

**COMPREHENSIVE PLAN**

**FOR**

**RIDGELAND, MISSISSIPPI**

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Scott Jones, Ward 5

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## INTRODUCTION

### **PURPOSE OF THE PLAN**

The city of Ridgeland, Mississippi recognizes that in order to make both effective and economically sound decisions for the future, some type of policy must govern the decision-making process. The purpose of this Comprehensive Plan is to serve as a policy guide for the physical and economic development of Ridgeland. The plan will serve decision-makers as a means of orderly development for the city at a minimal cost to the city.

A comprehensive plan has five characteristics. First, a comprehensive plan serves as a guide to the physical development and future growth of a city. Second, comprehensive plans are long-range, often extending 20 to 25 years into the future. Current policies that impact future development are an integral part of the comprehensive plan's scope. Comprehensive plans include the entire city geographically and address all functions that make a city operational. Fourth, comprehensive plans include statements of the community's future ideas and strategies for implementing those ideas. Finally, a comprehensive plan is used as a guide for decision-making by local government officials.

The Ridgeland Comprehensive Plan, required by state law, is in compliance with Sections 17-1-1 through 17-1-39 of the Mississippi Code Annotated. The plan was developed to "bring about coordinated physical development in accordance with present and future needs..." (Section 17-1-11 Mississippi Code). Ridgeland's plan is both geographically and functionally comprehensive in nature. Geographically, all the area within the existing city boundaries has been included in the plan. Functionally, the plan includes Ridgeland's proposals for future economic and physical development. Additionally, the plan serves as a means of citizen participation in local government.

### **ELEMENTS OF THE PLAN**

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

The goals and objectives of a comprehensive plan are made with respect to the future. Long range community development plans help a community identify what it desires to achieve in the following decades. 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 or road improvements, public schools and community facilities must be considered.

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

The third part of a comprehensive plan is the Transportation Plan. This plan, in map form, classifies all existing and proposed streets, roads and highways and shows them on the Land Use Plan. The Transportation Plan covers the same time period as the Land Use Plan. The plan identifies arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements. The Transportation Plan covers the same time period as the Land Use Plan. The plan identifies arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements. The Transportation Plan also addresses other transportation needs, such as the needs for mass transportation or general aviation airports.

The final portion of the comprehensive plan is the community facilities plan. Used as a basis for making capital improvement decisions, the community facilities plan includes: an inventory of and an identification of needs for parks and recreation, public buildings and facilities, utilities and drainage, schools, and housing. The community facilities plan forms the bases for a capital improvements program, which is not included in the Comprehensive Plan.

The city of Ridgeland recognizes that the quality of life in developing areas is affected by the quality of development. People and businesses are attracted to higher quality developments. In fact, other areas around the country have discovered that quality development breeds more quality development. All development should be examined as to its effect on the city's image, because it is the city's image that is at stake. It is a well-known fact that one of the factors a business/industry considers in determining a location is the quality of life in a community. Quality of life includes such amenities as shopping, cultural and recreational opportunities, good schools, and attractive business and residential areas.

A community desperate for development with regard to the quality of that development will not be able to successfully compete with communities that are more concerned with the quality of development and other quality of life issues. Therefore, the city intends to foster those policies that will make this a more competitive community.

Included in the plan is a section concerning plan implementation. This section includes tools and

strategies for carrying out the Comprehensive Plan.

## 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 rezonings, variances, special exceptions, and site plan review. It may also be used to aid in locating businesses, industries, and public facilities. Finally, it forms the bases of zoning ordinances and capital improvement programs.

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

According to state law, zoning and other land use 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 a plan's policies, goals and objectives as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

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

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

The governing body uses the comprehensive plan to take action on two types of physical

development matters: (1) measures that are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the official map, and development plans), and (2) other measures which routinely require legislative approval (rezoning cases, special use permits/special exceptions/conditional use permits, variance applications, subdivision plats, street closings, site acquisitions, and public works projects. For both types, the plan should be consulted at least 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, which has the force of law in many communities.

### **Use of the Plan:**

The proponent or applicant for a zoning change must show that the proposed change is in conformance with the comprehensive plan. The applicant must also show that there is a public need for the kind of change in question, and that the need will be best served by changing the zoning classification of the property in question. Public need is often shown by changes in neighborhood statistics or by a lack of property zoned for such purposes.

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

### **Nonconformance to the Plan and Plan Amendments:**

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

All development proposals as well as proposed rezonings would not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each element of the

plan. The goals, objectives, and policies would be checked against the proposal to determine if there was any conflict. The Land Use Plan must be checked to see if the proposed rezoning is in line with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show a high-density classification for that site. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

**Implementation Devices:**

Once the plan has been prepared, it needs to be implemented. There are three primary means or devices commonly used to implement comprehensive plans: zoning ordinances, subdivision regulations, and capital improvement programs. Other devices include official maps and specific development plans. Comprehensive plans should be reviewed each year to see if they need revision. Plans should be completely revised/rewritten every five years to take advantage of changes that have occurred and to use current information.

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

## **CHAPTER ONE: GOALS, OBJECTIVES, AND POLICIES**

The goals and objectives of the Ridgeland Comprehensive Plan and the continuous, comprehensive planning process are to provide guidance for rational response to change. They reflect ideally, consideration of a combination of community issues and facts blended with community values. Goals institute the conscious statements of a community concerning what it wants to become, and how it will direct its energy toward that achievement. The Ridgeland Comprehensive Plan begins with a set of general goals. These are followed by more specific goals in the following areas: cultural and aesthetic, community facilities and services, environment, land use, residential, commercial, industrial, socio-economic, transportation and implementation.

Policy statements have been developed for each of the above categories. A policy statement usually consists of three or four policy levels. Policy statements in this plan are divided into four policy levels: goals, objectives, policies, and implementation programs. Definitions for these levels are as follows:

**GOAL:** The ultimate purpose of an effort stated in a way that is general in nature and not easily measured.

**OBJECTIVE:** A more specific, measurable goal.

**POLICY:** A specific statement guiding actions and implying clear commitment.

### **IMPLEMENTATION**

**PROGRAM:** A more specific statement of how the policy will be carried out.

Policy Statements may, in some cases, be followed by statements explaining the planning principle behind the policy statement. A second definition of policy (2) is a collective term describing those parts of the comprehensive plan that guide action, including goals, objectives, plan proposals and standards in

both the text and illustrations (maps, diagrams, etc.) For the purposes of this plan, whenever the term policy is used, it should be understood to mean the collective term.

This plan will be implemented by a zoning ordinance, subdivision regulations, and a capital improvements program, in addition to other growth management techniques. According to state law the plan must be consistent with the implementing regulations. Therefore, the policies in the plan must be reflected in the above three implementation devices (zoning ordinance, subdivision regulations and capital improvements program). In order to be effective as guidelines for day-to-day decision-making, the policies in this plan will supersede the zoning and subdivision regulations in cases where there are conflicts between regulations and policies or where the regulations are not clear.

**GENERAL GOALS**

GOAL: To provide for an orderly arrangement of land uses in the incorporated areas of the City of Ridgeland.

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 provision of open space buffering to reduce possible conflicts where different land use classifications adjoin.

POLICY 1: Through the use of the land use plan as a development guide, the character of this community will be more easily defined and developed.

**IMPLEMENTATION PROGRAM:**

Determine what type of community Ridgeland is and develop remainder of available land in a manner consistent with the land use plan.

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

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

POLICY 2: To use the comprehensive plan as a tool in guiding the future development of this community.

IMPLEMENTATION

PROGRAM: To develop an updated comprehensive plan.

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.

POLICY 3: Existing strip commercial development and residential sprawl will be controlled. Future development, in accordance with the comprehensive plan, will be of a more desirable nature.

IMPLEMENTATION

PROGRAM: Develop Land Use Regulations to be consistent with this policy.

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

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

POLICY 4: Development of programs which result in a balanced community will be implemented.

IMPLEMENTATION

PROGRAM: The land use plan will be developed for existing development and for determining future land use.

**CULTURAL AND AESTHETIC GOALS**

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

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

OBJECTIVE: To improve the overall visual image of Ridgeland.

POLICY 5: The Public Works Department shall be consulted prior to any major improvements in the City that would significantly change the appearance of the highways, streets, bridges, intersections, and street facilities.

POLICY 6: The landscaping of public and private property and preserving existing trees where feasible will be encouraged.

POLICY 7: The size, number and location of signs shall be regulated to improve the safety and visual quality along streets.

POLICY 8: The Comprehensive Plan and Land Use Regulations shall be used as a basis for determining the approval and implementation of a project. Landscaping will be encouraged by standards that allow reductions in required parking spaces in exchange for landscaping.

### **COMMUNITY FACILITIES AND SERVICES GOALS**

GOAL: To provide public facilities in a cost efficient manner and in a manner that makes public facilities accessible and convenient to citizens.

OBJECTIVE: To provide public facilities in a cost efficient manner.

POLICY 9: The construction/purchase of new public facilities or improvements/additions to older facilities shall be done according to the schedule in the Capital Improvements Program with the exception of emergencies. The maximum use shall be made of existing infrastructure/public facilities.

- 9.1 The City will encourage orderly growth patterns which minimize "leap frog" type development patterns that leave large vacant spaces between subdivisions and commercial developments that must be traversed by streets, public utilities and other facilities that necessitate public expenditures.
- 9.2 Capital Improvements Program and an annual capital budget may be developed and adopted by the Mayor and Board of Aldermen.
- 9.3 Encourage the infill development of vacant land with underused public facilities.  
 POLICY 10: Public facilities and services must be available and adequate to support the development at adopted levels of service as a condition of development approval.
- 10.1 Level of Service standards are used to compare the demand for public facilities created by new growth to the capacity of public facilities affected by that growth. The city must also determine what facilities, and at what stage of development, will be included in the adequacy determination. This policy is not expected to have a negative impact on current impact fees.
- 10.2 The city should prepare administrative guidelines in accordance with Policy 10. These guidelines may be reconsidered annually to ensure that the growth in private development allowed under the guidelines corresponds with the availability of adequate facilities.

**PLANNING**

**PRINCIPLE:** Public facilities such as water, sewer, and streets should be provided to areas of the city in a cost-efficient manner. Vacant properties with underutilized facilities are wasteful of public funds and redevelopment of such properties shall be encouraged.

**GOAL:** To develop public facilities in a manner that is accessible, convenient, and that most effectively serves the community.

**OBJECTIVE:** To develop plans for needed public facilities; to acquire open land appropriate in character at the proper time; and to encourage their

continued development, maintenance, and optimum use by the public to meet the needs of today and of the future.

**POLICY 11:** Current facilities will be examined to determine areas where facilities are lacking. These areas will be targeted for future development.

Vacant land in these areas will be purchased if necessary and appropriate restrictions placed upon the land to preserve its use as a public facility.

**POLICY 12:** Public and quasi-public structures and facilities shall be located in areas most accessible to the public and in areas where other similar structures are located for the general convenience of the public.

**OBJECTIVE:** To take advantage of infrastructure technology not only to better serve the citizens of Ridgeland but also to enhance Ridgeland's reputation as being on the leading edge of technology.

### **ENVIRONMENTAL GOALS**

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

**OBJECTIVE:** To manage flood plain development.

**POLICY 13:** Development in floodways is prohibited, and development in areas of high flood hazard is discouraged..

### **IMPLEMENTATION**

**PROGRAM:** Areas subject to flooding will be monitored and managed by a Floodplain Management Plan and the Floodplain Management Ordinance. Development will be limited and guided with the Floodplain Management Plan and the Comprehensive Plan. Identification of drainage issues are the responsibility of Ridgeland's building, zoning, and engineering officials.

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

POLICY 14: Land use maps and environmental studies will serve as guides for the establishment of land use patterns.

OBJECTIVE: To decrease the rate of soil erosion.

POLICY 15: Soil erosion shall be reduced. Areas of significant soil erosion shall be determined and appropriate steps to slow the erosion shall be outlined in the Subdivision Regulations and through any other appropriate means.

#### PLANNING

PRINCIPLE: Urban development creates conditions that increases the potential for soil erosion. Soil erosion is not only unsightly, but it also silts up drainage ditches and storm sewers, thereby increasing the chances of flooding.

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

POLICY 16: Development should be discouraged in areas where extreme soil characteristics preclude site development. Land use maps and soil studies will be used to determine what areas are less suitable for development.

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

POLICY 17: Development of lands with hazard potential will be discouraged except for purposes suited to such lands. Determine affected areas and develop a strategy for land use.

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

POLICY 18: Develop means to control the amount and rate of storm water runoff in new developments.

18.1 Adopt a soil erosion ordinance to allow the use of performance standards for controlling runoff, such as impervious surface ratios, retention basins and ponds, landscaping, grass lined swales and open ditches.

- 18.2 Provide for density increase incentives for reducing the amount and/or rate of runoff.
- 18.3 Continue to implement city-wide stormwater master plan.

**PLANNING**

**PRINCIPLE:** The reason for this policy is that urban development creates impervious surfaces, which increase the amount and rate of storm water runoff and flood hazard potential. Therefore, this policy is directed to reduce the problems.

**GENERAL LAND USE GOALS**

**GOAL:** To promote compatibility in land uses and to promote orderly expansion of urban growth to provide efficient use of resources.

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

**POLICY 19:** The City shall promote an urban pattern that provides for the safe and efficient movement of people and goods, reduces conflict among land uses, and protects the natural environment.

**POLICY 20:** Strengthen the entire community by working with developers to carefully plan the location and design of business establishments, residential areas, industrial development and recreational facilities.

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

**POLICY 20.1** The city should prepare a redevelopment plan for Ridgeland that identifies those areas in need of redevelopment.

**POLICY 20.2** The city should appoint a redevelopment authority to carry out the redevelopment plan.

**OBJECTIVE:** To guide and direct future urban development in an efficient manner. Land use patterns such as strip commercial and residential sprawl have characteristics which create an urban environment which is costly and inefficient in terms of construction and maintenance of public facilities.

OBJECTIVE: To lessen congestion in the streets, to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentrations of population; to facilitate the adequate provision of transportation, water, sewerage, schools, park and other public requirements.

POLICY 21: Urban growth will proceed in an orderly fashion in conjunction with the land use plan. The land use plan shall be implemented through zoning policies, subdivision regulations, and other land development regulations.

### **RESIDENTIAL GOALS**

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

OBJECTIVE: To allow modified residential development, which remains compatible with existing neighborhood residences and to encourage developers to share some of the costs of additional public facilities that might be required.

OBJECTIVE: To allow manufactured housing (sometimes called mobile homes) only in manufactured home parks or manufactured home subdivisions.

POLICY 22: Residential development shall be located on streets designed to accommodate it. High density (6 or more dwelling units per acre) development will locate on major streets, as identified in the Transportation Plan Update For City of Ridgeland, Mississippi. The allowable density of a project shall be determined by the physical and service constraints of the property, the area in which the property is located, the planning goals, objectives, and policies of this Comprehensive Plan and other local ordinances.

POLICY 23: High density (6 dwelling units per acre and above) residential uses shall be located on arterial streets or have direct access to collector streets in order to accommodate the higher traffic generation rates of multi-family dwellings. An exception to this

would be to allow increased development densities on infill lots to encourage infill development.

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

**POLICY 24:** Establishments selling alcoholic beverages to be consumed on the premises, which are located in residential neighborhoods, are prohibited.

#### IMPLEMENTATION

**PROGRAM:** Develop regulations which will eliminate these blighting influences from residential neighborhoods.

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

**OBJECTIVE:** Improve residential areas to increase the residents' overall quality of life and property values. Improvements that increase pedestrian safety, such as sidewalks, are strongly encouraged and may be required in areas where pedestrian traffic is present.

**POLICY 25:** Plan, develop and redevelop neighborhood improvements which will encourage long term livability of residents.

25.1 Upgrade or eliminate deteriorated housing to promote sound living conditions for all residents through code enforcement. Make public assistance available through the Community Development Block Grant Program to encourage rehabilitation of older residential structures.

25.2 Encourage construction of sidewalks, open space and other amenities that make a neighborhood safer and more livable.

**POLICY 26:** Residential neighborhoods will be protected from the encroachment of commercial, office and industrial rezoning.

26.1 Use the land use plan to identify vacant land into which commercial and industrial uses can expand without encroachment into residential areas. "Commercial creep" will be strongly discouraged.

- 26.2 Approve rezoning applications which locate business and industrial uses adjacent to compatible uses if they meet standards set by the Comprehensive Plan and Zoning Ordinance.
- 26.3 Allow the extension of existing commercial districts only if they meet buffering and other requirements which reduce blighting influences.
- 26.4 Rezoning of individual lots within established residential neighborhoods for any commercial purpose will be strictly limited.

## PLANNING

**PRINCIPLE:** The rezoning of a residential area usually for commercial or office uses on a continuous basis is called "commercial creep." This process starts with the rezoning of a single lot from residential to commercial. The next door neighbor finds that either he doesn't like living next to a commercial property or that his property loses value as residential property. Consequently, he obtains a rezoning for his property. This process repeats itself and commercial uses creep down the street one by one and rezoning becomes easier each time because it can be proven the neighborhood is changing. This process not only disrupts residential neighborhoods but also introduces blighting influences and may overload existing public facilities. Industrial uses are generally incompatible with residential uses due to noise, traffic and other blighting influences.

In addition, the single most important investment many people make is in a home. Consequently, people do not favor development that adversely affects the value of their homes. Therefore, policy 27 seeks to conserve property values and neighborhoods from negative influences.

**POLICY 27:** Transitional neighborhoods are those which are slowly changing from one use to another, usually from residential to commercial. The concept of adaptive reuse is often used to convert older homes in neighborhoods to office uses. However, neighborhoods which are still viable and stable residential neighborhoods are not considered as transitional and must not be disrupted.

POLICY 28: Older residential neighborhoods which have a substantial number of vacant or deteriorated housing units may be considered for redevelopment as residential or office uses.

### **COMMERCIAL GOALS**

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

OBJECTIVE: The desired land use pattern will be produced by limiting the number and design of shopping centers and business establishments.

POLICY 29: New shopping centers and business establishments will be located in areas in close proximity to their service population and will be designed so as to coincide with the existing architectural features of the area.

- 29.1 The City of Ridgeland will encourage the location of neighborhood shopping centers within two miles of residential areas at the intersection of major arterial streets. Neighborhood shopping centers should provide convenience services and merchandise for the surrounding residential areas.
- 29.2 The City of Ridgeland will encourage the location of regional shopping centers along its highways. Regional shopping centers should supply service and merchandise which appeals to a wider market area than Ridgeland.
- 29.3 The City of Ridgeland will encourage the location of general shopping centers or commercial areas along major arterial streets and the highways leading into the city. The merchandise and services provided should be of a wider range than that provided by neighborhood shopping centers.
- 29.4 Office uses are allowed in any of the commercial districts, transitional districts or residential districts as home occupations. Office parks or office districts are encouraged to locate along arterial streets or highways.

- 29.5 Mixed use districts (large-scale developments containing a mixture of office, retail, and residential uses) are encouraged to locate along major arterial streets and the Interstate highways.
- 29.6 Evaluate existing shopping centers and existing commercial locations for areas of potential expansion. Make use of the land use plan in developing new areas of commercial activity. Develop appropriate commercial districts in the zoning ordinance.
- 29.7 To segregate commercial uses on the Land Use Plan and the Official Zoning Map by intensity of use. That is locating commercial uses based upon potential impacts (noise, traffic, general appearances characteristics, etc.)
- 29.8 To require wide (at least 50 feet) side and rear yard buffer zones or greenspaces of General Commercial and High Intensity Commercial uses bordering single-family residential uses or zoning districts (except R-5A districts; encroachment by structures, parking lots, or other paved areas into the setbacks should not be allowed in these buffer zones.
- 29.9 To require landscaping in all areas of a commercial lot that are not used for buildings, parking, driveways, patios, and sidewalks. This landscaping should be installed in accordance with standards adopted by the City with regard to type of planting material and spacing.
- 29.10 To require developers of all NEW commercial uses on arterial streets to plant street trees and other landscaping in accordance with adopted standards.
- 29.11 To promote the safe access to public streets and highways by regulating access control and design, especially on streets and highways designated as “principal arterial” or “minor arterial” on the adopted Thoroughfares Plan in commercial zones. This can be handled through the Zoning Ordinance and Subdivision Regulations. One method would be to encourage shared driveways between commercial establishments.

- POLICY 30:           Redevelopment of existing strip commercial areas will be encouraged.
- POLICY 31:           Urban activity centers or mixed use districts will be encouraged to locate at the crossroads of major arterials.
- POLICY 32:           Strip commercial development will not be allowed to spread beyond parcels where it already exists in its present form unless it meets specific buffer and screening requirements.

## PLANNING

PRINCIPLE: As described by zoning authority Fred Bair in Planning Cities, “strip commercial describes only (commercial) development along the frontages of a single street, and does not include areas of concentrated business development such as shopping centers and central business.” As business developments spread out from the business district to areas located along arterial streets in strips that require frequent curb-cuts, and continuous left-turn movements on the street, traffic congestion problems and other hazards will occur.

In an effort to lessen the problems stemming from strip commercial development, strip zoning was developed, but has largely failed as a device to contain the hazardous and blighting influences of commercial development along a single arterial street. In fact strip zoning has worsened the conditions. In addition to uncontrolled curb-cuts, strip zones are also characterized by an uncontrolled mixture of signage, unlandscaped parking areas, and vacant buildings. This is a blighting influence on nearby residential properties. Strip zoning is often wasteful of land and public facilities.

As traffic congestion on the arterial increases, the speed limit is lowered, and it eventually becomes necessary to either widen the street or to build a by-pass. If the same development pattern is allowed on the by-pass, then it too will become congested and need widening or another by-pass.

Policies to avoid the ill-effects of strip commercial development can be directed along two lines: new development and remedial action for existing commercial strips. New construction should be limited to shopping centers or planned clusters. Existing strips cannot be removed overnight, but they should not be allowed to become worse. Therefore, some sort of transitional regulation at the

common boundaries between strip commercial and residential zones is necessary.

POLICY 33: To allow a mixture of high quality retail, office development, and high-tech commercial and industrial uses on the Highland Colony Parkway in addition to public/quasi-public uses such as churches and schools.

## **INDUSTRIAL GOALS**

GOAL: To designate adequate and suitable land for the expansion of existing industries and for the location of new industries.

OBJECTIVE: Expansion of industrial areas will be determined based upon future predictions of industrial activity and the land use plan.

POLICY 34: Industries will be encouraged first to locate and expand within existing industrial areas to take advantage of more cost effective existing infrastructure.

POLICY 35: The City of Ridgeland will encourage industrial development in areas appropriate for industries.

POLICY 36: Existing zoning will be reviewed and evaluated to determine the extent to which it relates to projected industrial land use needs.

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

OBJECTIVE: To promote new industrial development through accessibility to transportation, utilities and service functions.

POLICY 37: Industrial districts will be located in areas that can be cost effectively served by adequate transportation and utilities.

GOAL: To encourage the installation of business and industrial establishments that would be most desirable for the community from a socio-economic standpoint.

OBJECTIVE: To attract and expand business and industry in order to diversify the economic base, produce needed jobs, and raise wages.

POLICY 38: To strengthen the existing socio-economic base of the community through commercial and industrial growth in a manner compatible with current practices and the land use plan.

POLICY 39: The existing infrastructure system shall be maintained and enhanced in order to prevent the limiting effects on economic growth due to infrastructure decay.

POLICY 40: To Develop a Capital Improvements Program for the City, to have a continuous program of regular maintenance and new construction of the City's infrastructure.

### **TRANSPORTATION GOALS**

GOAL: To provide a network of roadways which allows for the safe and efficient movement of traffic between locations.

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

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

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

OBJECTIVE: To improve vehicular accessibility and circulation.

OBJECTIVE: To address the recreational needs of pedestrians and bicycle riders. A Trails and Greenspace Master Plan is being prepared.

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

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

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

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

POLICY 41: To build on and improve existing roadway resources and to add significant new roads to accommodate expected future development.

POLICY 42: New commercial and industrial development shall be clustered off arterial streets to lessen traffic congestion.

POLICY 43: Schools and multi-family complexes will be located with direct access to arterial streets to lessen traffic congestion.

POLICY 44: Single- and two-family housing will not have access onto arterial streets, and access onto collector streets is discouraged because:

1) as the number of curb cuts increases along a collector or arterial, the potential of accidents and traffic congestion also increases; and

2) increased traffic volumes and speeds encountered on arterials and collectors make these sites undesirable as residential sites.

POLICY 45: To require minimum lot size for a new commercial development where subdivision of land is proposed, so that lot sizes do not encourage numerous curb cuts; or to require services drives for access.

POLICY 46: If it becomes necessary to locate houses along arterial and collector streets, then the front yard setback will also be increased. An increase in lot frontage may be required to provide space for a turnaround so that vehicles will not have to back out onto arterial or collector streets.

POLICY 47: Parking that allows vehicles to back out onto major streets in commercial and industrial districts is prohibited, unless approved at site plan review by the Mayor and Board of Aldermen.

POLICY 48: To open new streets, to improve existing streets and to redesign intersections in order to improve traffic circulation and street conditions.

### **IMPLEMENTATION GOALS**

GOAL: To adopt and use a capital improvements program as a major tool for the accomplishment of the comprehensive plan.

OBJECTIVE: A capital improvements program will be based on a community facilities plan in accordance with Section 17-1-1 of the Mississippi Code.

POLICY 49: The capital improvements program will be the means of financing those capital improvements developed as a part of the plan.

The capital improvements program will be a basis for planning for housing, schools, parks and recreation, public buildings and facilities, and utilities and drainage.

GOAL: To implement the land use plan through zoning policies, subdivision regulations, and urban renewal activities which are in agreement with the plan.

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

POLICY 50: The land use plan shall be consulted before any development or policy making occurs.

Development will be approved after a comparison with the land use plan's policies and found to be compatible. Changes in local building policies must be in accordance with the plan.

## ZONING POLICIES

- POLICY 51: The cumulative or pyramidal form of zoning district structure is considered by zoning authorities to be antiquated. However, a limited pyramidal form should be permitted under the following conditions:
- 51.1 Single-family homes are allowed in the less restrictive residential zones.
  - 51.2 Commercial uses permitted in the transition districts are allowed in all the less restrictive commercial districts. However, all uses permitted in the general and regional commercial districts are not appropriate in the central business district.
  - 51.3 Apartments or townhouses, if carefully integrated and controlled, can be located in planned commercial districts or in the upper floors of buildings in the central business district. This is because any residential use tends to interrupt the commercial continuity such that commercial and residential decay results.
  - 51.4 Mixed use districts composed of office, retail, and residential uses or of office retail and light industrial uses, but no residential uses, are permitted in the same district with industrial uses.
  - 51.5 Detached and semi-detached single- and two-family dwellings are not permitted in commercial or industrial districts because they have a tendency to be blighted in commercial or industrial districts.
- POLICY 52: An agricultural district will be established to preserve agricultural lands from the encroachment of incompatible uses and to provide for orderly and compact development.
- POLICY 53: Buffer yards and screens will be required in order to improve the appearance and compatibility of land uses and other development within the city.
- POLICY 54: The City of Ridgeland will employ flexible zoning administrative techniques (Variances, special use permits, rezonings, site plan review,

overlay zones, floating zones, and administrative permits) and decision-making standards for these techniques.

PLANNING  
PRINCIPLE:

The standards are necessary to permit fair and impartial review and evaluation of development and to prevent arbitrary and capricious decisions when these discretionary methods are used. The term "highest and best use," as appraisers and realtors use the term, is that which will yield the maximum economic return. This term is not helpful in development review because highest and best uses often cause problems if they are located in the wrong places. The use of standards also attempts to minimize external factors, side effects, and spillover costs to other properties and the public at large.

POLICY 55:

Use variances are prohibited. Variances are only granted to relieve hardships involving dimensional requirements.

POLICY 56:

Guidelines for reviewing rezoning applications must include standards for dealing with spot zonings. No proposed zoning amendment (rezoning) will receive favorable recommendation unless:

- 56.1 The proposal will place all property similarly situated in the area in the same category, or in appropriate complementary categories;
- 56.2 There is clear and convincing evidence that all uses permitted under the proposed district classification would be in the general public interest and not merely in the interest of an individual or small group;
- 56.3 There is clear and convincing evidence that all uses permitted under the proposed district classification would be appropriate in the area included in the proposed change. (When a new district designation is assigned, any use permitted in the district is allowable, so long as it meets district requirements, and not merely uses which applicants state they intend to make of the property involved.);
- 56.4 The proposed change must not create an isolated district unrelated and incompatible to adjacent districts;

- 56.5 There is clear and convincing evidence that the character of the neighborhood will not be materially and adversely affected by any use permitted in the proposed;
- 56.6 The proposed change is in accord with the comprehensive plan and sound planning principles;
- POLICY 57: The Land Use Plan will be used as a general guide to evaluate rezoning applications. Proposed rezonings may be approved if they conform to the land use conditions.
- 57.1 If the applicant's property falls on or adjacent to a district having the same zoning classification. The effect would be an extension of the land use classification.
- 57.2 If the density of the property conforms to that of the proposed zoning district.
- POLICY 58: All necessary public facilities are available and adequate at the time of development.
- POLICY 59: The city of Ridgeland uses zoning overlay districts for specific purposes. Overlay district zones are defined as follows: a zone to which an overlay district ordinance has been adopted. Development within an overlay district zone is in accordance with the overlay district ordinance specified for that zone, and is compatible with the City of Ridgeland's Comprehensive Plan. However, nothing contained herein shall be construed as constituting a change of the underlying zoning applicable in any overlay district.

**INFORMATION TECHNOLOGY GOAL**

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

OBJECTIVE: To develop and coordinate information technology strategies.

- POLICY 60: To develop a 3-year Strategic Technology Plan, which will provide a coordinated long term approach to rapidly emerging technologies.
- POLICY 61: The Strategic Technology Plan shall be reviewed annually.
- POLICY 62: Each city department must include a technology plan in their annual budget.

## **CHAPTER TWO: LAND USE PLAN**

### **INTRODUCTION AND METHODOLOGY**

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

The purposes of the land use section of the comprehensive plan are 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 upon the adopted Land Use Plan. It should be remembered, however, that the Land Use Plan is subject to change as the city grows and may be amended at any time following the necessary public hearings and justification for such amendments. Therefore, the Land Use Plan should not be regarded as being “cast in concrete.”

In addition to an existing land use inventory, population, housing, and employment projections are also used to determine future development patterns. Population, housing, and employment projections

establish patterns of expected future development. The land use section, in particular, serves as a guide for reviewing private development proposals and for making decisions on the location of public facilities.

## **LAND USE INVENTORY AND PROJECTED LAND USE NEEDS**

### **Study Area:**

Since state law requires that the plan address a 20 to 25 year period. With this long range time period in mind, a city such as Ridgeland would naturally look beyond its current borders at those areas that lie within its path of growth. This then requires that the city consider an area of at least one mile beyond its present corporate limits as part of its study area. Ridgeland's study area for the year 2020 is shown on Map 1. Ridgeland's study area extends only west and northwest of the current corporate limits because the City of Ridgeland is bordered by the cities of Madison and Jackson to the north and south and the Ross Barnett Reservoir to the east. This study area is intended to encompass the land within Ridgeland's "path of growth" for the next 25 years. A land use inventory was conducted for the study area, the results of which will be given later after the population projections are presented.

## **POPULATION CHARACTERISTICS AND ESTIMATES**

Table II-2 shows the black and white populations from the 1990 Census for the City of Ridgeland and the entire study area. There is no significant difference in the population numbers or percentages between the City of Ridgeland and the study area.

Table II-3 shows the 1990 population by age. The 20-29, 30-39, and 40-49 age groups for both Ridgeland and the study area represent about 60 percent of the total population. These groups are comprised of people in their child-rearing years. The pre-teen age group is the next largest group, even larger than the teenage group. These figures indicate that families are moving to Ridgeland.

The median age for people in Ridgeland in 1980 was 26.9, and in 1990 the median age increased to 28.1. Clearly, the population is growing older, but it is still younger than the populations of Hinds (30.9) or Rankin County (33.1).

The ratio of persons per household declined in Ridgeland from 2.59 in 1980 to 2.08 in 1990. At the same time, the number of occupied housing units increased from 2,091 in 1980 to 5,626 in 1990. The number of households is expected to continue to increase by the target year of 2020, but the persons per household ratio will level off at some point. The relatively low persons per household ratio is attributed to a relatively high number (2,744) of single person households, which can be attributed to a large number of apartment units in Ridgeland (3,674), the highest in the metropolitan area outside of Jackson.

Overall, the population in the Ridgeland study area is expected to increase substantially in the next 20-25 years. The 2020 projected population for the study area is expected to more than double from 14,563 to 37,221. This means that there will be a great deal more development for which to plan.

According to the 1990 U.S. Census, Ridgeland and its study area had a population of 14,563, with 11,714 being inside the corporate limits. The largest age group for both Ridgeland and the study area is 20-29, and the second largest group is 30-39.

The Claritas Corporation, a private demographic information provider, estimated the 1996 population of the Ridgeland study area at 24,446. The largest age group in the 1996 estimate was the 25-34 year old age group, with the second largest age group being 35-44 years. The current population of Ridgeland has been estimated by a park and recreation consultant Leon Younger & Pros to be 15,691.

**TABLE II-1  
CITY OF RIDGELAND  
1990 POPULATION AND 2020 PROJECTIONS BY TRAFFIC ANALYSIS ZONE AND  
BY PLANNING AREA**

TRAFFIC ANALYSIS ZONE	1990 POPULATION	2020 PROJECTED POPULATION
<b>RIDGELAND AND PLANNING AREA</b>		
266	486	743
267	277	2006
268	932	947
269	466	486
270	527	1000
271	979	1057
272	0	0
273	499	532
274	1139	1341
275	81	333
276	1060	1184
277	1173	1352
278	208	257
279	66	71
281	0	0
282	267	557
283	1167	1235
284	17	3515
285	223	2985

286	66	217
287	373	2617
291	722	2928
292	30	64
293	898	1896
297	666	1023
298	746	1483
311	109	236
312	405	493
314	261	2090
315	<u>720</u>	<u>4733</u>
TOTALS	14,563	37,221

Numerous techniques of projecting future population exist. The CMPDD used a linear regression technique to project County-wide population through the year 2020, with a base year of 1970. This technique projects future population by establishing a growth curve from past trends. An average of population and dwelling units counts from 1970 through 1990 was used to arrive at the projections rather than “pure” Census population figures. Table II-1 shows the Population Projections for Ridgeland and its planning area, which were a part of the county-wide projections.

Because municipal boundaries do not remain constant due to annexation, CMPDD population projections for the Ridgeland Study Area are based upon Traffic Analysis Zone projections that were developed for the 2020 Jackson Urbanized Area Transportation Plan. CMPDD compiled 1990 population counts by Traffic Analysis Zone from the 1990 Census of Population. Next, projections of residential acreage were produced based upon the current Ridgeland Land Use Plan. Assumptions were made about the amount of acreage that would actually be developed for residential uses within 20-25 years. Population density figures (according to the type of residential development— existing or proposed) derived from the Land Use Plan were used to produce population projections to the horizon date of 2020. The population of the Ridgeland Study area is projected to be 37,221 by the year 2020.

## **ECONOMIC CHARACTERISTICS**

Table II-4 shows Ridgeland’s employment by industry sector for 1980, and Table II-5 shows the same information for the year 1990. The number of employed persons over 16 years of age increased 69.6 percent from 2,984 in 1980 to 9,798 in 1990. All industrial sectors show an increase in employment from 1980 to 1990. The areas that show increases in their share of the total employment are: communications and other public facilities, wholesale trade, health services, education services, and public administration. The top three employment sectors are retail trade; finance, insurance, and real estate; and health services. Unless some unforeseen changes occur, this present trend will continue.

Table II-5 shows that the number of employees alone for the City of Ridgeland, there was an increase of over 200 percent from 1980 to 1990. Additionally, the percentages of the total number of employees did not vary more than three percent for any of the categories from 1980 to 1990. For the purposes of making employment projections, it is assumed that this trend will continue until the 2020 target year.

**TABLE II-4**

**1980 LABOR FORCE CHARACTERISTICS  
(Employed persons 16 years and over)**

<u>Industry Sector</u>		<u>Percentage of Total Employees</u>
Agriculture	36	1.2
Mining	38	1.3
Construction	197	6.6
Manufacturing	350	11.7
Durable Goods	259	8.7
Transportation	106	3.6
Communication & Other Pub. Util.	80	2.7
Wholesale Trade	177	5.9
Retail Trade	528	17.7
Finance, Insurance, & Real Estate	388	13.0
Business & Repair Services	125	4.2
Personal, Entertain- ment, & rec. Services	94	3.2
Professional & Related Services	686	23.0
Health Services	261	8.8
Educational Services	204	6.8
Public Admin.	<u>179</u>	<u>6.0</u>

SOURCES: 1980 Bureau of the Census

A related economic factor is per capita income. Table II-6 compares the ten highest per capita incomes in the state for 1990 for cities over 10,000 population. In 1980, Ridgeland's per capita income was \$7,391, and in 1990 it had more than doubled to \$14,827, the highest in the state. Median family income increased 6.9 percent from \$20,915 in 1980 to \$22,355 in 1990. Ridge-land had 77 families living below the poverty level, which amounts to 4.75 percent of all families, the lowest in the state among cities this size.

**TABLE II-6**

**1990 PER CAPITA INCOME COMPARISON**

<u>City</u>	<u>Per Capita Income</u>
Ridgeland	14,827
Ocean Springs	14,474
Long Beach	13,192
Jackson	13,017
Greenwood	12,070
Tupelo	11,514
Clinton	11,483
Brandon	11,376c
Laurel	11,001
Vicksburg	10,561

SOURCE: 1990 Bureau of the Census

According to Table II-7, the level of educated adults over the age of 25 has risen in the past decade. In 1980, 30.9 percent of people in Ridgeland in this age group had four or more years of college. By 1990, this had increased to 46.6 percent. The number of people who had only a high school education declined from 28.6 percent in 1980 to 14.6 percent in 1990. Of the people 25 years and older, 47 percent held a bachelor's degree or higher in 1990. Since percentages of people with less than a high school diploma also declined, it appears that education levels across the board are rising. The

population is becoming better educated. This translates into a demand for increased professional employment opportunities.

**TABLE II-7  
RIDGELAND EDUCATIONAL ATTAINMENT  
For Persons 25 years and Over**

<b>Educational Attainment</b>	<b>Number of People-1980</b>	<b>Percent of People-1980</b>	<b>Number of People-1990</b>	<b>Percent of People-1990</b>
A. Less than 5 <sup>th</sup> grade	32	1.0	71	0.7
B. 5 <sup>th</sup> to 8 <sup>th</sup> grade	213	6.9	151	2.0
C. 9 <sup>th</sup> to 12 <sup>th</sup> grade	382	12.3	407	5.3
D. High school graduate	887	28.6	1,128	14.6
E. At least one year of college	629	20.3	2,376	30.8
F. Four or more years of college	960	30.9	3,599	46.6

**SOURCE: 1980 AND 1990 BUREAU OF CENSUS**

**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 Ridgeland 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. The current zoning classification of each parcel was not considered at this time, because it does not come into play until the Land Use Map is developed. The existing land use is divided into the following categories:

1. Residential Estate (large lots of at least one acre)
2. Low-density residential (1-3 dwelling units per acre)
3. Medium-density residential (4-6 dwelling units per acre)
4. High-density (multi-family) residential (7-10 dwelling units per acre)
5. Residential Manufactured Homes
6. Public/Quasi-public (schools, churches, libraries, public buildings, etc.)
7. Parks/Open Space
8. Limited Commercial (offices, medical clinics, etc.)
9. General Commercial (indoor commercial uses)
10. Highway Commercial (primarily commercial uses with outdoor storage)
11. Technical Industrial Park
12. Light Industrial Uses
13. Heavy Industrial Uses
14. Agricultural/Open Space

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

Table II-8 shows the relative sizes of existing land use categories within the current Ridgeland corporate limits and the entire study area. Land use categories have been depicted in acres, and each category is expressed as a percentage of the total city area and the total study area. This survey is useful for pointing out existing estimated land use acreage and potential available land for future development. For example, this survey estimates that Ridgeland is approximately 79 percent developed, and the study area is 60 percent developed. Clearly, the city of Ridgeland is rapidly being built out and will need more land for development. In this regard, this is an indicator of future land use needs, especially if the percentages of each land use category are assumed to be approximately the same in 2020 as those of today, with the exception of agricultural land uses..

**TABLE II-8  
SUMMARY OF EXISTING LAND USES  
CITY OF RIDGELAND AND STUDY AREA - 2000**

<b>Land Use Category</b>	<b>Ridgeland: area in acres</b>	<b>Percent of city</b>	<b>Study Area: area in acres</b>	<b>Percent of Study Area</b>
<b>Total Area</b>	<b>10,750</b>	<b>100.0</b>	<b>28,800</b>	<b>100.0</b>
<b>RESIDENTIAL IN USE</b>				
Residential Estate	1,045.9	9.7	2,829.6	9.8
Low-Density Residential	975.8	8.9	1,122.9	3.9
Medium-Density Residential	541.0	5.0	549.2	1.9
Multi-Family Residential	341.1	3.2	341.1	1.2
Manufactured Homes	98.6	.9	180.5	0.6
<b>Subtotal for Residential Uses</b>	<b>3,001.9</b>	<b>27.9</b>	<b>5,023.4</b>	<b>17.4</b>
<b>COMMERCIAL IN USE</b>				

Light/Office Commercial	236.4	2.2	236.4	0.8
General Commercial	294.2	2.7	299.3	1.0
High-Intensity Commercial	213.6	2.0	213.6	0.7
<b>Subtotal for Commercial Uses</b>	<b>744.2</b>	<b>6.9</b>	<b>749.3</b>	<b>2.6</b>
<b>INDUSTRIAL IN USE</b>				
Light Industrial	112.8	1.1	112.8	0.4
Heavy Industrial	36.7	0.3	243.0	0.8
<b>Subtotal for Industrial Uses</b>	<b>149.5</b>	<b>1.4</b>	<b>355.8</b>	<b>1.2</b>
Public/Quasi-Public	481.8	4.5	531.3	1.9
Parks	279.3	2.6	279.3	4.0
Trace Parkway	735.0	6.8	882.5	
Street Rights-of-way	1,201.0	11.2	5,870.0	20.4
Utility Rights-of-way	95.9	0.9	255.0	0.9
<b>Subtotal for Supportive Uses</b>	<b>2,793.0</b>	<b>26.0</b>	<b>7,818.1</b>	<b>27.2</b>
<b>Total of Developed Land</b>	<b>7,505.7</b>	<b>69.8</b>	<b>18,304.2</b>	<b>63.6</b>
Floodways	678	6.3	1,246	4.3
Floodplains	1,125	10.5	2,219	7.7
Reservoir	892.6	8.3	892.6	3.1
<b>Available Land for Development</b>	<b>548.7</b>	<b>5.1</b>	<b>10,495.8</b>	<b>36.4</b>

SOURCE: CMPDD 1997 ESTIMATES

## THE LAND USE PLAN

### Overview:

The land use plan represents a composite of all the elements of the planning program. Within 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.

In addition to coordinating the land use proposals with other elements of the planning program, preparation of this study largely consisted of two major work elements. The first work element was determining quantities of various land use categories needed to sustain anticipated future city growth through the planning period. The second major work element was selecting areas of the community that were best suited for a particular type of urban activity.

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 of Aldermen establishes their dominance as a guide for land use decisions, and that they may change only by amending the plan. This 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 points to the need to revise the plan every five years.

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

### **Methodology:**

This section of the Comprehensive Plan was developed using three processes involving plan formulation and evaluation. First, the spatial distribution of Ridgeland's future land uses was made after applying specific location criteria. Second, the amount of land allocated for future land uses was correlated with the demand for land in the year 2020. Last, a physical plan for future growth was developed 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 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 to offset these costs, 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 (over 12 percent), and soil types
4. Location of major streets and open space

### **Location Criteria:**

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

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

residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces, with residential areas within easy walking distance of community facilities.

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

3. **Shopping areas** and entertainment centers such as shopping malls, restaurant areas, cultural centers and educational complexes should be in convenient proximity to living areas. They should be in centrally located areas and on sites adequate for their purposes.
4. **Community facility** systems should be designed around the underlying service-delivery concepts of each such system and its program, with service levels appropriate to the user groups of each facility. Recreational facilities, schools, libraries, medical care facilities, police and fire stations, and other community facilities should be in locations convenient to user groups and on sites that can be developed economically. The reason is that community or public facilities should be built or developed with an efficient and effective use of taxpayer funds.
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:**

The Land Use Plan Map will be instrumental in developing a new zoning atlas. 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 physical 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 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 Services Effects

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

### **Projected Residential Needs :**

Table II-1 contains 1990 population estimates and 2020 population projections for the Ridgeland Planning/Study Area by Traffic Analysis Zone. These projections are useful in developing quantitative recommendations for each broad land use category.

Residential densities reflected in the Ridgeland Land Use Plan range from one single-family detached residence for every three acres to seven and one-half dwelling units per acre for multi-family residential uses (apartments and condominiums). The densities used in producing the dwelling unit projections are summarized under the heading "Explanation of Land Use Categories" depicted on the Land Use Plan map in this chapter.

In order to determine future residential acreage, it is necessary to use a projected persons per household ratio. This ratio has been declining since 1970 when it was 3.1. In 1980 it was 2.4, and in 1990 it was 2.20. One reason for this is that family sizes are smaller than in 1970. Another reason is that Ridgeland has a relatively large number of apartments, which tend to have fewer persons per unit. Compared to other metropolitan area suburban municipalities, Ridgeland has more than double the number of apartment units as Clinton, the next highest number (3,700 to 1,300). Even though the ratio is declining, it is not expected to decline to zero. It is expected to level off to about 2.08 by 2020.

Using a projected persons per household ratio of 2.08 and applying it to the projected increase in population of 23,016, we arrive at 11,065 additional dwelling units needed for 2020. Assuming that the present dwelling units per acre ratio will remain the same in 2020, this ratio (4 d.u.'s per acre) is applied to the number of projected additional dwelling units needed for 2020. The result is that 2,766 additional residential acres are needed for 2020 to handle the additional population increase. This acreage will largely come from the Ridgeland Study Area, and annexation will eventually be necessary.

### **Projected Commercial and Industrial Acreage Needs :**

#### **Commercial Acreage Needs :**

Since a growth in population also creates a corresponding growth in employment, projections of commercial and industrial acreage needs are based upon the premise that the future need for commercial and industrial acreage is proportionate to the growth of the population of the study area. Therefore, the population of the study area is expected to increase by 151 percent between 1990 and 2020 or 2.5 times. Obviously, in a metropolitan area, residents have the opportunity to work or shop for goods and services in the entire Hinds, Madison, and Rankin Counties' areas or beyond—not in just the defined study area. However, for the purposes of this plan, it is assumed that much of the future commercial needs of the population in the study area will be met within that study area. Table II-8 provides information on the existing commercial and industrial acreage in the study area, providing a means for projecting future needs for commercial and industrial land.

In accordance with the goals and objectives for commercial development, future commercial development is confined to certain areas, specifically the following major thoroughfares.

1. Along U.S. Highway 51
2. Along Old Canton Road
3. Along County Line Road
4. Along Highland Colony Parkway
5. Along I-55

To project commercial land use needs for 2020, it is necessary to determine the current ratio of commercial employees per commercial acre with the presupposition that the same ratio will apply in 2020. This presupposition recognizes the fact that percentages of different land uses tend not to vary greatly over time. The problem in calculating the employees per acre ratio is that the 1990 Census Employment by Industry Sector figures reflect only the employment of Ridgeland residents. It is known that some Ridgeland residents work elsewhere as well as some residents from outside Ridgeland work in the city, but there is no data to determine these numbers with any degree of accuracy. For the purposes of this plan, it is also assumed that the future commercial employment needs of the population in the study area will be met within that study area.

Currently, there are 13.7 employees per commercial acre, and 52.9 percent of the population are commercial employees. It is further assumed that the same percentages will apply in 2020. Thus, 52.9 percent of Ridgeland's 2020 projected population is 20,215 commercial employees. Multiplying the 13.7 employees per commercial acre by the number of 2020 commercial employees yields 2,770 acres needed in 2020 to satisfy commercial land use needs. This means that 2,169.6 additional acres (over the current 600.4 acres) will be needed. There is ample land within the current city limits and study area to satisfy these needs, much of which is already zoned for these purposes.

**Industrial Acreage Needs:**

As stated previously, industrial acreage needs are based upon the presupposition that the future needs for industrial acreage are proportionate to the growth of the population of the study area. The projected industrial land use needs are derived in a similar fashion as were the commercial needs.

The current number of employees per industrial acre is 10.9, and industrial employees comprise 9.7 percent of the current population. When these ratios are applied to the projected 2020 population, the result is 404 industrial acres needed in 2020, or an additional 243 industrial acres.

**Explanation of Land Use Categories:**

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

1. Agricultural/rural
2. Residential Estate
3. Low-density Residential
1. Moderate Density Residential (patio homes, townhouses, zero lot line homes)
5. High-density Residential
6. Manufactured/Mobile Home Residential
7. Low-intensity Commercial - office commercial uses
8. Indoor/General Commercial - indoor commercial uses
9. Technical Industrial Park
10. Highway/Outdoor Commercial - outdoor commercial uses
11. Indoor Industrial & Warehousing
12. Heavy/Outdoor Industrial
13. Public/Quasi Public
14. Parks and Open Space
15. Flood Plains and Floodways
16. West Jackson Street Overlay District
17. Commerce Park Overlay District
18. Old Agency Road Corridor Preservation District
19. Pearl River Valley Water Supply District

The following is an explanation of the specific meaning of land use and thoroughfares color codes depicted on the Land Use Plan/Thoroughfares Plan Map contained in this report. Since these categories will be used to determine zoning districts, each residential, commercial, and industrial land use category has its corresponding zoning district(s) noted for ease of reference.

In several instances a land use category includes more than one zoning district because the zoning districts have similar characteristics.

**AGRICULTURAL/RURAL**(white): Maximum development of one residential unit for every three acres.

This land use classification depicts areas that are expected to remain rural or agricultural with no significant concentrations of residential, commercial, industrial or other development. These areas of the Land Use Plan are not expected to be served by municipal sewer service within the next 25 years ( by the year 2020).

**RESIDENTIAL ESTATE** (chartreuse/pale green): Maximum density of one single-family detached residence per acre

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

**LOW-DENSITY RESIDENTIAL** (yellow): Maximum density of three single family detached residences per acre. This land use category combines the residential zones R-1 and R-2 for flexibility in developing low-density residential land.

This land use classification is intended to promote the development of single-family detached dwellings on relatively large lots (at least 10,500 square feet).

**MODERATE-DENSITY RESIDENTIAL** (gold): Maximum density of five single-family detached residential units per acre. This land use category combines the residential zones R-3, R-3A, and R-4 for flexibility in developing medium-density residential land.

This land use classification allows the development of single-family detached dwellings on moderate size lots (at least 6,000 square feet). This category includes the type of single-family residences known as patio homes, townhouses, and zero lot line homes.

**HIGH-DENSITY RESIDENTIAL** (orange): Maximum density of ten dwelling units per acre. This land use category combines the residential zones R-5 and R-5A for flexibility in developing high-density residential land.

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

**MANUFACTURED HOME RESIDENTIAL** (brown): primarily manufactured/mobile home parks

This classification allows the development of manufactured home parks on arterial streets or highways, which have the capability of carrying higher traffic volumes generated by these types of residential areas.

**LIMITED/LOW INTENSITY COMMERCIAL** (light red/pink): Restricted Commercial

These areas should include: business and professional offices; personal services such as hair styling shops and photographic portrait studios; instructional services such as dance studios; floral shops; and other similar uses that do not generate high vehicular traffic (more than 70 average daily trips per 1,000 square feet of Gross Floor Area) or high noise levels (i.e., exceeding a DNL or average “Day Night Level” of 65 decibels). This category corresponds, generally, to the C-1 Restricted Commercial District.

**GENERAL COMMERCIAL** (red): Enclosed Commercial Activities Only. This category includes zoning districts C-2, C-2A, C-3 and C-6 for flexibility in developing commercial land.

These areas should include businesses in which the principal activity is conducted indoors. However, certain land uses that involve some outdoor activities could be permitted in these areas. Examples of outdoor activities that would be included are car washes/vacuum cleaner stations and quick car care clinics. This land use classification would include shopping centers as well as independent commercial uses.

**HIGHWAY/HIGH INTENSITY COMMERCIAL** (purple): All Commercial Activities. This land use category includes zoning districts C-4 and C-5 for flexibility in developing commercial land.

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

**TECHNICAL INDUSTRIAL PARK** (pale blue): For light industrial, technological, and professional firms located adjacent to major transportation arteries and thoroughfares as well as residential areas.

**LIMITED INDUSTRIAL** (light gray): Enclosed Industrial Activities Only. This category corresponds to the I-1 Industrial Zoning District.

This classification includes manufacturing uses where all or most of the associated activities are conducted indoors. These manufacturing uses are those that do not generate noise, vibration, or offensive odors detectable to human senses off the premises.

**HEAVY INDUSTRIAL** (dark gray): All Industrial Uses, including outdoor. This corresponds to the I-2 Industrial Zoning District.

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

**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.

**PARKS AND OPEN SPACE** (light green):

The Land Use Plan reflects the location of existing parks, proposed parks, and areas that should be preserved as open space because of steep slopes, etc.

**100-YEAR FLOODPLAINS** (light blue):

These areas are shown on the latest available Federal Emergency Management Agency “Flood Insurance Rate Map” as 100-year floodplain (i.e., subject to a one percent chance of flooding in any year).

**FLOODWAY** (Turquoise):

These areas are actual creek channels or areas needed to convey water under normal conditions.

**WEST JACKSON STREET DISTRICT** (black diagonal shading):

This is an overlay district the purpose of which is to preserve and promote a historically relevant commercial district.

**COMMERCIAL PARK DISTRICT** (blue cross hatch shading):

This is an overlay district the purpose of which is to provide an area for the development of compatible location for corporate headquarters, office buildings and commercial/retail operations.

**OLD AGENCY ROAD CORRIDOR PRESERVATION DISTRICT**(green boundary):

This is an overlay district the purpose of which is to preserve an historically significant corridor.

**PEARL RIVER VALLEY WATER SUPPLY DISTRICT** (black dotted boundary):

This is an area that is within the city limits of Ridgeland but that is under the control of the Pearl River Valley Water Supply District.

**FINDINGS AND RECOMMENDATIONS:**

1. There are some areas zoned for highway commercial but are not located on highways. These areas should be zoned more appropriately
2. Convenience commercial uses can be easily absorbed into the C-2 or C-2A zones, rather than a stand-alone zone. The C-3 zone should be eliminated or called the Neighborhood Commercial Zone and restructured more tightly for use in selected residential areas.
3. The amount of existing medium-density residential land is close to the amount of land in high-density residential. In addition, there is very little medium-density residential land west of I-55. It is not advisable, at this time, to set aside any more land for medium-density residential. There are vast amounts of land in the Residential Estate category out of which additional medium-density residential land can be carved should the market dictate in the future.
4. The amount and percentage of high-density residential land is high. The city of Ridgeland has 11.23 percent of its total residential land in high-density residential uses. By comparison, the city of Meridian, which has about 1,300 more residential acres than Ridgeland, has only 3.73 percent of its residential land in high-density residential uses. Even though the amount of high-density residential land is roughly equal to the amount of medium-density land, there is no high-density residential land west of I-55. However, there appears to be no need for more high-density residential land in the next five to ten years. If any land is set aside for this use, it should be located on arterial streets/roads to handle this high traffic generating use.
5. Patio homes, townhouses, and zero lot line homes are generally considered to be in a medium-density residential category. However, the greatest minimum lot size of these three, represented in the zoning ordinance by the R-3, R-3A, and R-4 zoning districts, is 6,000 square feet. The minimum lot size of the next lower density category; represented by the R-2, R-1, and R-1A zone; is 10,500 square feet. The minimum lot size differences between the R-2, R-1, and R-1A zones range from 1,500 to 2,000 square feet. Therefore, a medium-density land use category should be created between the low-density residential category and the patio home/townhouse category. The minimum lot size for this category should be 8,000 square feet.
6. Along Highland Colony Parkway, allow a mixture of high quality indoor retail, office development, and high-tech commercial and industrial uses in addition to public/quasi-public uses such as churches, schools, and cemeteries.
7. With 21.4 percent of the land available for development within the current corporate limits, consideration should be given to annexing more land to accommodate future urban growth.

## **CHAPTER THREE: TRANSPORTATION PLAN**

### **INTRODUCTION**

As stated in Chapter Two, the Land Use Plan, 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. Under federal regulations, this Area-wide Transportation Plan must include a projection of the metropolitan area's transportation needs for the next 20 - 25 years. The horizon date for the Area-wide Plan is the year 2020, or the same as the horizon date for the Ridgeland Comprehensive Plan.

In developing the Area-wide Transportation Plan, computerized traffic simulation "models" (mathematical formulas that express the actions and interactions of transportation system) are used to forecast future traffic volumes. The CMPDD performed 2020 projections of population, number of dwelling units, employment (by place of work) and school enrollment (by school location) as "input" for the traffic simulation models; these projections were developed for "Traffic Analysis Zones" or "TAZs". Map 1 in Chapter 2 depicts these Traffic Analysis Zones within the "study area" for the Ridgeland Comprehensive Plan.

According to Section 17-1-1 of the Mississippi Code, the Transportation Plan must include a Thoroughfares Plan "----depicting in map form the proposed functional classification of all existing and

proposed streets, roads, and highways for the area encompassed by the Land Use Plan and for the same time period as covered by the Land Use Plan. Functional classifications shall consist of arterial, collector and local streets---and these functional classifications shall be defined as to right-of-way and surface width requirements; these requirements shall be based upon traffic projections."

## **METHODOLOGY USED IN PREPARING THE THOROUGHFARES PLAN**

Concurrently with preparation of the Land Use Plan for the Ridgeland Study Area (Chapter 2), the CMPDD developed a preliminary Thoroughfares Plan, classifying streets and highways according to the function that they can be expected to perform by the target year of the plan: 2020. 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 only controlled access highways in the Ridgeland study area are Interstate 55 and Interstate 220. They are shown in red on the Thoroughfares Plan. All state-maintained highways other than these two are classified as "principal arterials" (shown in blue) or "minor arterials" (shown in green), including U.S. Highway 51. All city and county-maintained thoroughfares are classified using the traditional groupings: principal arterial, minor arterial and collector (shown in brown). By definition, a "local" street is not a "thoroughfare". For the purposes of this plan, all highways, arterials, and collector streets are considered to be major streets.

The following are FHWA definitions of each classification:

1. Principal Arterials: 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: 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: The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It distributes trips from the arterials to their ultimate destinations.

Minimum right-of-way and surface width requirements for the Thoroughfares Plan are specified below:

**PRINCIPAL ARTERIAL (Blue):** Proposed minimum of four basic lanes (48 foot surface width or more); minimum 80 foot right-of-way.

MINOR ARTERIAL (Green): Minimum of three- 12 foot lanes; minimum of 70 foot right-of-way.

COLLECTOR (Brown): 28-36 foot surface width; minimum of 60 foot right-of-way.

LOCAL (No Color): two lanes; minimum of 50 foot right-of-way.

Recommendations for improvements to the streets and highways in the Ridgeland area are based upon traffic projections performed as part of the previously mentioned 1997 Area-wide Transportation Plan. Table III-1 contains 1996 traffic counts performed by the Mississippi Department of Transportation on various arterial or collector streets, roads and highways in the area, along with projected 2020 traffic volumes for the same thoroughfares. The recommended improvements shown in Table III-1 were derived, in part, by determining where traffic capacity deficiencies are likely to occur by the year 2020 or before. The "Traffic Capacity Indices" reflected in Table III-2 were used to determine the relative capability of streets and highways in the area to carry traffic for the forecast year of 2020. These values do not necessarily represent the actual traffic carrying ability of streets and highways.

This chapter also took into consideration the Transportation Plan Update for Ridgeland, Mississippi, prepared by Waggoner Engineering, Inc. and is also reflected on the Land Use and Transportation Plan Map.

## **RIDGELAND PROPOSALS FROM THE JACKSON URBANIZED AREA'S TRANSPORTATION PLAN FOR THE YEAR 2020:**

### **Stage 1 - 1997-2000**

1. County Line Road - widen to 5 lanes, Pear Orchard Dr. to Old Canton Rd.
2. Old Canton Road - widen to 5 lanes, Lake Harbour Dr. to St. Augustine Dr.
3. Spillway Road - widen to 3 and 5 lanes, Old Canton Rd. to Breakers Lane
4. U.S. Highway 51 - widen to 5 lanes, Natchez Trace to Tisdale Rd. \*
5. Old Agency Road - relocated, Natchez Trace Parkway. \*

### **Stage 2 - 2001-2010**

1. I-55 - widening - widen to 6 lanes, County Line Road to MS 463. \*
2. Natchez Trace Parkway - new 2-lane roadway, I-20 to Madison Co. line & Hinds Co. line to I-55. \*
3. Sunnybrook Road - Widen to meet future traffic and development needs.
4. McClellan Drive - extend to Ridgecrest Drive to Old Canton Road.

### **Stage 3 - 2011-2020**

1. Lake Harbor Drive - widen to 4 lanes, U.S. 51 to Northpark Dr.
2. Lake Harbor Drive Ext. - new 4-lane extension, U.S. 51 to Highland Colony Parkway
3. Ridgewood Road - widen to 5 lanes, Centre St. to U.S. 51

**Other Needs**

1. Spillway Road - improve as needed.
- \* Ridgeland has no direct responsibility for these improvements.

**TRANSPORTATION PLAN UPDATE:**

In July 1996 Waggoner Engineering updated the Ridgeland Transportation Plan. There is some overlap with the Metropolitan Urban Area Plan, but the update has a number of other recommendations. Table III-1 includes recommendations from the Jackson Metropolitan Area 2020 Plan, the Waggoner Engineering plan and some additional improvements proposed by CMPDD (no. 29 through 35). Each improvement has been assigned a phase or term in which the improvement will be accomplished. For complete descriptions of these improvements, see the Transportation Plan Update.

**TABLE III-1**

**TRANSPORTATION PLAN UPDATE RECOMMENDATIONS SUMMARY**

<b>NO.</b>	<b>PROJECT AND PROJECT PHASE NO.</b>	<b>RECOMMENDED IMPROVEMENTS</b>	<b>1996 ADT (or 1999 ADT)</b>	<b>PROJECT-ED ADT</b>
1	Lake Harbour- Old Canton to Breakers: 1	widen to 5 lanes: U/C	16,786(1999)	32,238
2	Rice-Old Canton to Pear Orchard: 1	widen to 4 lanes	5,028(1999)	30,000
3	Rice-Pear Orchard to Natchez Trace Parkway: 1	realign and widen to 4 lanes: U/C	5,960	4,100
4	County Line-North Frontage to Ridgewood Road: 1	widen to 7 lanes	39,862	36,500
5	Ridgewood Road - Centre to U.S. Highway 51: 1	widen to 4 lanes	5,800	12,200
6	Wheatley-Lake Harbour to Nolan Circle: 1	widen to 3 lanes	3,650	n/a

7	Northpark-Towne Center to Lake Harbour: 1	widen to 3 lanes	6,839	12,700
8	County Line-Pear Orchard to Old Canton: 1	widen to 5 lanes: Funded & Designed	19,913	20,200
9	North/South Connector-Highland C. to L. Castle: 1	new 2-lane road	n/a	n/a
10	Lake Harbour-Pear Orchard to Northpark: 1	widen to 3 lanes	n/a	9,900
11	Old Canton-Rice Road to N. City Limits: 2	widen to 4 lanes with median	17,974(1999)	29,298
12	Rice-Harbor Drive to Old Canton: 2	widen to 4 lanes with median	10,500(1999)	15,000
13	Old Agency Relocated-Natchez Trace Pkwy. Ext.: 2	widen to 2 lanes	n/a	8,106
14	Ridgeland Ave.-Sunnybrook to U.S. 51: 2	widen to 3 lanes	n/a	6,098
15	Old Canton-Lake Harbour to Rice Road: 1	widen to 5 lanes	14,867(1999)	17,246
16	Pear Orchard-Northpark to Lake Harbour: 2	widen to 4 lanes	12,259	12,379
17	Sunnybrook-Jackson to L. Castle: 2	widen to 3 lanes	2,800	6,717
18	East/West Connector-Highland Colony to new I-55 interchange: 2	new 4-lane road	n/a	n/a
19	County Line-Ridgewood Rd. to Wheatley St.: 3	widen to 7 lanes	42,580	33,500
20	I-55 East/West Connector-new interchange to U.S. 51: 2	new 4-lane road	n/a	n/a
21	Lake Harbour Ext.- U.S. 51 to Highland Colony: 1	new 4-lane road	8,390	10,200

22	Towne Center-Northpark to Old Canton: 1	new 3-lane road	n/a	n/a
23	Replace Natchez Trace Prkwy Bridges @ Old Canton & Rice Road (new): 1	widen to 5 lanes : has been funded	7,900	n/a
24	Lake Castle Ext.- Livingston to Lake Cavalier Rd.: 3	New 4-lane Road	n/a	n/a
25	Hickory Rd. Ext. - Lake Castle to Old Agency Rd.: 3	Extend as 2-lane road	n/a	n/a
26	Hickory Rd. Ext. - Old Agency to Highland Colony Parkway: 3	New 2-lane road	n/a	n/a
27	Walter Payton Ext. - Livingston to Hickory Rd. Ext.: 3	Extend as 2-lane road	n/a	n/a
28	Lake Cavalier Rd. relocation- Existing Rd. to Livingston Rd.: 3	Relocate 2 lane collector	N/A	N/A

The 1996 Transportation Plan Update also included recommendations for bikeways, bikepaths, bikelanes, and bike routes, which are adopted here by reference.

TABLE III-2

CITY OF RIDGELAND, MISSISSIPPI

THOROUGHFARES PLAN

TRAFFIC CAPACITY INDICES

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FUNCTIONAL CLASSIFICATION    24-HOUR CAPACITY

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Principal and Minor Arterials:

Four Lanes (Undivided)	20,000
Four Lanes Divided	24,000
Six Lanes Divided	30,000

Collectors:	
Two Lanes	10,000

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SOURCE: Adapted from Jackson Urbanized Area Transportation Plan: Development of Year 2000 Major Streets and Highways Plan, CMPDD; December, 1980.

The first three stages of the Jackson Urbanized Area’s Transportation Plan are scheduled for funding. There is some overlap between the two plans, but the last five recommendations on Table III-1 are new ones offered by CMPDD. It is not within the scope of this plan to put them in priority with cost estimates and sources of funding. That is for a capital improvements program at some future date.

## **CHAPTER IV: PUBLIC FACILITIES PLAN**

### **SECTION I - PARKS AND RECREATIONAL FACILITIES:**

#### **Introduction and Methodology**

As with other sections of this *Public Facilities Plan*, the approach taken in the evaluation of Ridgeland’s needs in terms of parks/recreational facilities and open space is to apply accepted standards to the current supply and projected 2020 needs. The 2020 needs are based upon the population projections prepared by Central Mississippi Planning and Development District. In this case, the standards used are contained in the *Mississippi State Comprehensive Outdoor Recreation Plan* (SCORP), which was updated by the Mississippi Research and Development Center in the mid-1980s. SCORP contains “prototype standards” for various classifications of parks and facilities, and these prototype standards are based upon acres or units needed for every 1,000 persons.

Prototype Standards:

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

The prototype standards for other SCORP classifications are to be used as general guidelines for the development of park facilities and may not contain such details as restrooms. As general guidelines, the standards do not have to be followed exactly. Communities may deviate from the standards depending on their particular needs. The standards are as follows:

### Neighborhood Parks

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

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

Minimum Population Served: 5,000

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

Service Area: ½ mile in urbanized areas; 3 miles in rural areas.

Optimum Size: 5 to 7 acres.

Population Served: All ages.

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

### Community Playfields

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

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

Minimum Population Served: 10,000

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

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

Optimum Size: 10 to 15 acres.

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

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

### Major Community Parks

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

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

Minimum Population Served: 20,000

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

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

Optimum Size: 24 to 40 acres.

Population Served: All ages.

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

Single or Special Purpose Facilities:

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

Facilities and Standard per 1,000 persons:

- Baseball diamonds: (regulation 90 feet) 1 for every 6,000 persons
- Softball diamonds: 1 for every 3,000 persons.
- Tennis courts: (best in battery of four) 1 court for every 2,000 persons
- Soccer fields: 1 for every 4,000 persons
- Basketball courts: 1 for every 1,000 persons
- Swimming pools (50 meter): 2 for every 30,000 persons
- Neighborhood centers: 1 for every 10,000 persons
- Community centers: 1 for every 25,000 persons
- Golf courses (18 hole): 1 for every 25,000 persons
- Walking/bicycle trails: 1 for every 5,000 persons

Service Area: Generally limited to serving a population within ½ hour travel time of the facility.

Population served: All ages.

Location: Single/special purpose facilities should be as central and convenient to the users as possible.

Urban Greenspace or Open Space

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

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

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

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

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

Population Served: All ages.

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

### Regional Parks

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

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

Minimum Population: 50,000.

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

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

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

Population Served: All ages.

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

**Findings and Recommendations** (to be used in conjunction with the city's Master Recreation Plan):

The City of Ridgeland has the following public or semi-public recreational facilities:

1. Friendship Park, located at 475 Lake Harbour Drive, encompasses 9.3 acres that include a one mile walking/jogging trail, rest room facilities, playground equipment, parking lot, fitness court, and lighted pavilion. Plans for the park include new restroom facilities, new fitness court, and expanded parking.
2. Hite-Wolcott Park, located at 349 McClellan Drive, encompasses 43 acres that include 4 lighted baseball fields, 3 lighted softball fields, 2 concession stands, batting cages, volleyball area, playground equipment, and parking lots.
3. Midway Park is 1.5 acres and has a basketball goal and court.
4. Ridgeland Tennis Center, located at 201 McClellan Drive, encompasses 6 acres and includes 12 lighted tennis courts, a pro shop, men's and women's locker rooms, a 2000 square foot covered porch for viewing, and a parking lot.
5. School Street Soccer Fields- Hart Property is 100 acres located at 135 West School Street. (See Master Plan for future development of this park)
6. Breakers Soccer Fields located on Spillway Road is 4 acres with 2 regulation soccer fields.
7. To follow the recommendations given in the Comprehensive Master Plan for the City of Ridgeland's Recreation and Parks Department.

Table IV-5 depicts current and estimates of the year 2020 demand for recreational areas and facilities for the City of Ridgeland.

**TABLE IV-5  
CURRENT AND FUTURE DEMAND FOR RECREATION AREAS AND FACILITIES**

<b>TYPE AREA/ FACILITY</b>	<b>CURRENT POPULATION</b>	<b>SERVICE POPULATION</b>	<b>NO. EXISTING/ NO. NEEDED</b>	<b>2020 POPULATION</b>	<b>SERVICE POPULATION</b>	<b>NO. NEEDED BY 2020</b>
Playlots	15,691	500	0/31	30,341	500	61
Neighborhood Parks	15,691	5,000	1/2	30,341	5,000	5
Community Play fields	15,691	10,000	1/2	30,341	10,000	2
Major Commu- nity Parks	15,691	20,000	0/1	30,341	20,000	2
Baseball Diamonds	15,691	4,000	4/0	30,341	4,000	4
Softball Diamonds	15,691	2,000	3/5	30,341	2,000	12
Tennis Courts	15,691	2,000	12/0	30,341	2,000	3
Soccer Fields	15,691	4,000	4/0	30,341	4,000	4
Basketball Courts	15,691	1,000	1/15	30,341	1,000	29
Swimming Pools (50 meter)	15,691	10,000	0/ 2	30,341	10,000	3
Neighborhood Centers	15,691	10,000	2/0	30,341	10,000	1
Jogging Trails	15,691	5,000	1/2	30,341	5,000	5
Urban Green- space and Open Space (acres)	15,691	1,000	16 ACRES	30,341	1,000	30 ACRES

**SOURCE:** Existing Population: Leon Younger & PROS 1998/2020 Population Projections: CMPDD

The above table is to be used solely as a guide to determine the type of facilities needed. The number of facilities needed are based upon population standards and need not be followed precisely. Because of the close proximity to the Ross Barnett Reservoir facilities, there is little need for a regional park. Due to this and the amount of participation in sports, greater attention should be placed on obtaining more baseball, softball, and soccer fields.

**SECTION II - PUBLIC BUILDINGS AND FACILITIES:**

**CITY HALL**

The Ridgeland City Hall is 16,000 square feet and was constructed in 1980 with renovations in 1986. The building includes offices for a total of 33 full time employees that include the Public Works Department, Recreation and Parks Department, Finance and Administration staff, Director of Human Resources, City Clerk, as well as the Mayor and Mayor’s Executive Secretary. Additionally, the Ridgeland Chamber of Commerce has offices inside the building. Using the architectural standard of 330 square feet for each employee, the current demand for space is 10,890 square feet. The building did contain a municipal courtroom, but it has been moved to the new police building. The space taken up by the courtroom will be converted to office and meeting room space for the community development department. This should help to provide adequate office space in the building for the near future. At the building’s current size, it can provide space for approximately 50 employees. If the current ratio of 1.3 city hall employees per 1000 residents continues to the year 2020, the demand for city hall space will increase. This situation should be reviewed periodically and adjustments made accordingly.

## **FIRE PROTECTION**

### **Introduction and Methodology**

From a study of pertinent conditions and performance records over many years, certain fire protection standards have been developed. For each deviation from these standards, deficiency points are assigned, the number depending upon the importance of the item and degree of deviation. The total number of deficiency points charged against a county or municipality determines the relative classification -- one through ten. Table IV-6 shows the fire protection “features” considered by the Mississippi State Rating Bureau in classifying a municipal or county fire protection system. Table IV-7 indicates the Mississippi State Rating Bureau classifications assigned based on accumulated points of deficiency. The lower a fire rating the better the fire department. Lower fire ratings largely affect a municipality’s fire insurance rates. Ridgeland’s current fire rating is five.

TABLE IV-6  
RELATIVE VALUES AND MAXIMUM DEFICIENCY POINTS

<b>FEATURE</b>	<b>PERCENT</b>	<b>POINTS</b>
Water Supply	39%	1,950
Fire Department	39%	1,950
Fire Service Communications	9%	450
Fire Safety Control	13%	650

FEATURE	PERCENT	POINTS
TOTAL	100%	5,000

TABLE IV-7

RELATIVE CLASS AS DETERMINED BY POINTS OF DEFICIENCY

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

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

**Findings and Recommendations :**

The City of Ridgeland currently has three fire stations with 45 firemen. Fire Station No.1, constructed in 1990, is 11,200 Square Feet and Fire Station No.2, which was built in 1987, is 5,300 square feet. Fire station No.3 was constructed in 1998, and it has 5,100 square feet. The Fire Department now has four pumper trucks and one ladder truck. According to the Fire Chief, an additional fire station and pumper truck will be needed by the year 2000. There are plans to expand the service area in the near future relative to annexation. The city is looking for land for a new fire station to be located west of the Interstate. The city will continue to supply fire service to any annexed area in a manner that will maintain or improve current fire rating.

## **POLICE**

### **Introduction and Methodology:**

The City of Ridgeland currently has a police force of 39 sworn personnel. Also, 22 civilian employees, including clerical, secretarial, and dispatchers are employed at the police station. The police station is located on West School Street and is a 10,090 square foot building with three holding cells for prisoners. The City pays a fee to Madison County for the use of their jail facilities for the long term holding of prisoners. Using an architectural standard of 330 square feet for each employee, the current space need is 20,130 square feet. There is a current deficit of 10,040 square feet.

The following formula is used for projecting space needs and building cost. It is provided by the International Association of Chiefs of Police and is used nationwide by law enforcement agencies for new construction and renovation of police facilities. This formula is used in combination with population projections for the Ridgeland Study Area to project the space needs of the Ridgeland Police Department for the year 2020.

### **FORMULA:**

$$\text{STAFF SIZE} \times \text{AREA ALLOWANCE} \times \text{UNIT COST} \times \text{INFLATION FACTOR} \\ \times \text{REGIONAL ADJUSTMENT} \times \text{ADDED COST FACTOR} = \text{PROJECTED COST}$$

### **YEAR 2020 BUILDING SPACE NEEDS AND COST PROJECTIONS:**

STAFF SIZE	132	132	132
AREA ALLOWANCE	330 sq. ft.	330 sq. ft.	330 sq. ft.
UNIT COST	\$85.00	\$100.00	\$112.00
INFLATION FACTOR	1.02	1.02	1.02
REGIONAL ADJUSTMENT	.813	.813	.813
ADDED COST FACTOR	1.234	1.234	1.234
<hr/>			
PROJECTED COST	\$3,788,896	\$4,457,525	\$4,992,427

### **Findings and Recommendations :**

Although the Southeast average is 2.8 officers per 1000 people, the national average of 2.3 officers per 1000 residents is recommended. Using the national average, the year 2020 projected need is 88

officers. Based on the current ratio of one civilian employee per 2 officers, the projected need is 44 civilian personnel. A 21,271 square foot police facility is currently under construction with a projected completion date of March 1999. It is expected to meet the city's needs for the foreseeable future. However, using the architectural standard of 330 square feet for each employee, the projected building space need is 43,560 square feet. This will still leave a deficit of 22,289 square feet for the year 2020. This means that space needs should be evaluated every five to ten years to determine if additions are needed.

## LIBRARY NEEDS

### Introduction and Methodology:

The Ridgeland Library was established in the early 1960's as a branch of the Madison County Library System. The current facility was built in 1971 as a joint city hall/library. When city hall moved out in 1988, the city hall section was remodeled to accommodate the library. In 1991, the entire building was remodeled and enlarged; there have been no major changes since that time. The needs for the entire system, as well as those for the Ridgeland branch, are presented here.

The CMPDD evaluated both the current (1997) adequacy of the library system and the future year 2020 needs of the system in terms of accepted standards used by the American Library Association (ALA) and "experience formulas" developed through comparisons of libraries having similar size service areas as compared to the Ridgeland branch. Table IV-8 reflects the ALA standards for minimum size of book collection and minimum building space requirements according to the population of the service area. Table IV-9 reveals experience formulas which are useful in determining how the Ridgeland library "measures up" against libraries in circulation and size expressed as total square footage. It should be noted here that the ALA standards were developed in the 1960's, and have not been updated. However, it is the only criteria available at this time.

TABLE IV-8  
Guidelines for Determining Book Stock Needs  
and  
Minimum Space Requirements

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

10,000-24,999	20,000 volumes plus 2 books per capita for population over 10,000	7,000 square feet or 0.7 square feet per capita, whichever is greater
25,000-49,000	50,000 volumes plus 2 books per capita for population over 25,000	15,000 square feet or 0.6 square feet per capita, whichever is greater

Source: American Library Association

Table IV-9  
Experience Formulas for Book Stock, Circulation and Size

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

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

### Population Projections for Service Areas:

The service areas were delineated using the 1990 Census of Population: Census Tracts and Block Groups. Because the Ridgeland branch is part of the Madison County Library System, the service area is somewhat larger than the study and somewhat arbitrary, but for the purposes of this study, the service area and the study area are one and the same. In addition to other branches of the system in Canton, Flora, and Madison; there is also a Holmes Community College library in Ridgeland. All of these libraries are available to the people in the study area. Population projections for the service areas were performed based upon the Traffic Analysis Zones for part of the County, and the population projections for the remainder of the County were derived by subtracting the TAZ projections from the total county 2020 projection and distributing the amount proportionately by Census Tracts. The total county-wide projections performed using this methodology compare closely with the projections developed earlier

for the Land Use Plan. Population projections by Census Tract for the year 2020 are shown in Table IV-10.

Table IV-10  
Madison County Population Projections  
By Census Tracts

TRACT	1980	1990	2000	2010	2020
301	8,853	16,699	25,699	41,729	51,586
302	3,282	7,297	16,059	18,568	20,565
303	4,801	5,757	15,462	17,809	26,203
304	3,172	3,295	3,418	3,187	3,105
305	6,389	7,276	8,163	7,240	6,857
306	3,149	3,380	3,611	3,458	3,185
307	2,092	1,537	1,691	1,606	1,448
308	2,224	1,914	1,866	1,819	1,804
309	5,175	4,659	4,542	4,428	4,391
310	2,476	1,980	1,930	1,881	1,866
TOTAL	41,613	53,794	82,441	101,725	121,009

**Current Library System Needs :**

Table IV-11 indicates the present library needs in terms of book stock and building size for the Ridgeland Library according to the 1995 population of the service area as defined by the CMPDD.

Table IV-11  
Determination of Current Year Library Needs  
Using Experience Formulas for Book Stock, Circulation and Size  
and American Library Association Minimum Standards

1995 Service Area Population	24,446
1997 Book Stock	33,437
Book Stock for Libraries with similar size service areas (by experience formulas)	67,226
1997 Book Stock need (by ALA Standards)	48,892
1997 Book Stock Deficit/Surplus	-15,455
1997 Circulation	89,132
Circulation for Libraries with Similar Size Service Areas	232,237
Size of Building (in square feet)	10,500
Size Compared with Libraries of Similar Size Service Areas (in square feet)	14,668
Size Deficit/Surplus When Compared With Similar Size Service Areas (in square feet)	-4,168

Source: - Existing Population: Claritas Corp. American Profile 1996.  
- Book Stock Circulation and Building Size Information: Madison County Library System  
- Standards: American Library Association  
- Experience Formulas: Joseph Wheeler and Herbert Goldhor, Practical Administration of Public Libraries, (New York: Harper and Row, 1982).

**Findings and Recommendations :**

The needs of the Madison County Library System were projected to the year 2020. For the Ridgeland branch, the results of these projections are presented in Table IV-12. Using American Library Association standards, the Ridgeland branch has a current deficit of 15,455 volumes and will need a total of 76,428 volumes by the year 2020, an addition of 42,991 volumes. As part of the Madison Library System, the Ridgeland branch has a space deficit of 4,168 square feet and will need 22,928 square feet of building space by 2020. It must be stressed that these deficits are the responsibility of the Madison County Library System and not of the City of Ridgeland.

Based on the Public Facilities plan for Madison County, there is a need to relieve the current “popular reading” pressure on existing libraries and to reach people in unserved areas. This would be in the form of temporary (for terms of 3-5 years) rented facilities of 1,000-1,500 square feet in shopping centers of a town center or a mobile unit. One location for such a facility is along the Highland Colony Parkway. Another suggested location is at Camden, possibly near a school.

Furthermore, due to the close proximity of the Madison and Ridgeland branches, and as a result of surveys taken by the library system, the Madison branch will focus more on building a collection of fiction and family-oriented literature. The Ridgeland branch will focus more on building their business and reference collections.

At the time this section was being prepared, it was learned that the Madison County Library System had retained a library planning consultant to prepare a facilities plan for the Madison County Library System. When completed, this facilities plan may change the library recommendations herein. At such time, the Madison County Library System plan should be reviewed in light of updating this section of the Comprehensive Plan.

Table IV-12  
Determination of Ridgeland’s Year 2020 Library Needs for Book Stock and Building Size Using American Library Association Standards

2020 Projected Service Population	38,214
2020 Book Stock Need (by ALA Standards)	76,428
2020 Book Stock Deficit/Surplus	-38,214
Minimum ALA Standard for Library Serving this Size Population in 2020 ( in square feet)	22,928
Size Deficit/Surplus when Compared with ALA Minimum Standards in 2020 (in square feet)	-12,428

Source:

- Existing Population: Claritas Corp. American Profile 1996
- Book Stock Circulation and Building Size Information: Madison County Library System
- Standards: American Library Association
- Experience Formulas: Joseph Wheeler and Herbert Goldhor, Practical Administration of Public Libraries, (New York: Harper and Row, 1982).

**SECTION III - UTILITIES AND DRAINAGE:**

**SEWER**

Currently, the City of Ridgeland provides sewer service to all areas within the city limits. The city budgets \$200,000 annually for upgrades, renovations, and rehabilitation of existing facilities. Plans are to continue using the City of Jackson sewage treatment plant. Over the next two years the City will construct the White Oak Creek and the La Rue interceptors.

## DRAINAGE

Table IV-13 shows population projections by Ridgeland’s drainage basins. These projections are used to help determine future sewer and drainage needs. The land area inside each drainage basin was measured in acres and categorized by the existing zoning and proposed land use. The residential land uses were segregated by allowed density of development and population figures were projected at maximum build-out with 25% of the total area removed to allow for roads and right-of-way. The persons-per-household figure was 2.38 and was taken from the Jackson Urbanized Area Transportation Plan For The Year 2020. This is the same methodology that was used to derive the Traffic Analysis Zone population projections. The boundaries of drainage basins and the traffic analysis zones are different, but the population projections are approximately the same. It is recommended that the city preserve greenspace in floodways, reserve drainways and drainage easements, and continue to create retention basins.

## WATER IMPROVEMENTS

Plans for improving water services are that the city will continue to upgrade the water system where necessary to provide better fire protection and domestic service for projected 2020 planning area.

**TABLE IV-13**

**2020 POPULATION PROJECTIONS BY RIDGELAND’S DRAINAGE BASINS**

<b>Drainage Basin</b>	<b>Total Industrial Acreage</b>	<b>Total Commercial Acreage</b>	<b>Total Residential Acreage</b>	<b>Technical Industrial Park</b>	<b>2020 Projected Population</b>
<b>Purple Creek</b>	166	974	1,107	0	6,572
<b>Brashear Creek</b>	42	422	1,246	0	13,617
<b>Brashear Creek*</b>	0	685	6,008	0	12,174
<b>School Creek</b>	0	447	694	0	8,631
<b>White Oak</b>	0	275	1,481	17	5,767
<b>White Oak (study area)</b>	0	0	1,334	0	7,142

<b>Culley Creek</b>	0	15	0	0	0
<b>Culley Creek*</b>	4	155	3,051	0	5,446
<b>TOTAL</b>	212	2,973	14,921	17	59,349

\*These counts for Brashear Creek and Culley Creek Basins are partly within the Ridgeland City Limits and partly within the Madison City Limits.

## **SECTION IV - PUBLIC SCHOOLS**

### **Introduction and General Methodology:**

Madison County has two public school districts, the Madison County School District and the Canton Separate School District. The Madison County School District has three attendance zones that serve kindergarten through grade 12. Map II-1 reflects the boundaries of the three zones.

In projecting the facility needs of the Madison County School District --- specifically the need for classrooms to serve the rapidly growing southern and western portions of the county (Zones II and III) -- the CMPDD used the population projections by Census Tract to the year 2020. The CMPDD also used 2020 population projections by Traffic Analysis Zone (see Table IV-4) developed as part of the preparation of the 2020 Jackson Metropolitan Area Transportation Plan in the effort. A detailed description of the methodology used in producing those population projections is contained in Chapter 2.

### **School Age Population/ Enrollment Projections By Attendance Zone:**

In order to determine how many students would be in each age range for the forecast year 2020 from kindergarten through the grade 12, an age trend analysis was performed based upon trends from the 1980 Census to the 1990 Census for three age groups: 5-9 year old; 10-14 year old; and 15-19 year old. These age groupings reflect the age stratifications used by the Census Bureau and are the only manner in which age statistics are available from the Census Bureau. Although these age groupings do not correspond exactly with grade equivalents used in the Madison County School System, they are close enough to produce reasonably valid conclusions regarding future enrollment projections for each public school classification by grade: elementary (K-5); middle (6-8) and high (9-12).

Table IV-2 reveals the age trends and projections for each Census Tract by Attendance Zone for the year 2020 and the percentage that each age group represents of the total population of each Census Tract.

Attendance Zone II (see Map II-2) in southern Madison County contains primarily Census Tract 301 and 302 (Tract 301 was subdivided for the 1990 Census into 301.01, 301.02, and 301.03, but the outer tract boundaries of 301 remained intact). Attendance Zone III in western Madison County contains primarily Census Tract 303 and small portion in Census Tract 304. Since the enrollment projections and classroom needs projections for Attendance Zones II and III are combined in this plan, the geographic consistency of the boundaries between Attendance Zones and Census is not important.

As can be seen in Table IV-2, the school-age population (ages 5 through 19 years) as a percent of total population in each Census Tract declined in every Tract from 1980 to 1990.

Obviously, this trend will not continue indefinitely. Therefore, to arrive at projections of school-age population for the forecast year 2020, an average of the percentage of school-age population for 1980 and 1990 was calculated, and this average percentage was applied to the control total 2020 population for each Census Tract to arrive at 2020 school-age population projections for each age cohort. Therefore, for example, the 2020 total population projection for Census Tracts 301 and 302 in southern Madison County is 72,151 and the total projected school-age population is 15,460.

Since a portion of the population of Attendance Zone III resides in Census Tract 304, the final page of Table IV-2 reflects the combined population forecast for Tracts 303 and 304 with the assumption that approximately 10 percent of the school-age population of Census Tract 304 will reside in Attendance Zone III.

### **2020 Classroom Need Projection By Attendance Zone :**

Table IV-3 reflects the classroom need projections for each Attendance Zone in the Madison County School District. Table IV-3 also indicates the 1994-1995 school enrollment for each school in the Madison County system and the number of classrooms in each school, including the new Olde Towne Ridgeland Elementary and Middle School. This information was obtained from the Madison County School District Capital Improvement Plan performed in 1995 by Jerry R. Hutchinson, a private consultant.

The classroom need projections for Attendance Zone II on the second page of Table IV-3 include ONLY the school-age population in Census Tracts 301 and 302; the population in Census Tracts 303 and 304 is included in Attendance Zone III. However, the final page of Table IV-3 presents the combined totals for Zones II and III.

In order to arrive at a projection of 2020 classroom need, the school-age populations described earlier and reflected in Table IV-2 were used as the starting point. Since it is anticipated that some of the school-age population of the County will continue to attend private schools during the next twenty-four years, it was necessary to produce projections of enrollment for those private schools and subtract that projected private school enrollment from the total projected school-age population by attendance zone. Table IV-4 presents 2020 private school enrollment projections by school,

including: St. Andrews Lower, Middle and Upper Schools in Ridgeland; Madison-Ridgeland Academy; St. Joseph Junior and Senior High (which will be relocating their campuses from Jackson to Madison); and the Tri-County Academy in Flora. The enrollment projections for these private schools, with the exception of the St. Joseph projections, were performed by the CMPDD as part of the preparation of the 2020 Jackson Metropolitan Area Transportation Plan. Those private school enrollment projections were produced through a simple trend-line analysis.

Table IV-3, therefore, presents the projected school-age population or enrollment minus the projected private school enrollment (for Attendance Zones II and III); there are no private schools in Attendance Zone I. For example, the enrollment projections for **Attendance Zone II** on the second page of Table IV-3 for grades K-5 indicate a projected enrollment of 3,795 (in Census Tracts 301 and 302 ONLY). This projection was produced by subtracting the projected private school enrollment (1,624 students) in Attendance Zone II for approximately the same cohort (K-5) from the projected 2020 school-age population of Census Tracts 301 and 302 in Attendance Zone II, or 5,419 persons in ages 5 through 9 years.

### **Findings and Recommendations :**

#### **Attendance Zone I:**

Table IV-3 indicates that based upon the 2020 enrollment projections, no additional classrooms will be needed for grades K - 5 in Attendance Zone I only. However, at least twenty-two classrooms will be needed at Velma Jackson Middle/High School to accommodate school-age population growth in grades 6 - 12. A ratio of one classroom for every twenty-four students was assumed throughout these projections.

#### **Attendance Zone II and III:**

The final page of Table IV-3 reflects the combined enrollment and classroom need projections for Attendance Zones II and III. It will be noted that the total enrollment in all schools in Attendance Zones II and III is expected to increase from 5,799 students to 18,391 students --- in other words, in twenty-five years Madison County School District schools can expect to have more than three times the present enrollment in those two Attendance Zones. Other findings and recommendations:

1. There will be a need for 150 additional classrooms in the "middle school" classification over the next twenty-four years. Since the Flora Middle School (with twelve classrooms) was closed at the end of the 1995-1996 school year to make room for the relocated Madison County School District administration, it is recommended that a new "Livingston Middle/High School" (grades 6-8) containing at least 100 classrooms be built on 16th Section land near the junction of Mississippi Highway 463 (Mannsdale Road) and Stribling Road. A middle school in this location could serve the students in both Attendance Zones II and III west of Interstate

55. As proposed in the Madison County Transportation Plan, Gluckstadt Road (called Gluckstadt Parkway) should ultimately be upgraded to a four-lane partially-access facility extending from Mississippi Highway 43 westward to Mississippi Highway 463. Two points of ingress/egress should be provided to the new school: one from the Gluckstadt Parkway and the other directly off of Mississippi Highway 463.
2. The greatest need for classrooms in Attendance Zones II and III will be in the high school classification: it is anticipated that over 200 additional classrooms will be needed in twenty-four years for students in this age group. It should be noted that because of the Census Bureau's stratification of age cohorts from 15 to 19 years, the projection of 232 additional rooms may be inflated, since most youths are out of high school by age 18. However, this is offset by the fact that fourteen year old students, which are counted in the "middle school" classification in the school size population projections would be added to this category. It is recommended that a new high school be built on Sunnybrook Road, north of Holmes Community College in Ridgeland. For a school to be built on this road, it will be necessary to widen Sunnybrook Road and put improve-ments in place that will make the increased traffic flow more smoothly. In addition, the proposed interchange at I-55 and new road from the interchange to Highway 51 may necessitate a cloverleaf at the new high school for traffic control and access.
  3. The projections in Table IV-3 indicate that an additional 86 elementary school classrooms will be needed over the next twenty-four years in Attendance Zones II and III. However, these enrollment projections were produced using the Census Bureau's age stratifications, which include ages 5 through 9, but do not include ten-year-old. Therefore, it is anticipated that over 100 additional classrooms will actually be needed to meet the needs of children in these grades. Since much of the County's population base is shifting west of Interstate 55, one new school site should be evaluated in this area: possibly on the proposed Gluckstadt Parkway.
  4. The existing Madison Avenue Elementary School should be enlarged to accommodate some of the additional K through 5 enrollment projected in Attendance Zone II. Additional access to this school campus should be provided from Rice Road and St. Augustine Road.

**TABLE IV-2**  
**MADISON COUNTY SCHOOL DISTRICT**  
**SCHOOL AGE POPULATION TRENDS AND PROJECTIONS**  
**BY ATTENDANCE ZONE**

**Attendance Zone I: Rural Eastern Madison County**

AGE COHORTS	APPROX. SCHOOL EQUIVALENTS	1980 CENSUS	% OF TOTAL POP. THIS TRACT	1990 CENSUS	% OF TOTAL POP. THIS TRACT	AVERAGE % OF POP. COHORT: 1980-1990	2020 POP. PROJ. THIS TRACT/THIS COHORT
<b>CENSUS TRACT 309:</b>							
5 - 9 years	Elementary	588	11.36%	442	9.49%	10.42%	458
10 - 14 years	Middle	611	11.81%	496	10.65%	11.23%	493
15 - 19 years	High	580	11.21%	473	10.15%	10.68%	469
Total These Cohorts		1,779	34.38%	1,411	30.29%	32.33%	1,420
Total Pop. This Tract		5,175		4,659			4,391
<b>CENSUS TRACT 310:</b>							
5 - 9 years	Elementary	259	10.46%	259	13.08%	11.77%	220
10 - 14 years	Middle	255	10.30%	170	8.59%	9.44%	176
15 - 19 years	High	324	13.09%	193	9.75%	11.42%	213
Total These Cohorts		838	33.84%	622	31.41%	32.63%	609
Total Pop. This Tract		2,476		1,980			1,866
TOTAL SCHOOL AGE POP. THESE TRACTS IN ATTEND. ZONE 1		2,617		2,033			2,029

**CONTINUED ON NEXT PAGE**

**TABLE IV-2 CONTINUED**

**Attendance Zone II: Southern Madison County**

AGE COHORTS	APPROX. SCHOOL EQUIVALENTS	1980 CENSUS	% OF TOTAL POP. THIS TRACT	1990 CENSUS	% OF TOTAL POP. THIS TRACT	AVERAGE % OF POP. COHORT:	2020 POP. PROJ. THIS TRACT/THIS COHORT
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	S		TRACT		TRACT	1980-1990	COHORT
<b>CENSUS TRACT 301:*</b>							
5 - 9 years	Elementary	675	7.62%	1,093	6.55%	7.08%	
10 - 14 years	Middle	549	6.20%	866	5.19%	5.69%	
15 - 19 years	High	861	9.73%	965	5.78%	7.75%	
Total These Cohorts		2,085	23.55%	2,924	17.51%	20.53%	
Total Pop. This Tract		8,853		16,699			
<b>CENSUS TRACT 302:</b>							
5 - 9 years	Elementary	289	8.81%	605	8.29%	8.55%	
10 - 14 years	Middle	286	8.71%	481	6.59%	7.65%	
15 - 19 years	High	290	8.84%	440	6.03%	7.43%	
Total These Cohorts		865	26.36%	1,526	20.91%	23.63%	
Total Pop. This Tract		3,282		7,297			
<b>CENSUS TRACTS 301 and 302:</b>		12,135		23,996			72,151
5 - 9 years	Elementary	964	7.94%	1,698	7.08%	7.51%	5,419
10 - 14 years	Middle	835	6.88%	1,347	5.61%	6.25%	4,507
15 - 19 years	High	1,151	9.48%	1,405	5.86%	7.67%	5,534
<b>TOTAL SCHOOL AGE POP. THESE TRACTS IN ATTEND. ZONE II</b>		2,950		4,450			15,460

\* Subdivided in 1990 Census to 301.01, 301.02, and 301.03

**TABLE IV-2 CONTINUED**

**Attendance Zone III: Western Madison County**

AGE COHORTS	APPROX. SCHOOL EQUIVALENT S	1980 CENSUS	% OF TOTAL POP. THIS TRACT	1990 CENSUS	% OF TOTAL POP. THIS TRACT	AVERAGE % OF POP. COHORT: 1980-1990	2020 POP. PROJ. THIS TRACT/THIS COHORT
<b>CENSUS TRACT 303:</b>							

5 - 9 years	Elementary	452	9.41%	527	9.15%	9.28%	2,433
10 - 14 years	Middle	484	10.08%	511	8.88%	9.48%	2,484
15 - 19 years	High	557	11.60%	476	8.27%	9.93%	2,603
Total These Cohorts		1,493	31.10%	1,514	26.30%	28.70%	7,520
Total Pop. This Tract		4,801		5,757			26,203
CENSUS TRACT 304:							
5 - 9 years	Elementary	343	10.81%	226	6.86%	8.84%	274
10 - 14 years	Middle	341	10.75%	333	10.11%	10.43%	324
15 - 19 years	High	385	12.14%	302	9.17%	10.65%	331
Total These Cohorts		1,069		831			929
Total Pop. This Tract		3,172		3,295			3,105
CENSUS TRACTS 303 and 304:							
5 - 9 years	Elementary	795	9.97%	753	8.32%	9.15%	2,707
10 - 14 years	Middle	825	10.35%	844	9.32%	9.84%	2,808
15 - 19 years	High	942	11.81%	778	8.60%	10.21%	2,934
TOTAL SCHOOL AGE POP. THESE TRACTS IN ATTEND. ZONE III		2,562		2,375			8,449

**\*Part of Census Tract 304 is in the Canton School District. The estimates shown in this column assume that approximately 10% of the school-age population of Census Tract 304 will reside in the Madison County School District in what is now Attendance Zone III.**

**SOURCES: 1980 and 1990 Population by Tract and Cohort: U.S. Bureau of the Census  
2020 Projections by Tract and Cohort: CMPDD**

**TABLE IV-3  
CLASSROOM NEED PROJECTIONS: 2020  
MADISON COUNTY SCHOOL DISTRICT**

**Attendance Zone 1: Eastern Madison County**

SCHOOL	NUMBER OF CLASSROOMS	1994 - 1995 ENROLLMENT	PROJECTED 2020 SCHOOL-AGE POP.	CLASSROOM NEED @ 1:24 PUPIL CAPACITY	PROJECTED CLASSROOM DEFICIT
Elementary Schools: (K-5)					
Luther Branson (K-5)	21	334			
Velma Jackson Elem..	15	315			
<b>TOTALS (K-5)</b>	<b>36</b>	<b>649</b>	<b>678</b>	<b>28</b>	<b>0</b>
Middle/High (6-12)					
Velma Jackson Sec.	34	770			
<b>TOTALS (6-12)</b>	<b>34</b>	<b>770</b>	<b>1,351</b>	<b>56</b>	<b>22</b>

**CONTINUED ON NEXT PAGE**

**TABLE IV-3 CONTINUED: CLASSROOM NEED PROJECTIONS**

**Attendance Zone II: Southern Madison County**

SCHOOL	NUMBER OF CLASSROOMS	1994 - 1995 ENROLLMENT	PROJECTED 2020 SCHOOL-AGE POP.	CLASSROOM NEED @ 1:24 PUPIL CAPACITY	PROJECTED CLASSROOM DEFICIT
Elementary Schools: (K-5)					
Ridgeland Elementary	35	1,054			

Madison Ave.	35	965			
Madison Station	35	754			
Olde Towne Ridgeland	34				
<b>TOTALS (K-5)</b>	<b>139</b>	<b>2,773</b>	<b>3,795</b>	<b>158</b>	<b>19</b>
Middle Schools (6-8)					
Rosa Scott	40	1,127			
Olde Towne Ridgeland	25				
<b>TOTALS (6-8)</b>	<b>65</b>	<b>1,127</b>	<b>2,856</b>	<b>119</b>	<b>54</b>
High Schools (9-12)					
Madison Central	67	1,361	4,673	195	128

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**TABLE IV-3 CONTINUED: CLASSROOM NEED PROJECTIONS**

**Attendance Zone III: Western Madison County**

SCHOOL	NUMBER OF CLASSROOMS	1994 - 1995 ENROLLMENT	PROJECTED 2020 SCHOOL-AGE POP. (Excluding private schools)	CLASSROOM NEED @ 1:24 PUPIL CAPACITY	PROJECTED CLASSROOM DEFICIT
Elementary Schools: (K-5)					

East Flora	28	334			
<b>TOTALS</b>	<b>28</b>	<b>334</b>	<b>2,272</b>	<b>95</b>	<b>67</b>
Middle Schools (6-8)					
Flora Middle (to be closed)		204			
<b>TOTALS</b>	<b>0</b>	<b>204</b>	<b>2,294</b>	<b>96</b>	<b>96</b>
High School (9-12)					
(no high school in this zone)	0	0			
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>2,501</b>	<b>104</b>	<b>104</b>

**Combined Attendance Zones II and III:**

SCHOOL	NUMBER OF CLASSROOMS	1994-1995 ENROLLMENT	PROJECTED 2020 SCHOOL-AGE POP. (Excluding private schools)	CLASSROOM NEED @ 1:24 PUPIL CAPACITY	PROJECTED CLASSROOM DEFICIT
Elementary (K-5)	167	3,107	6,067	253	86
Middle (6-8)	65	1,331	5,150	215	150
High (9-12)	67	1,361	7,174	299	232
<b>TOTALS, ZONES II &amp; III</b>	<b>299</b>	<b>5,799</b>	<b>18,391</b>	<b>766</b>	<b>467</b>

**SOURCES:** 1994-1995 Enrollment and Number of Classrooms: Madison County School District Capital Improvement Plan; Jerry R. Hutchinson, Ed. D., Consultant, Education Dimensions Unlimited, 1995.  
2020 School-age population Projections and Projections of Classroom Needs: CMPDD, 1996.

**TABLE IV-4  
PRIVATE SCHOOL ENROLLMENT AND PROJECTION  
MADISON COUNTY, MISSISSIPPI**

Private School	1994-1995 Enrollment	2020 Proj. School Enrollment	1994-1995 Enrollment by Grade			2020 Proj. Enrollment by Grade		
			K-4	5-9	10-12	K-4	5-9	10-12
Attendance Zone II								
St. Andrews Middle/Upper School	615	2,264		420	195		866	402

St. Andrews Lower School (1)	483		483			996		
Madison-Ridgeland Academy	912	1,512	379	351	182	628	582	302
St. Joseph Jr. High	(2)	(3)		203			203	
St. Joseph Sr. High	(2)	(3)			157			157
<b>TOTALS, ZONE II</b>	<b>2,010</b>	<b>3,776</b>	<b>862</b>	<b>974</b>	<b>534</b>	<b>1,624</b>	<b>1,651</b>	<b>861</b>
Attendance Zone III								
Tri-County Academy	267	545	92	109	66	188	222	135
<b>TOTALS, ZONE III</b>	<b>267</b>	<b>545</b>	<b>92</b>	<b>109</b>	<b>66</b>	<b>188</b>	<b>222</b>	<b>135</b>

**SOURCES: 1994-1995 Enrollment: Private Schools 2020 Enrollment Projections: 2020 Jackson Metropolitan Area Transportation Plan: CMPDD**

- FOOTNOTES:**
- (1) St. Andrews Lower School is located in Jackson, but it is understood that the Lower School campus will be consolidated with the Middle/Upper School in Ridgeland. The 2020 enrollment projection reflects that anticipated consolidation.
  - (2) Both St. Joseph Jr. High and Sr. High, in Jackson in 1996, will be relocating to Madison.
  - (3) No enrollment projections for St. Joseph were made for a campus in Madison in 1995 as part of the development of the 2020 Jackson Metropolitan Area Transportation Plan, because the school's intentions to relocate were not known at that time.

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