-4.6%	-3.6%	-6.0%	-3.3%	1.6%
Richland Upper Elementary	632	614	581	642	623	612	612	552
Numerical Change		-18	-33	61	-19	-11	0	-60
Percent Change		-0.4%	1.9%	-4.6%	-3.6%	-6.0%	0.0%	-9.8%
Richland High School	923	906	928	903	852	850	842	788
Numerical Change		-17	22	-25	-51	-2	-8	-54
Percent Change		-1.8%	2.4%	-2.7%	-5.6%	-0.2%	-0.9%	-6.4%
Richland Attendance Zone Total	2,027	2,035	2,034	2,046	1,958	1,916	1,893	1,786
Numerical Change		-37	-1	12	-88	-42	-23	-107
Percent Change		-1.8%	0.0%	-0.6%	-4.3%	-2.1%	-1.2%	-5.7%

Source: Rankin County School District

The Rankin County School District issued bonds, as approved by the citizens of Rankin County, in 2017. Proceeds from these bonds are being utilized to complete campus upgrades related to additional classroom space, increased safety, fine arts, career academies, multi-purpose facilities and general building upgrades. Specifically, within the Richland Attendance Zone, the bond proceeds will provide additional classrooms to address overcrowding and the use of portable classroom units, building upgrades including improvements to restrooms, and security cameras and secured entrances. A complete list of improvements by school is provided in the following table.



Table III-5

School	Improvement	Total Cost
Richland Elementary School Grades: Pre-K – 2 Built: 1987	Add 6 Classrooms	\$4,613,148
	Electrical Upgrade	
	New Intercom/Fire Alarm	
	Security Cameras for Doors/Halls	
	Mechanical Upgrades	
	Reroof	
	Ceilings and Lights, as needed	
	New Serving Line in Cafeteria	
	Site Work, Drainage, Fencing, Parking	
	Special Needs Playground	
	Add New Toilets	
Richland Upper Elementary Grades: 3 – 6 Built: 1977	Add 6 Classrooms	\$4,578,410
	Electrical Upgrade	
	New Intercom/Fire Alarm	
	Security Cameras for Doors/Halls	
	Secure Entrance	
	Mechanical Upgrades	
	Reroof	
	Toilet Renovations	
	Ceilings, Lights and Flooring, as needed	
	New Serving Line in Cafeteria	
	Site Work and Drainage	
	Special Needs Playground	
	Add 2 Toilets	
Richland High School Grades: 7 – 12 Built: 2004	Add 7 Classrooms	\$6,544,448
	3 Career Academies	
	New Intercom	
	Security Cameras for Doors/Halls	
	Toilet Renovations	
	Renovate Old Gym for Multi-Purpose Facility	
	Dining and Serving Expansion	
	Ceilings, Lights and Floors, as needed	
	Add Toilets	
	Site Work for Drop Off and Parking	
	Demolition of old Church Property	
	Fine Arts Facility	
Richland Attendance Zone		\$15,736,005

Source: Rankin County School District

Hinds Community College, which has a Diesel Technology Academy in Richland, is a frequent partner in workforce training activities in the area and commonly works with businesses and industries to provide customized workforce training. Specifically, the Diesel Technology Academy works in partnership with several Richland businesses to provide well-trained employees in the heavy-duty truck and equipment industries. Hinds has also partnered with KLLM Transport Services to create a Driving Academy for trainees to earn their Commercial Driver's License in Richland as well. Hinds is Mississippi's largest community college and provides more than 200 academic and technical programs. Additionally, Hinds' Rankin County Campus is located in Pearl, which is also within Rankin County and only 5 miles from Richland.

HOUSING

The City of Richland's housing market continues to grow and expand, and additional demand is projected based on the population projections. Utilizing the population projections as discussed in Chapter Two and historic persons-per-household and occupied housing unit data from Census, a demand for additional housing units is noted. Based on this assumption, the following table projects population and housing needs for the City through 2040.

**Table III-6
PROJECTED HOUSING UNITS
CITY OF RICHLAND
1990 - 2040**

YEAR	OCCUPIED HOUSING UNITS	PERSONS PER OCCUPIED HOUSING UNIT	PROJECTED PERSONS PER OCCUPIED HOUSING UNIT	PROJECTED POPULATION	PROJECTED HOUSING NEED (IN DWELLING UNITS)
2000	2,303	2.62			
2010	2,668	2.60			
2020			2.61	7,948	3,045
2030			2.61	9,036	3,462
2040			2.61	10,125	3,879

Source: U.S. Census Bureau and Central Mississippi Planning and Development District.

Additionally, according to the 2010 U.S. Census, the City's housing unit vacancy rate was just over 6 percent. The U.S. Census Bureau's 2012 – 2016 American Community Survey estimates the vacancy rate to be 8 percent. As with the 2010 data, the majority of vacancies were in the rental housing market, which may cause the overall vacancy rate to be inflated at times. However, it does not indicate an oversaturation of housing units. Furthermore, the number of new construction permits indicates a demand for new housing units within the City. In the period from 2010 to 2017, there were 88 building permits issued for the construction of single family, site built homes in the City. In 2016 and 2017, the





City issued nearly 60 of those permits, which accounts for 70 percent of the total permits.

According to U.S. Census data, nearly one-half of all housing units in the City of Richland were constructed between 1980 and 1999. While the pace of construction slowed since 2009, an additional 700 units, accounting for 26 percent of the housing units, were constructed between 2000 and 2009. Over the forty year period from 1970 through 2009, the City averaged annually 51 units added to the housing stock. The pace of new construction remains slower than during the high. This also indicates that the housing market is not oversaturated and is increasing with demand.

The housing stock in Richland is well maintained, as only four homes were considered dilapidated during the CMPDD Land Use Survey. However, as the housing stock continues to age, maintenance, and pride in property, will be vital. Not only is maintenance important from a housing availability standpoint, but it also can have significant impacts of property values, health, and public safety. Dilapidated structures have a repeated history of becoming havens for crime, particularly drug activities. Additionally, the appraised value of surrounding properties can be negatively impacted by the declining value of a dilapidated or neglected property. Therefore, it

is likely that some units will be replaced by new construction and major renovations will increase.

TAXES

Municipalities generate the majority of their revenues from various taxes, specifically sales and use tax, special use tax, and property taxes. Sales and use taxes are taxes are collected on the sale or acquisition of personal property in the State of Mississippi at the rate of seven percent, unless otherwise defined or exempted. Municipalities receive a diversion, or portion, of the sales tax revenue collected in their corporate limits. The current diversion is 18.5 percent. Local governments do not have control over rate of tax or amount of diversion, as the State Legislature sets these amounts. Additionally, the City of Richland recently approved a three percent tax on gross proceeds from room rentals of hotels and motels in the City for the purpose of funding tourism, recreation, and parks. The revenues received from this tax must be used for a stated purpose and shall not be placed in the general fund for basic operation costs. The final source of tax revenue for a municipality is property, or ad valorem, taxes. A local government has the ability to set the millage rate, or taxing rate, for taxable real property within its corporate limits. The millage rate is



set based on the overall value of taxable property within the local government and the local government's budget. If the revenues generated from other taxes (i.e. sales tax) and/or the value of property within the local government increases, the millage rate can be lowered. Low property tax rates are favorable for property owners; therefore, private investment, especially in the business sector, grows. The City of Richland has benefitted greatly from significant sales tax revenues, which allows the property tax to remain the lowest in Rankin County.

Sales and Use Taxes

As previously noted in the Business Inventory section, the City of Richland has a significant number of wholesale trade, retail trade, and other non-public service businesses that generate sales and use tax revenues for the City, as well as property taxes. A typical industry, such as a manufacturer, will provide significant property tax revenues to a local government, but generate limited sales taxes. Wholesale trade is the exception to this generalization, and the City of Richland benefits greatly from an industrial sector that generates significant sales taxes. The City of Richland has averaged \$5,600,000 annually in sales tax diversions since 2015. The City's trade area is pulls from a population that is nearly four times the City's population. This indicates a strong trade economy that serves a region, rather than the municipality alone. The table below provides a comparison of sales tax diversions and wholesale/retail trade sectors for the Cities of Richland, Brandon, Florence, Flowood, Pearl, Crystal Springs, and Magee.

	Richland	Brandon	Florence	Flowood	Pearl	Crystal Springs	Magee
Population	6,912	21,705	4,141	7,823	25,092	5,044	4,408
Population of Trade Draw Area	25,697	29,015	3,699	46,805	43,442	4,526	10,265
Diversions	\$5,666,900	\$5,653,324	\$848,197	\$11,519,832	\$9,987,565	\$745,958	\$2,087,699
Percent of Diversion from Retail Trade Only	39%	71%	55%	66%	66%	70%	66%

Source: Mississippi State University Extension, Economic Profiles

The City of Richland's traditional retail sector only provides 39 percent of the total diversions received by the City, while the other cities see at least half their total from traditional retail. The importance of the City's wholesale trade sector, and diversity of the City's economy, is highlighted by this data. A city that is heavily dependent on a single sector will likely face greater challenges during economic recessions.

Property Taxes

When considering the millage rate of a municipality, the rate of the county and school district must also be included as property is taxed by all three jurisdictions. While the local government only has control over their millage rate, the overall tax rate is more of concern to property, not the individual rates. While a direct comparison of property tax rates is difficult to accomplish due to a variety of factors, a review of data provided by the Mississippi Department of Revenue suggests that property tax rates are similar between Richland, Florence, and Flowood. The Cities of Brandon, Crystal Springs, Magee, and Pearl's rates are significantly higher. These municipalities were selected for comparison as a result of their similar population and location within the Jackson Metropolitan Area.

	Richland	Brandon	Florence	Flowood	Pearl	Crystal Springs*	Magee*
Population	6,912	21,705	4,141	7,823	25,092	5,044	4,408
County	40.24	40.24	40.24	40.24	40.24	69.90	55.73
School District	56.55	56.55	56.55	56.55	60.40	39.81	45.27
City	19.00	33.00	22.90	20.00	27.50	46.20	26.00
Total	115.79	129.79	119.69	116.79	128.14	155.91	127.00
Effective Cost on \$100,000 Home without exemptions	\$1,157.90	\$1,297.90	\$1,196.90	\$1,167.90	\$1,281.40	\$1,559.10	\$1,270.00

Source: Mississippi Department of Revenue, 2016 – 2017 City Millage Rate, * - located outside Rankin Co.

The Cities of Richland, Brandon, Florence and Flowood have the same property tax rate from Rankin County, and the school district rates were equal. The City of Pearl has a separate school district, which increases their overall millage rate. However, the City of Richland's property tax rate is one mil less than the Flowood's, and the lowest millage rate within the County. Without a lengthy discussion on appraised and assessed values, one can quickly determine that, assuming a property appraises at \$100,000 in each jurisdiction and is assessed at the same percentage, their property tax bill would be significantly higher in Brandon, Crystal Springs, Magee, and Pearl, and generally the same in the other municipalities. The importance of maintaining an overall millage rate that is similar to surrounding jurisdictions is clear – holding all other factors equal, a prospective property owner will seek the lowest overall millage rate for their investment.

It is important to note that municipalities benefit greatly from revenues received from sales tax. The Cities of Richland and Flowood received a larger sales tax diversion than the other municipalities. This comparison is based only on the state-wide 7 percent sales tax and does not include any special taxes levied on sales by any jurisdiction. The relationship between lower property tax and higher revenues from sales tax is supported by this data.

In summary, strong property values supported by the housing market and business investments will assist the City in maintaining these reasonable tax rates.



LAND

Availability of land for all types of development is key to economic growth. While infill development and redevelopment/reuse is strongly encouraged, it is not always suitable or financially feasible. Therefore, it is vital that a local government have developable land available for its economy to grow. A comparison of developed lands and undeveloped lands was completed to ensure that there is ample land to meet future development needs within each land use category. Overall, 51 percent of the incorporated areas Richland is developed. When the larger study area, which is the anticipated growth pattern for the City, is considered approximately 35 percent is developed. It is noted that approximately 37 percent of the City and 35 percent of the study area is within the 100-year floodplain and has been deemed undevelopable. However, there remains ample lands available in each category for development. It is vital to note that one of the land use categories within this comparison is parks/open space. This is in no way a recommendation to develop all lands without preservation of open space. By adopting a Comprehensive Plan, which includes a Land Use Plan, and enforcing the City's Zoning Ordinance, the City is positioned to guide future development. This prevents the overcrowding of lands, incompatible land use conflicts, and rapid growth or sprawl.

Future growth must balance sprawl and overcrowding, both of which are undesirable. Therefore, it is imperative to follow the growth pattern outlined in the Land Use Plan. Currently, there are approximately 245 acres of land within the City of Richland and the study area designated for low, medium, and high-density residential development that is vacant and developable. Nearly all of this land is classified for low-density development. Additionally, there is approximately 6,900 vacant, developable acres in the study area, of which 1,400 acres are in the City, in the larger-lot, residential estate category. The residential estate category serves a buffer between the more densely populated areas and the rural, agriculture areas. If the vacant, developable acres within the City are developed at their current classification and at



the maximum allowed density for that classification, there is adequate lands to provide the additional housing units needed without converting any lands from agriculture or residential estate. Conversion of lands from lower density uses, i.e. agriculture and residential estate, to higher density uses, i.e. low or medium density, is likely to cause sprawl and overcrowding.

Finally, it is noted that there is approximately 175 acres of undeveloped, but developable agriculture lands in the study area, and nearly 32 acres of the agricultural lands are in the City. While considered undeveloped because these parcels lack physical improvements, such as homes, much of this land is active, productive farmlands. As such, it is recommended that these areas be strictly protected from encroaching sprawl and urban growth.

As noted in the following table, the City also has some commercial and industrial lands available for development. Redevelopment of existing commercial centers is strongly encouraged where feasible.

**City of Richland Available Land by Category
Proposed Land Use Plan 2018**

Category	Vacant/Available Acres	Percent of Total	Number of Housing Units
Agricultural	31.93	1.2%	116
Residential Estate	1,401.18	54.4%	3,052
Low Density Residential	144.99	5.6%	526
Medium Density Residential	41.85	1.6%	169
Patio Home & Townhouse	1.30	0.1%	Inadequate Lot
High Density Residential	15.84	0.6%	95
Manufactured Home Residential	40.38	1.6%	242
Commercial	175.75	6.8%	
Industrial	648.61	25.2%	
Parks/Open Space	50.02	1.9%	
Public/Semi-Public	23.45	0.9%	
TOTAL:	11,635.33	100.00%	4,200

**Acres within the 100-year Floodplain have been excluded. Additionally, 15% of each category has been excluded to account for infrastructure, utilities, and other similar development related facilities.*



CHAPTER 4: COMMUNITY FACILITIES



GOALS AND OBJECTIVES

GOAL: Continue to providing public facilities and services in a manner that is cost efficient and makes public facilities accessible and convenient to the City's residents.

- **OBJECTIVE:** To continue planning for maintenance, extension of services, and upgrades to public facilities through the utilization of a Capital Improvement Program.

GOAL: To develop and implement measures necessary for continuation of programs aimed at reducing the fire rating for the City of Richland.

- **OBJECTIVE:** To aggressively support the Richland Fire Department's long and short range planning efforts.
- **OBJECTIVE:** Continue to provide the Fire Department with adequate facilities and equipment to meet the needs of that Department and to ensure public safety.

GOAL: To develop parks and open space to ensure that the long-range recreational needs of the residents of Richland are met.

- OBJECTIVE: Continue to provide safe, well-maintained, and steadily improving facilities that promote activities for the physical and mental well-being of citizens of all ages.
- OBJECTIVE: Continue to improve and expand the existing recreational facilities.

GOAL: To provide a law enforcement system that supports the continuation of the City's low crime rate.

- OBJECTIVE: Continue to provide the Police Department with adequate facilities and equipment to meet the needs of that Department and to ensure public safety.



CITY HALL

The City Hall is located at 380 Scarborough Street and was constructed in 2000. There are fourteen (14) employees in City Hall.

There is 11,256 square feet of office space on the first floor and the second floor is 836 square feet that is used for storage. The current space is not adequate and we can only assume that as the City's population increases and additional staff is needed, the space deficit at City Hall will be more critical. Additional space is available and conceptual plans have been developed for an addition of up to 3,600 sq. ft.

POLICE DEPARTMENT

The Police Department is located 911 Town Square. The 20,484 square foot facility was built in 2013. The department has 49 employees of which with 48 are full time. There are 4 shifts per day with 4 employees per shift.

By the year 2040, the City of Richland is expected to have a population of 10,125 persons as well as additional housing and commercial development. Therefore, Richland will need additional police officers and equipment to serve this projected population. Currently, the City should consider increasing staffing per shift to 5 officers on patrol, 2 dispatchers and 1 additional employee in court services.



FIRE DEPARTMENT

The City of Richland's fire rating is Class 5. The City is served by 30 full time firefighters working 3 shifts daily with 9 employees per shift and operating from 2 fire stations. Station 1, located at 566 Old Highway 49, is 7,506 square feet and was built in 2015. Station 2, located at 152 Brandon Avenue, is 4,320 square feet and was built in 2000.

Equipment by Station:

Station 1

- 2015 Pierce Pumper Tanker – 750 gallon/1,500 gpm
- 2003 La France Ladder Tanker Truck – 500 gallon/2,000 gpm
- 1995 E-One Tanker – 750 gallon/1,250 gpm

Station 2

- 2010 Pierce Pumper Tanker – 750 gallon/1,500 gpm
- 1992 GMC Tanker – 1,800 gallon/500 gpm

Short term plans are to add an additional 3 personnel and to increase each shift to 10 personnel per shift. Long term, the City should consider building a third station on the east side of Highway 49. The addition of another station would require hiring additional personnel as well as purchasing vehicles and equipment.

PARKS AND RECREATION

The Mississippi Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2015-2019, Making Strides, reports the results of surveys conducted of outdoor recreation providers and citizens. The survey results show that City parks are the most used recreational facilities. City parks account for 59.6% usage as opposed to state parks (49.8%) and national parks (22.3%). The survey results also report that 83% of respondents said they would walk to a park. Of the respondents who said they would not walk or bike to a park, 42% said it was due to unsafe conditions. Of the citizen survey results, the highest demand for recreational facilities was trails for walking, jogging/running and biking.

Richland has 2 parks. Eastside Park is located at 100 Furr Drive and has 2 soccer fields, 2 lighted softball fields, batting cages, pavilion, tennis courts, playground and walking trail. The Community Center is located just north of the soccer fields. Current plans are to add 2 new soccer fields on property owned by the City on the west side of the Community Center. The City also owns property on the east side of the Community Center and plans to build a new recreational facility. The facility will house new offices, an indoor basketball/volleyball court, indoor walking track, an imagination playground,

2 conference rooms and a weight room.

Westside Park is located at 160 Brandon Avenue and has 6 lighted baseball fields, T-ball fields, batting cages, pavilion, playground and walking trail. Current plans are to add a splash pad at each park.

WATER SUPPLY

The City of Richland provides water throughout the city except for two areas that are served by private water associations. The southwest part of the City is served by Cleary Heights Water District and the area along Highway 49 in the southeast is served by Southern Rankin Water Association. The City is served by 5 water wells and 2 water tanks but is currently adding an additional 250,000 gallon water tank and an additional well. Recently, larger water lines and additional water hydrants were installed on the east side of Highway 49. Currently there is a need to replace older lines in the distribution system and increase water supply for fire.

Planned upgrades include the following:

- Replacing 6" lines with 12" lines along Scarbrough Street from Old Highway 49 to Highway 49.
- Replacing 8" lines with 12" lines along Harper Street from Old Highway 49 to Highway 49.
- Upgrade lines in residential areas to larger lines and (in some areas) move lines from rear yards to the front of homes to improve fire protection.



SEWAGE DISPOSAL

Sewer service is provided by the City of Richland and the West Rankin Utility Authority. Wastewater is sent to the Savanna Street Waste Water Treatment Facility operated by the City of Jackson. While the existing system is adequate, the City has an ongoing rehabilitation program designed to reduce infiltration and inflow issues. The City plans to complete one rehabilitation project annually until the entire system has been upgraded.

LIBRARY

The Richland Library, located at 370 Scarbrough Street, is part of the Central Mississippi Regional Library System (CMRLS). The current building was built in 1992 and is 6,600 square feet. This facility houses 5 employees; Branch Manager, Reference Desk Assistant, Children's Specialist and two Circulation Clerks. The current book stock is 37,400 with an annual circulation of 33,492. The library serves 10,063 registered patrons.

Currently there is a need for additional space to house more books and another study room. Plans are to increase the library's collection, programs, and create an improved young adult area.



An aerial photograph of a suburban area. A river flows through the upper right portion of the image. A major road runs diagonally from the bottom left towards the center. Various residential houses, commercial buildings, and green spaces are visible throughout the landscape.

CHAPTER 5: TRANSPORTATION PLAN

GOALS AND OBJECTIVES

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

- **OBJECTIVE:** To provide better traffic flow, to reduce traffic congestion and accidents, and to improve vehicular accessibility and circulation.
- **OBJECTIVE:** To build on and upgrade existing roadway resources and to add new roads to accommodate expected future development and increased traffic.

GOAL: To incorporate alternate transportation elements into developments and transportation plans initiated by private developers and the City.

- **OBJECTIVE:** To establish a safe, secure, seamless, and user friendly bicycle and pedestrian circulation network that promotes bicycling and walking as healthy, convenient, and cost effective alternative to motor vehicle transport.
- **OBJECTIVE:** To establish a bicycle and pedestrian facility network that increases accessibility for users to schools, parks, commercial areas, transportation centers, and other bicycle and pedestrian facilities.
- **OBJECTIVE:** To integrate bikeway and pedestrian facilities into the design of new roadway construction, as well as proposed roadway widening.

INTRODUCTION

The Central Mississippi Planning and Development District is the “Metropolitan Planning Organization” or “MPO,” designated by the Governor of Mississippi as the agency responsible for coordinating a federally-mandated “Transportation Planning Process” for the three county metropolitan area of Hinds, Madison and Rankin counties. One of the responsibilities of the CMPDD as the MPO is the development and maintenance of an area-wide transportation plan, known as the Metropolitan Transportation Plan (MTP). Under federal regulations, this MTP must include a projection of the metropolitan area’s transportation needs for the next 20-25 years. For the sake of consistency, the horizon year for the Richland Comprehensive Plan is the year 2040; the same as the horizon year for the MTP.

This plan categorizes the streets/roads (highways, arterials, and collectors) in Richland and indicates improvements to many of them. The City of Richland recognizes the important relationship between land uses and transportation. Various community activities such as shopping and employment centers, schools, and high density residential development generate large amounts of traffic. However, it is also true that the construction of major streets will create pressure for more intensive types of development. If designed properly, major traffic arteries connecting focal points or community activities will have better traffic flow and fewer accidents without passing through residential areas. The land use plan is valuable in helping make determinations between land uses and traffic routes.

Concurrently with preparation of the Land Use Plan for the Richland study area, the CMPDD developed a Thoroughfares Plan, classifying streets and highways according to the function that they can be expected to perform by the target year of 2040. According to the Federal Highway Administration (FHWA), “functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide” (Highway Functional Classification, U.S. Department of Transportation, July, 1974).

The following are FHWA definitions of each classification:

1. Principal Arterials (red): This system of streets serves the major centers of activity, has some of the highest traffic volumes and the longest trip desires.
2. Minor Arterials (green): The minor arterial street system interconnects with and augments the principal arterial system. It provides service to trips of moderate length and contains facilities that place more emphasis on land access than the principal arterial system.
3. Collectors (purple): The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It distributes trips from arterials to their ultimate destinations.

Existing Major Roads

The following is a list of existing major roads and some of the roads are in the Richland Study Area (Freeways, Principal Arterials, Minor Arterials, and Collector Roads):

Freeway/Limited Access Road:

- Interstate 20

Principal Arterials:

- U.S. Hwy 49

Minor Arterials:

- Old Hwy 49
- South Pearson Rd.
- Old Pearson Rd. (East of Hwy 49)

Collector Roads:

- Industrial Park Dr.
- Interstate Dr.
- McBride St.
- Lowe Circle
- East Harper St.
- West Harper St.
- Richland Circle
- Wilson Dr.
- Scarbrough St.
- Industrial Dr.
- Cleary Rd.
- North Church St.
- Monterey Rd.
- Old Pearson Rd. (West of Hwy 49)





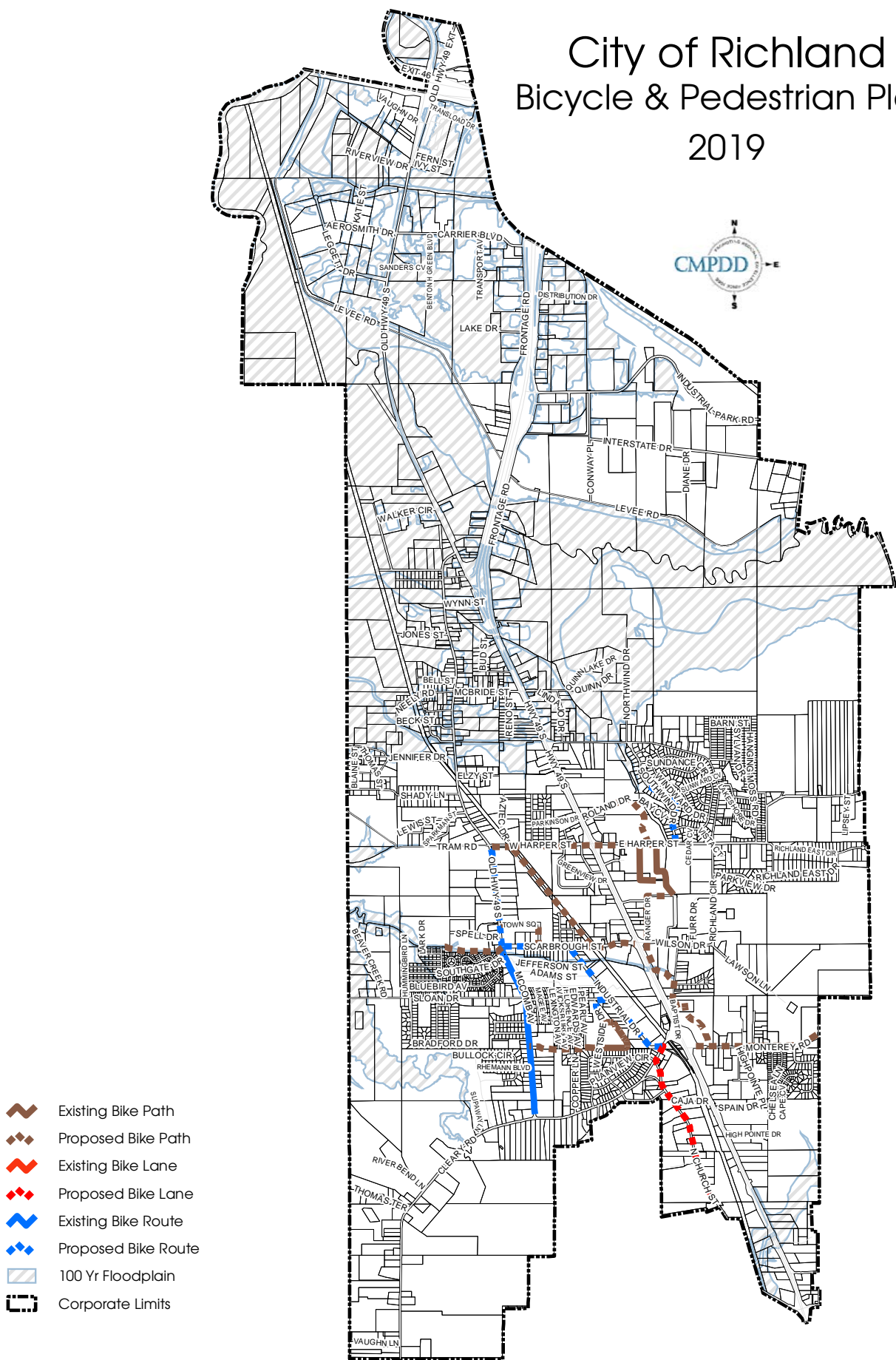
PROPOSED THOROUGHFARES IMPROVEMENTS FOR THE RICHLAND STUDY AREA

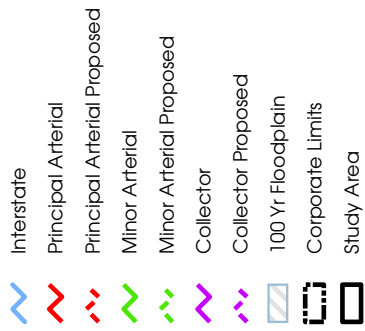
Route	Location	Improvement	2017 ADT	Projected 2040 ADT
Jackson Urbanized Area MTP 2040 Staged Improvement Program – Stage I (2016-2020)				
Pearl/Richland Intermodal Connector	Hwy 49 to Pearson Rd.	New 4 lane road	N/A	N/A
Hwy 49	Florence to Scale Area	Widen to 6 lanes	54,000	57,158
Jackson Urbanized Area MTP 2040 Staged Improvement Program – Stage II (2021-2030)				
Old Hwy 49	Hwy 80 to Hwy 49	Widen to 4 lanes	8,600	20,352
Petros Rd.	Pearson Rd. to Hwy 469	New 4 lane divided roadway	N/A	N/A
Jackson Urbanized Area MTP 2040 Staged Improvement Program – Stage III (2031-2040)				
Hwy 469	Monterey Rd. to Hwy 468	Widen to 4 lanes	3,200	15,056
Hwy 469	Hwy 49 to Monterey Rd.	Widen to 4 lanes	4,100	13,719

The City has identified a need for an elevated pedestrian walkway near Scarbrough Street to allow safe crossing of Highway 49. Currently pedestrians including children are crossing the 6 lane intersection at grade. This will become a greater concern once the construction of 2 additional travel lanes are completed.

The City is also exploring the possibility of constructing a rail spur extending south from the existing intermodal rail yard location to the east of U.S. Highway 49 and south of I-20. This rail spur would provide additional rail access for industries located farther south and east of the existing development.

City of Richland Bicycle & Pedestrian Plan 2019





CHAPTER 6: LAND USE PLAN



GOALS AND OBJECTIVES

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

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

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

- **OBJECTIVE:** To prevent the location of high density residential or intense commercial uses immediately adjacent to single-family residences, unless proper buffering is provided in the form of wide setbacks with required screening and landscaping.

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

- OBJECTIVE: To preserve established neighborhoods and development patterns in Richland and to encourage compatible additional development that will help to maintain the desirability and value of already improved properties.
- OBJECTIVE: To permit the location of manufactured homes only in certain tightly defined areas such as manufactured home parks.
- OBJECTIVE: To allow development of only quality apartment communities.
- OBJECTIVE: To locate higher density residential developments only in areas where the infrastructure and street system will support such development and where such development is compatible with neighboring land uses.

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

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

GOAL: To promote development of well-designed, attractive commercial and industrial uses in appropriately zoned areas of Richland.

- OBJECTIVE: To designate an overlay zoning district along Highway 49.
- OBJECTIVE: To adopt uniform standards as part of the overlay zoning district that will enhance the visual aesthetics of the Highway 49 corridor.
- OBJECTIVE: To protect and enhance the viability of the commercial and industrial properties along the Highway 49 corridor.
- OBJECTIVE: To provide sufficient neighborhood oriented convenience commercial development to accommodate the residential population.

GOAL: Continue to promote new industrial development.

- OBJECTIVE: Continue to provide well-located sites adequately served by infrastructure for new industrial development.





INTRODUCTION

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

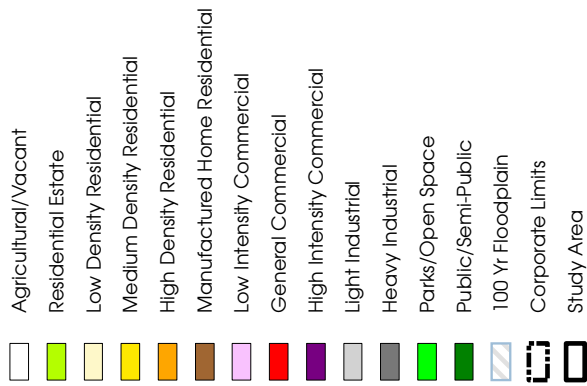
The purpose of the land use section of the Comprehensive Plan is to inventory the community’s existing land use patterns and to recommend policies for future development that are consistent with the community’s character. These policies also involve decisions on how the land use patterns should change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

EXISTING LAND USE METHODOLOGY

The land use survey is traditionally the most important survey of the planning process. This survey is a field “windshield” survey conducted in Richland and the surrounding study area. The field work was recorded on a base map and aerial photographs, and each parcel was coded according to its present land use and then transferred to a large base map, which is divided into the following categories:

1. Residential Estate (2 dwellings per acre)
2. Low-density Residential (3 dwelling units per acre)
3. Medium-density Residential (5 dwelling units per acre)
4. High-density Residential (6 dwelling units per acre)
5. Manufactured Home Residential
6. Low Intensity Commercial (offices, medical clinics, etc.)
7. General Commercial (indoor commercial uses)
8. High Intensity Commercial (primarily commercial uses with outdoor storage)
9. Light Industrial (uses with little noise, bad odors, or other objectionable characteristics)
10. Heavy Industrial (uses with objectionable characteristics)
11. Agricultural/Vacant
12. Public/Quasi-Public (schools, churches, libraries, parks, public buildings, etc.)
13. Parks/Open Space

The existing land use map shows present land use patterns and provides a basis for the development of the future land use plan and future zoning map.



2018 City of Richland Existing Land Use

Existing Land Use	Study Area (Acres)	Study Area (Sq Miles)	Incorporated Area (Acres)	Incorporated Area (Sq Miles)	Unincorporated Area (Acres)	Unincorporated Area (Sq Miles)
Agricultural / Vacant	14,167.72	22.1371	3,688.34	5.7630	10,479.38	16.3740
Residential Estate	4,209.09	6.5767	1,410.47	2.2039	2,798.62	4.3728
Low Density Residential	262.84	0.4107	208.40	0.3256	54.44	0.0851
Medium Density Residential	299.73	0.4683	297.34	0.4646	2.39	0.0037
High Density Residential	39.40	0.0616	39.40	0.0616	0.00	0.0000
Manufactured Homes	962.24	1.5035	180.59	0.2822	781.65	1.2213
Low Intensity Commercial	25.37	0.0396	23.84	0.0373	1.53	0.0024
General Commercial	127.70	0.1995	119.51	0.1867	8.19	0.0128
High Intensity Commercial	146.01	0.2281	122.92	0.1921	23.09	0.0361
Light Industrial	149.82	0.2341	142.55	0.2227	7.27	0.0114
Heavy Industrial	1,204.51	1.8820	1,051.32	1.6427	153.19	0.2394
Parks / Opens Space	63.38	0.0990	63.38	0.0990	0.00	0.0000
Public / Semi-Public	268.35	0.4193	193.51	0.3024	74.84	0.1169
Totals:	21,926.16	34.2596	7,541.57	11.7837	14,384.59	22.4759

THE LAND USE PLAN

Overview

The Land Use Plan represents a composite of all the elements of the planning program. With this context, the Plan depicts in narrative, statistical and map forms the general relationships between land use patterns, major transportation arteries, schools, parks and other community facilities, and the overall environment of the community. Preparation of the Land Use Plan was closely coordinated with the development of all other elements of the planning program, particularly the population and economic study, the Transportation Plan, and the Community Facilities Plan.

The Land Use Plan should be used primarily as a general and long range policy guide to decisions concerning future land development. The adoption of these policies by the Mayor

and Board establishes their dominance as a guide for land use decisions, and that they may change only by amending the plan. The Land Use Plan shall also be used as a forecast of the future land needs of the City. Although the land use forecasts are for 20 to 25 years in the future, the life expectancy of the land use plan, for accuracy and applicability is five to six years. This emphasizes the need to revise the plan every five years.

Methodology

This section of the Comprehensive Plan was developed using three processes involving plan formulation and evaluation. First, the spatial distribution of Richland's future land uses was made after applying specific locational criteria. Second, the amount of land allocated for future land uses was correlated with existing growth patterns. Last, a physical plan for future growth

was developed, which attempts to use City resources and meet City needs in an effective and efficient manner.

The quantities of land needed to accompany various activities in an urban area depend on a multitude of interrelated factors. The most important of these factors are the composition and the characteristics of the population, the economy of the area and the trends in the density of development. Since all three of these factors are closely related, a change in one will cause a corresponding change in the other two. For example, the density of development is dependent, to a large degree, on raw land and development cost (economic factors). Therefore, if these costs increase, the density of the development usually increases, unless the costs are offset by a corresponding increase in income, sales or other economic factors. Although there are numerous methods and techniques used to forecast demands for the future land uses in urban areas, all of these techniques rely, directly or indirectly, on estimates of these factors.

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

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

Location Criteria

Locational criteria are guiding principles and standards used in the placement of activities on the land. These principles and standards have evolved over time within the planning profession and are recognized for their universal application. These criteria involve numerous considerations including danger from floods and other health and safety standards, the vulnerability of important environmental processes to



urban activities, the proximity of one land use from another in time, distance and cost, the social, economic and environmental compatibility of adjacent land uses, physical characteristics of individual locations and their suitability for development and the pattern of land values. General principles relating to the location of land uses customarily identify five major functional areas: the work areas, the living areas, the shopping and leisure time areas, the community facility systems and environmentally critical areas of land and water. These principles can be expressed as follows:

1. Work areas should be located in convenient proximity to other work areas where uses incidental to one another have access to interconnecting truck routes. Some work areas should be in locations accessible to heavy transportation facilities and large capacity utility lines. Work area locations provide sites adequate in size, economic to develop and attractively situated for the particular uses intended.
2. Living areas should be located in convenient proximity to the work and leisure time areas and where there are nearby transit and thoroughfare routes to insure easy access. The spatial configuration of residential communities should take the activity and residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces, with residential areas within easy walking distance of community



facilities. They should be located in areas protected from traffic and incompatible uses, in areas which are economic, energy efficient, and attractive to develop, and where desirable residential densities with a range of choice can be insured.

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

be located in areas of natural hazards to life and property such as floods, slides and unstable soils. Development using on-site sewage treatment should be prohibited from areas of unsuitable soil and geological conditions. Present and future water supply drainage basins should receive only urban development compatible with protection of the water quality.

LAND USE PLAN MAP

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

1. How many sets of districts shall there be?
2. How much space should be allocated to each type of district?
3. What types of land are suitable for each type of district?
4. What should be the typical relationships between various types of districts?
5. Where should the various districts be located, in general?
6. Where should the exact boundary lines of each district run?

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

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

As a general rule, it is more advisable to run the boundaries of a district along or parallel to rear lot lines, rather than through the center of a street. Where a district runs parallel to side lot lines it should avoid splitting lots. Land situated similarly should be zoned alike. Care should also be taken that not too many non-conforming uses are created in each district.

EXPLANATION OF LAND USE CATEGORIES

The Richland Land use Plan categorizes future land uses in the following manner:

AGRICULTURAL/RURAL (White): Maximum development of one residential unit for every one to two acres.

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

RESIDENTIAL ESTATE (light green): Maximum density of one single family detached residential unit for every one-half acre.

This land use classification is intended to promote development of large, residential estate size lots with a minimum lot size of one-half acre. These areas on the Land Use Plan may or may not be served by a municipal sewer system within the next 25 years.

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

This land use classification is intended to promote the development of single family detached dwellings on relatively large lots (approximately 11,500 square feet).

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

This land use classification allows the development of single family detached dwellings on moderate size lots (at least 9,500 square feet). This category includes the type of single family residence known as patio homes and also townhouses.

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

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

MANUFACTURED HOME RESIDENTIAL (brown):

This classification also allows the development of manufactured home parks.

COMMERCIAL (red): All Commercial Activities.

This classification would encompass all types of commercial uses, including indoor and outdoor commercial activities.

INDUSTRIAL (light gray): All Industrial Activities.

This classification includes all manufacturing and warehousing uses.

PARKS AND OPEN SPACE (medium green):

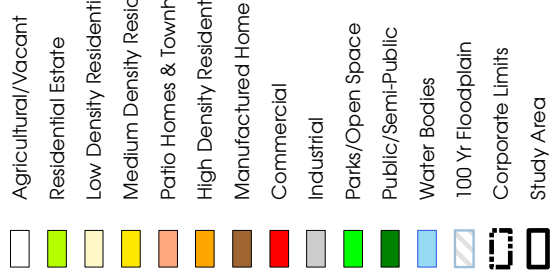
This land use classification includes all existing and proposed parks, ballfields, bicycle/pedestrian trails and other similar uses.

PUBLIC/QUASI PUBLIC USES (dark green):

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

100 YEAR-FLOOD PLAIN (light blue pattern):

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





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