



THE PLACE TO PROSPER

COMPREHENSIVE PLAN



Prepared by:
**Central Mississippi Planning
& Development District**
1170 Lakeland Drive - P.O. Box 4935
Jackson, Mississippi 39296-4935
Phone: 601-981-1511 · Fax: 601-981-1515
www.cmpdd.org

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Town of Pelahatchie
P.O. Box 229
Pelahatchie, MS 39145
Phone: 601-854-5224
Website: www.pelahatchie.org

Mayor – Knox Ross

Town Clerk – Bettye Massey

Board of Aldermen

Ward 1 – Michael Adams

Ward 2 – Frank Boyd

Ward 3 – Margie Warren

Ward 4 – Megan Hall

Alderman At Large – Jerry Norwood

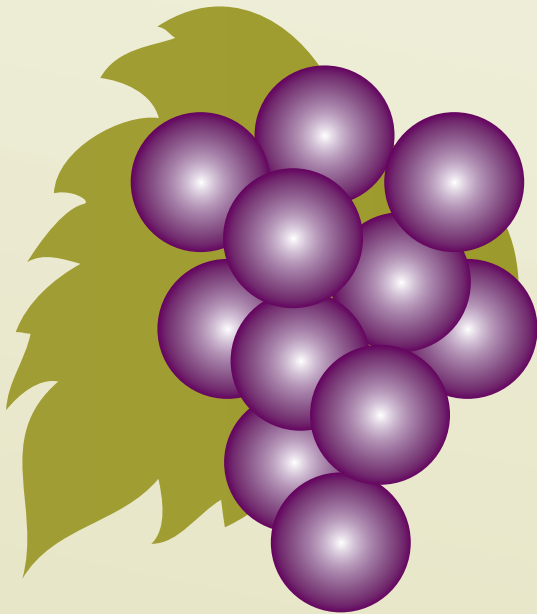


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INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a general and long-range policy guide to decision-making for the Town of Pelahatchie. The plan is “comprehensive” in that it includes all of the town’s geographical areas and service functions that sustain or support the town’s physical development. The plan is “long-range” in that it looks beyond the town’s immediate conditions and issues to the town’s future (20 to 25 years) needs and potential. The plan is “general” in that recommendations, proposals, and policies are summarized rather than detailed. The plan often indicates approximate locations rather than exact locations. Many recommendations and proposals are conceptual ideas, intended to spur further discussion and thought. Some of the illustrations and photos are of this nature. This plan is not to be confused with a “master plan,” which is a more detailed development plan for a specific area, based at least in part on the Comprehensive Plan.

Generally, the Comprehensive Plan defines a common vision of Pelahatchie’s future, using citizen concerns to shape the plan. Some recommendations address the town’s economic development needs. These include making Pelahatchie more desirable as a destination and more attractive, functional, and convenient for visitors.

Town officials recognize the importance of planning in making effective decisions concerning the town’s future. This plan is a result of extensive study into existing development patterns as well as population and the economy. This plan should, however, be re-



viewed and updated periodically (every 5 to 10 years) in order for it to remain current and be effective.

ELEMENTS OF THE PLAN

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

The beginning chapter: Existing Demographics Characteristics and Analysis provides information that is used to develop population, employment, and other projections used in other chapters.

The next chapter addresses Public Input into the planning process. In the early stages of plan development, an online survey was utilized to solicit input of citizens. Also, a public hearing was held later to present the draft of the plan.

The Goals and Objectives of the Comprehensive Plan are made with respect to the future in Chapter Three. Section 17-1-1 of the Mississippi Code requires that the goals and objectives section of the plan address residential, commercial, and industrial development as well as parks, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered.

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

Chapter Five addresses the Transportation Plan. This plan classifies all existing and proposed streets, roads and highways and shows them on a Major Thoroughfares Map. The Transportation Plan covers the same time period that the Land Use Plan covers. Based on traffic predictions, the plan recommends improvements to the major thoroughfares. The plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements. This plan also addresses bicycle and pedestrian routes and trails.

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

The plan is not a legal tool; however, because it forms the basis for the zoning ordinance, the subdivision regulations, and

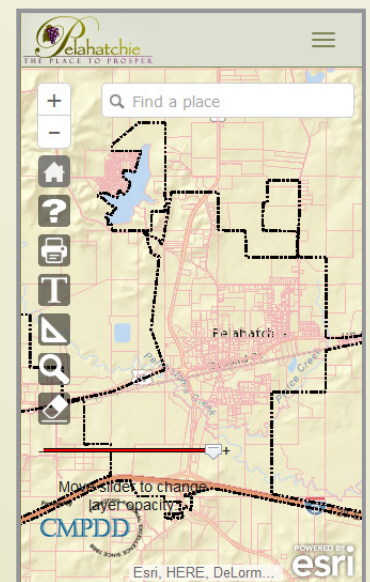
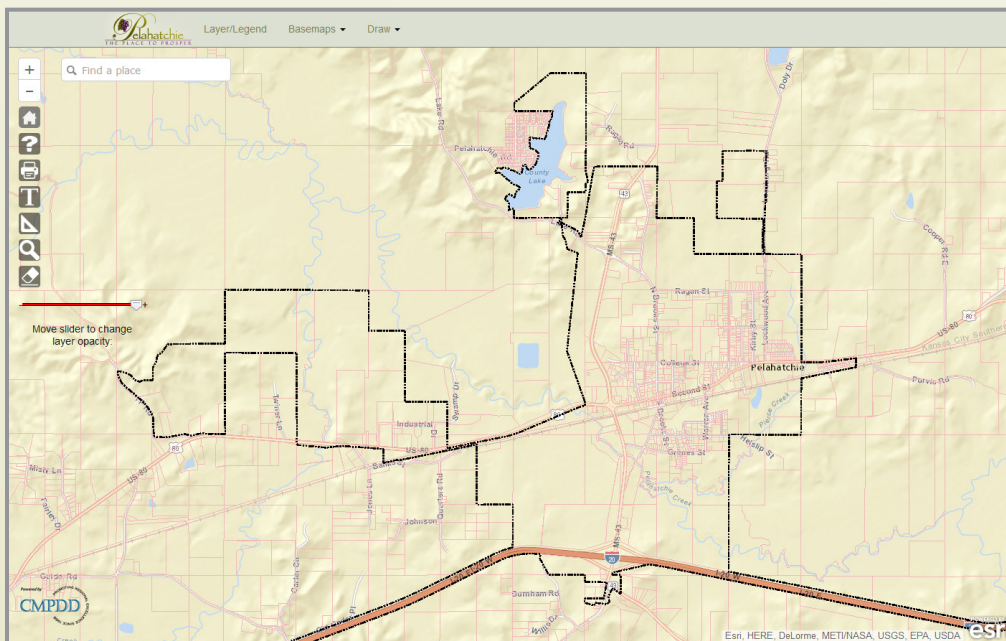


other implementation documents, it does carry some legal weight. The plan should serve as a guide for consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the Capital Improvements Program, and the Capital Improvements Budget. The Land Use Plan Map in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

WEB-BASED GIS MAPPING VIEWER

As part of the development of the Comprehensive Plan for Pelahatchie, the CMPDD created an interactive web-based GIS (Geo-

graphic Information Systems) mapping application and viewer. With this internet based GIS viewing tool, users are able to pick and choose which background map and data layer(s) they wish view from a menu of available information. This new service will allow accessibility to numerous informational data layers including aerial imagery, topography, existing land use, the Land Use Plan, the Transportation Plan, recreational features/facilities, demographic data, land ownership, building footprints, flood zones, and zoning. A link to the viewer can be found on the town's website at www.pelahatchie.org.



Visit <http://gis.cmpdd.org/pelahatchie/> on your computer or scan the QR code above on your mobile device to use the GIS Mapping Viewer.

HOW TO USE THIS PLAN

OVERVIEW

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

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

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with each element of the plan. Even though there is generally not an exact match between the Land Use Plan Map and the Zoning Map, the two should mirror each other as closely as possible.

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



based on plans.

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

The governing body uses the comprehensive plan to take action on two types of physical development matters: 1) measures which are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the Official Zoning Map, and development plans), and 2) other measures that routinely require legislative approval (rezoning cases, special use permits/special exception/conditional use permits, variance applications, subdivision plats, street closing, site acquisitions, and public works projects). For both types the plan should at least be consulted to see if the plan speaks specifically to the matter or provides any guidance as to how the matter should be handled. It should be remembered that the plan may not indicate what

action to take, nor will it answer all the questions that come before the governing body. It is not supposed to; its purpose is to serve as a generalized guide to making development decisions.

USE OF THE PLAN

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



Usually, a rezoning's conformance or non-conformance can be quickly established by looking at the Land Use Plan Map. The colored designations of land use categories on the map should follow specific boundaries to be useful as a decision-making guide. Arbitrarily drawn land use boundaries can make it difficult to determine into which map section a particular piece of property falls. If the property falls on or near the boundary between a conforming and a nonconforming land use category on the Land Use Plan, the applicant should make a case that his par-

ticular proposal is consistent with the plan to the nearest natural topographical boundary, or to the nearest street or property line. The applicant should also establish conformance with both the map and text, if possible, and it is important that both the plan and the facts showing conformance be placed into the record of the hearing.

NONCONFORMANCE TO THE PLAN AND PLAN AMENDMENTS

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

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



in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

IMPLEMENTATION DEVICES

Once the plan has been prepared and adopted, it should be implemented. There are three primary means or devices commonly used to implement comprehensive plans; zoning ordinances, subdivision regulations, and capital improvements programs. Other devices include official maps and specific area development plans such as a downtown plan or neighborhood plans. Comprehensive plans should be reviewed each year to determine if revisions are needed. Plans should be completely revised or rewritten

every five to ten years to take advantage of changes that have occurred and to use current information.

Comprehensive plans can and should be used for concurrency plans. This is a concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. Otherwise, what often 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 difficult and quite expensive. It is better to have adequate infrastructure in place before development takes place. This becomes a matter of timing.

CHAPTER 1

DEMOGRAPHICS

POPULATION AND EMPLOYMENT ESTIMATES AND PROJECTIONS

The future population and employment of Pelahatchie must be examined through the planning horizon year (2040) to estimate the amount of land in the three broad land use categories (residential, commercial and industrial) that will be needed to accommodate the 2040 population. The projections do not assume that growth will be confined to within the town limits. Naturally, as the town grows, the geographic area considered to be part of the town will grow. Rather than confining the population study to only that inside the incorporated limits of Pelahatchie, the Central Mississippi Planning and Development District (CMPDD) examined the Traffic Analysis Zones (TAZ) that are in and around Pelahatchie.

The CMPDD is the Metropolitan Planning Organization (MPO) responsible for coordinating a Federally-mandated Transportation Planning Process for Hinds, Madison, and Rankin counties. One of the District's responsibilities as the MPO is to develop a Long-Range Areawide Transportation Plan for the area projected to become "urbanized" or closely settled within the next twenty-five years. In order to develop that long-range transportation plan, it is necessary to obtain 2010 "base year" data as input into a computerized traffic simulation model that simulates traffic loads on a defined street and highway network. The 2010 population data also provided the base-year for the 2040 projections that the District developed for the long-range



transportation plan. Tables I-1 and I-2 contain population and employment growth forecast for the Town of Pelahatchie. These projections are based on TAZ's in the Pelahatchie area that are part of the Jackson Urbanized Area 2040 Transportation Plan. Some of the TAZs included may differ depending on their relation to population versus employment. The remainder of this chapter contains a summary of population, housing, income, and business data.

TABLE I-1 - POPULATION

TAZ Number	2010 Population	2040 Population
1206	240	336
1200	307	427
1194	117	301
1183	71	125
1166	46	84
1164	405	426
1161	109	130
1160	141	151
1156	114	131
1155	49	57
1153	297	314
Total	1,896	2,481

Source: Central Mississippi Planning and Development District

TABLE I-2 - EMPLOYMENT

TAZ Number	2010 Employment	2040 Employment
1206	70	70
1200	12	12
1183	486	610
1166	57	69
1164	38	42
1161	121	182
1160	114	129
1156	124	199
1155	72	122
1153	26	122
1144	36	72
1139	74	539
1097	27	3,496
Total	1,257	5,664

Source: Central Mississippi Planning and Development District

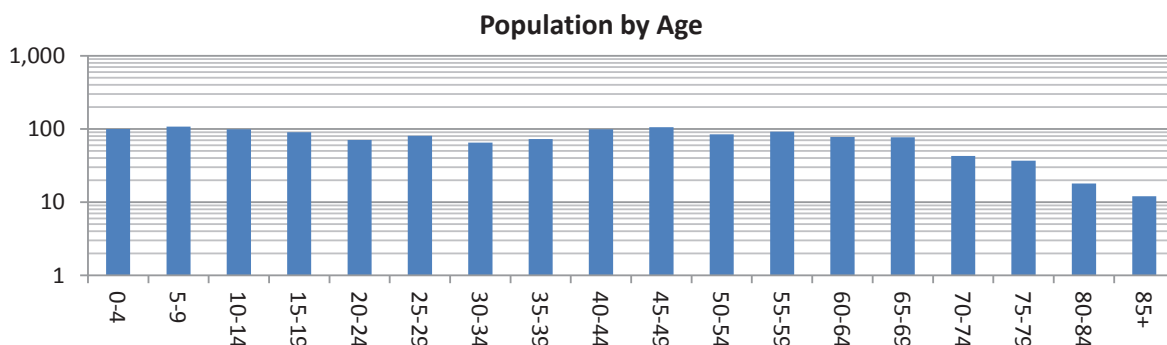
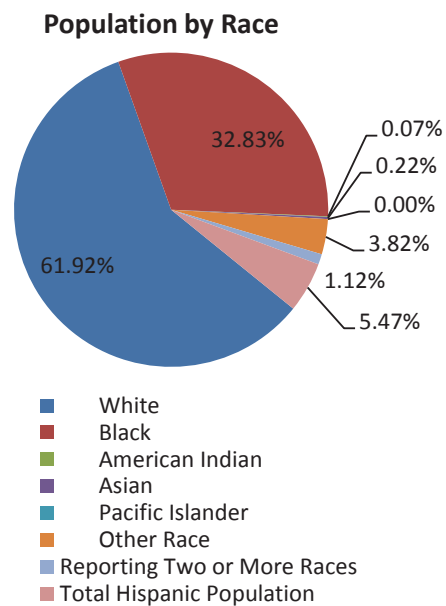


2010 Population Summary Pelahatchie, Mississippi

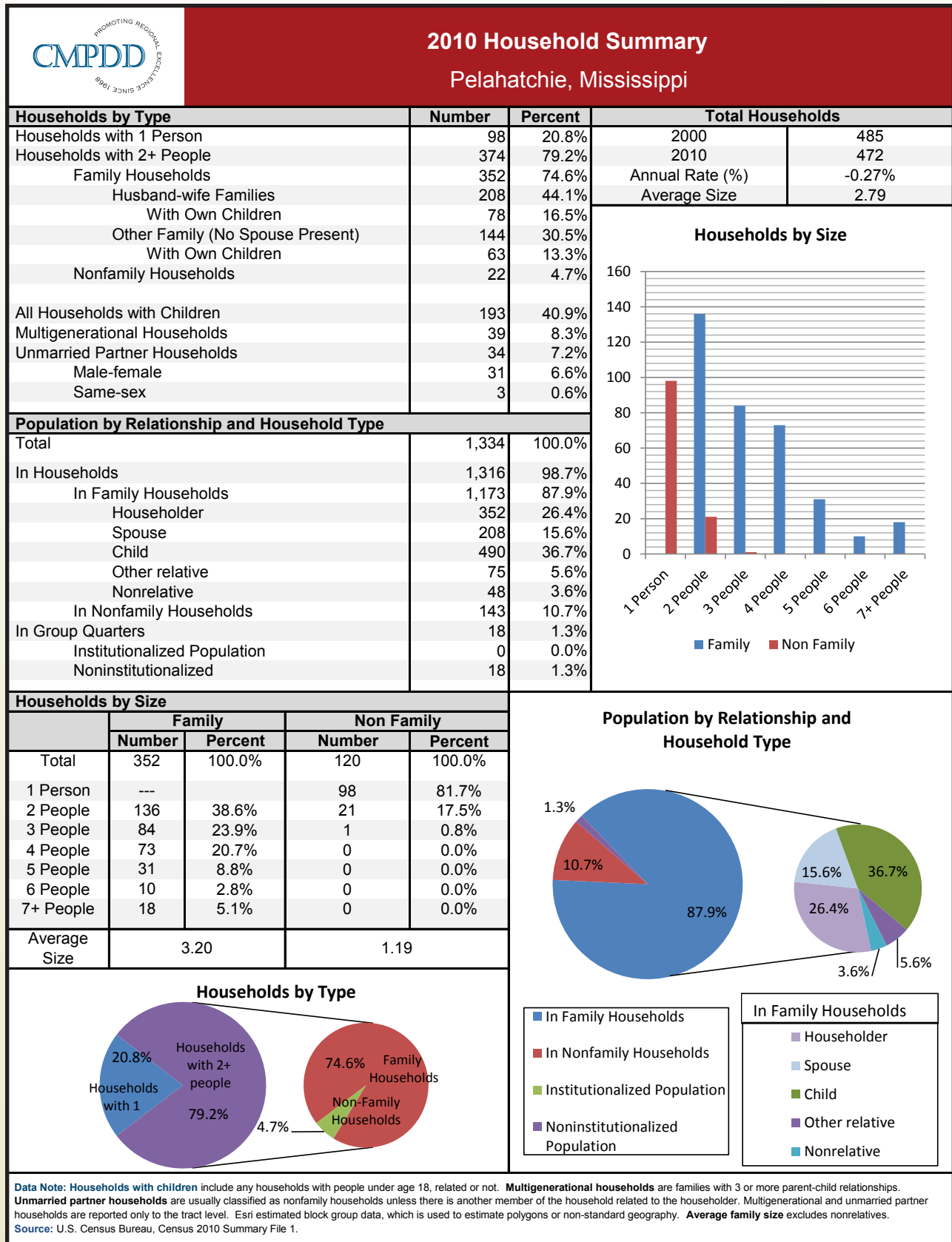
Population by Race	Number	Percent	Median Age	Total Population
Reporting One Race	1,319	98.88%	---	2000 1,403
White	826	61.92%	45.2	2010 1,334
Black	438	32.83%	29.7	Annual Rate (%) -0.50
American Indian	1	0.07%	32.9	Population by Sex
Asian	3	0.22%	29.9	
Pacific Islander	0	0.00%	27.5	
Other Race	51	3.82%	25.5	
Reporting Two or More Races	15	1.12%	20.0	
Total Hispanic Population	73	5.47%	25.9	

Population by Sex			
Male	638	47.8%	31.5
Female	696	52.2%	34.7

Population by Age		
0-4	100	7.50%
5-9	108	8.10%
10-14	99	7.42%
15-19	90	6.75%
20-24	71	5.32%
25-29	81	6.07%
30-34	65	4.87%
35-39	73	5.47%
40-44	99	7.42%
45-49	106	7.95%
50-54	85	6.37%
55-59	92	6.90%
60-64	78	5.85%
65-69	77	5.77%
70-74	43	3.22%
75-79	37	2.77%
80-84	18	1.35%
85+	12	0.90%
18+	966	72.41%
65+	187	14.02%



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

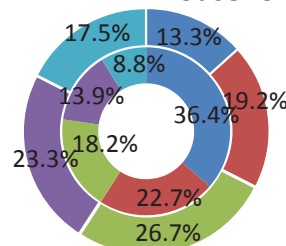


2010 Householder Summary Pelahatchie, Mississippi

Households by Age of Householder

	Family		Non-Family	
	Number	Percent	Number	Percent
Total	352	100.0%	120	100.0%
15 - 44	128	36.4%	16	13.3%
45 - 54	80	22.7%	23	19.2%
55 - 64	64	18.2%	32	26.7%
65 - 74	49	13.9%	28	23.3%
75+	31	8.8%	21	17.5%

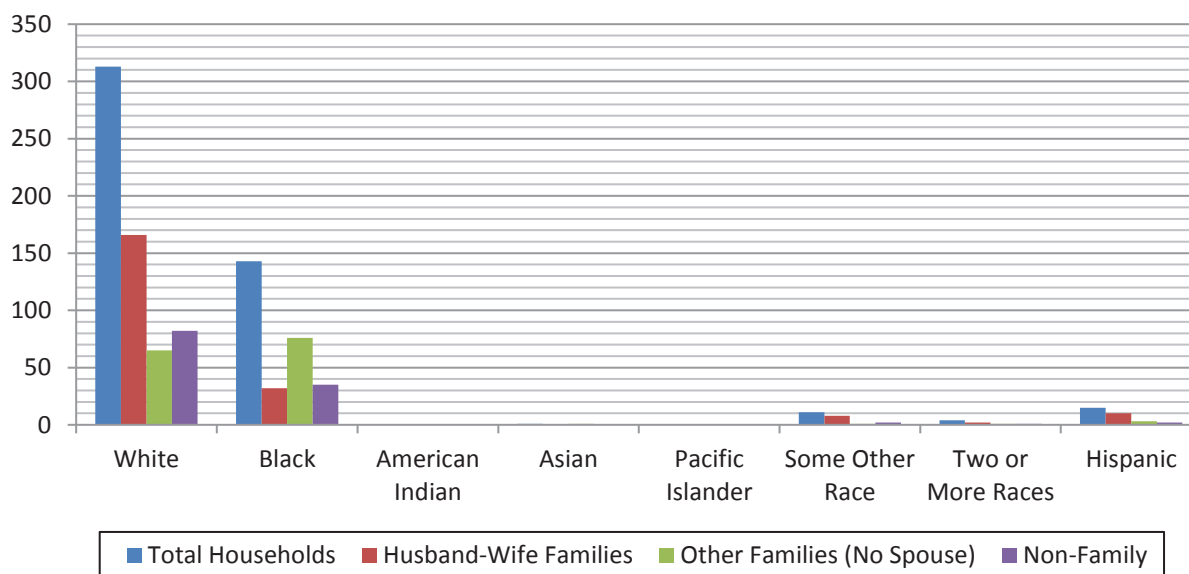
Households by Age of Householder



Summary by Race of Householder

Householder is:	Total Households		Husband-Wife Families		Other Families (No Spouse)		Non-Family	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total	472	100.0%	208	100.0%	144	100.0%	120	100.0%
White	313	66.3%	166	79.8%	65	45.1%	82	68.3%
Black	143	30.3%	32	15.4%	76	52.8%	35	29.2%
American Indian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Asian	1	0.2%	0	0.0%	1	0.7%	0	0.0%
Pacific Islander	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Some Other Race	11	2.3%	8	3.8%	1	0.7%	2	1.7%
Two or More Races	4	0.8%	2	1.0%	1	0.7%	1	0.8%
Hispanic	15	3.2%	10	4.8%	3	2.1%	2	1.7%

Race of Householder



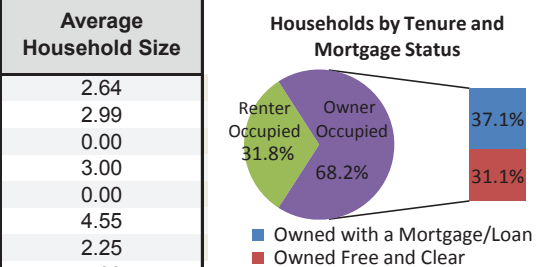
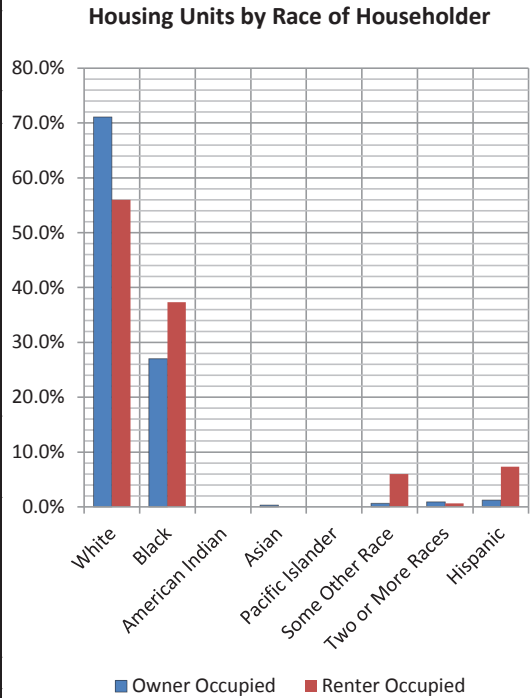
Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.

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

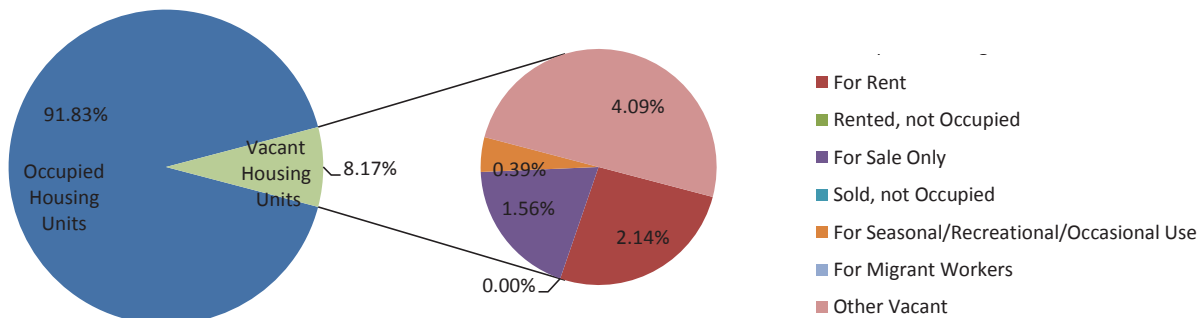


2010 Housing Unit Summary Pelahatchie, Mississippi

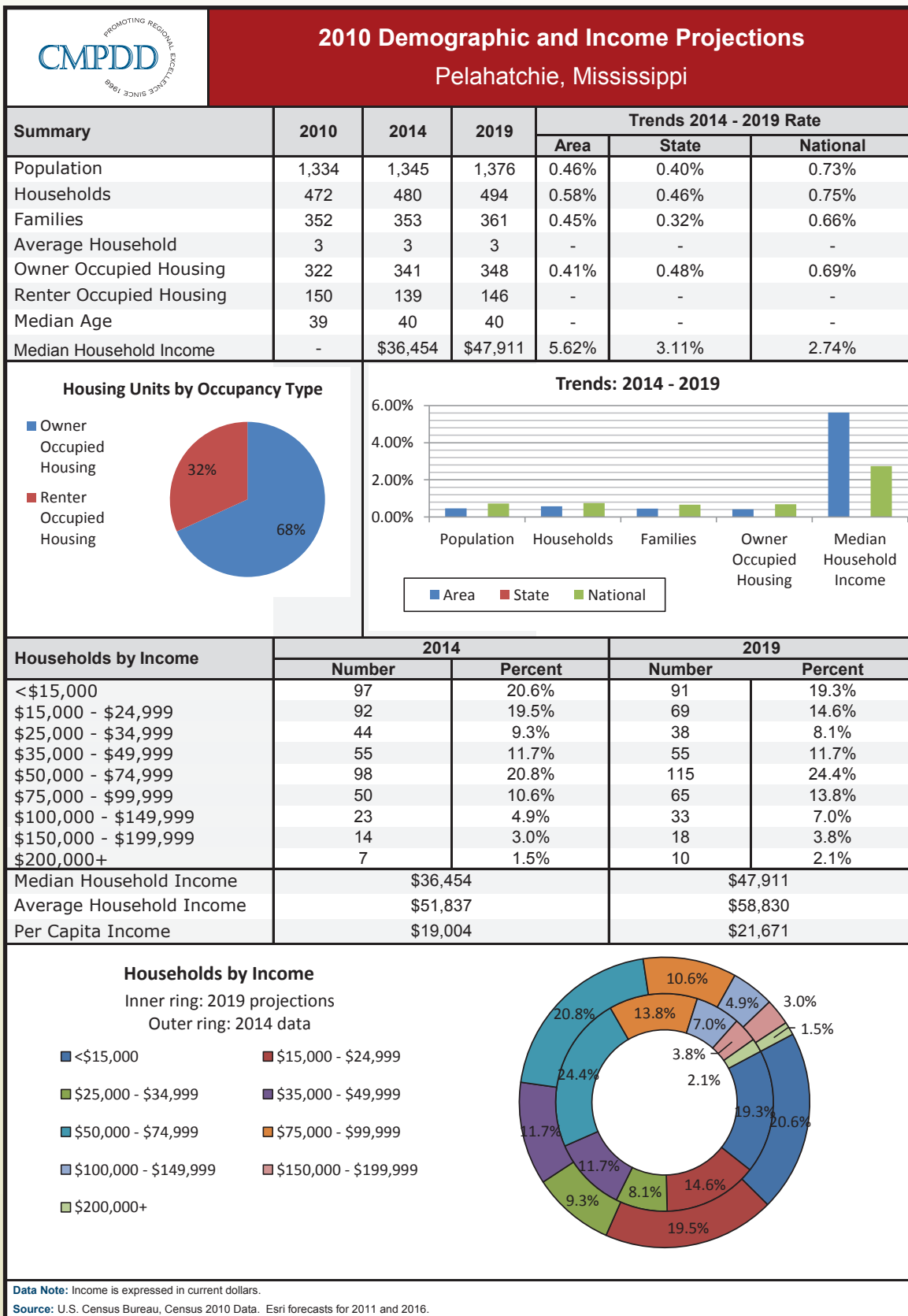
		Total Housing Units			
2000		535			
2010		514			
Annual Rate (%)		-0.40			
Total Housing Units by Occupancy		Number	Percent		
Occupied Housing Units		472	91.83%		
Vacant Housing Units					
For Rent		11	2.14%		
Rented, not Occupied		0	0.00%		
For Sale Only		8	1.56%		
Sold, not Occupied		0	0.00%		
For Seasonal/Recreational/Occasional Use		2	0.39%		
For Migrant Workers		0	0.00%		
Other Vacant		21	4.09%		
Total Vacancy Rate (%)			8.2%		
Households by Tenure and Mortgage Status		Number	Percent	Average Household Size	
Total		472	100.0%		
Owner Occupied		322	68.2%	2.74	
Owned with a Mortgage/Loan		175	37.1%		
Owned Free and Clear		147	31.1%		
Renter Occupied		150	31.8%	2.89	
Housing Units by Race of Householder		Owner Occupied		Renter Occupied	
		Number	Percent	Number	Percent
Total		322	100.0%	150	100.0%
White		229	71.1%	84	56.0%
Black		87	27.0%	56	37.3%
American Indian		0	0.0%	0	0.0%
Asian		1	0.3%	0	0.0%
Pacific Islander		0	0.0%	0	0.0%
Some Other Race		2	0.6%	9	6.0%
Two or More Races		3	0.9%	1	0.7%
Hispanic		4	1.2%	11	7.3%



Total Housing Units by Occupancy



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

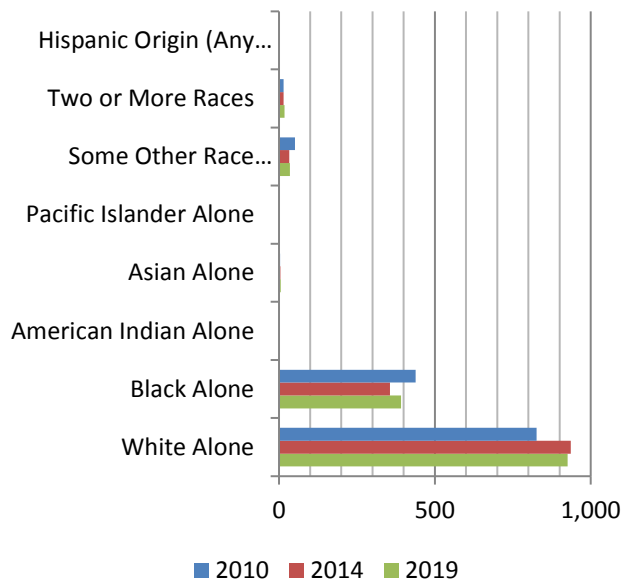




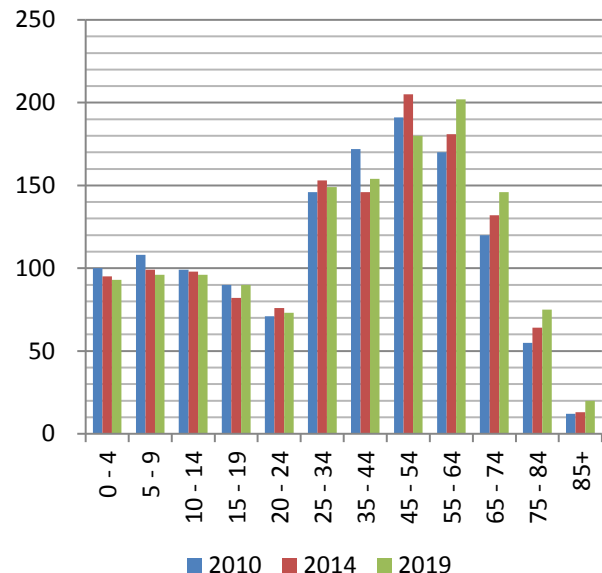
2010 Population Summary and Projections Pelahatchie, Mississippi

Population	2010		2014		2019	
	1,334		1,345		1,376	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	100	7.5%	95	7.1%	93	6.8%
5 - 9	108	8.1%	99	7.4%	96	7.0%
10 - 14	99	7.4%	98	7.3%	96	7.0%
15 - 19	90	6.7%	82	6.1%	90	6.5%
20 - 24	71	5.3%	76	5.7%	73	5.3%
25 - 34	146	10.9%	153	11.4%	149	10.8%
35 - 44	172	12.9%	146	10.9%	154	11.2%
45 - 54	191	14.3%	205	15.2%	180	13.1%
55 - 64	170	12.7%	181	13.5%	202	14.7%
65 - 74	120	9.0%	132	9.8%	146	10.6%
75 - 84	55	4.1%	64	4.8%	75	5.5%
85+	12	0.9%	13	1.0%	20	1.5%
Race and Ethnicity						
White Alone	826	61.9%	936	69.6%	926	67.3%
Black Alone	438	32.8%	356	26.5%	392	28.5%
American Indian Alone	1	0.1%	1	0.1%	1	0.1%
Asian Alone	3	0.2%	4	0.3%	5	0.4%
Pacific Islander Alone	0	0.0%	0	0.0%	0	0.0%
Some Other Race Alone	51	3.8%	33	2.5%	35	2.5%
Two or More Races	15	1.1%	15	1.1%	18	1.3%
Hispanic Origin (Any Race)	0	0.0%	0	0.0%	0	0.0%

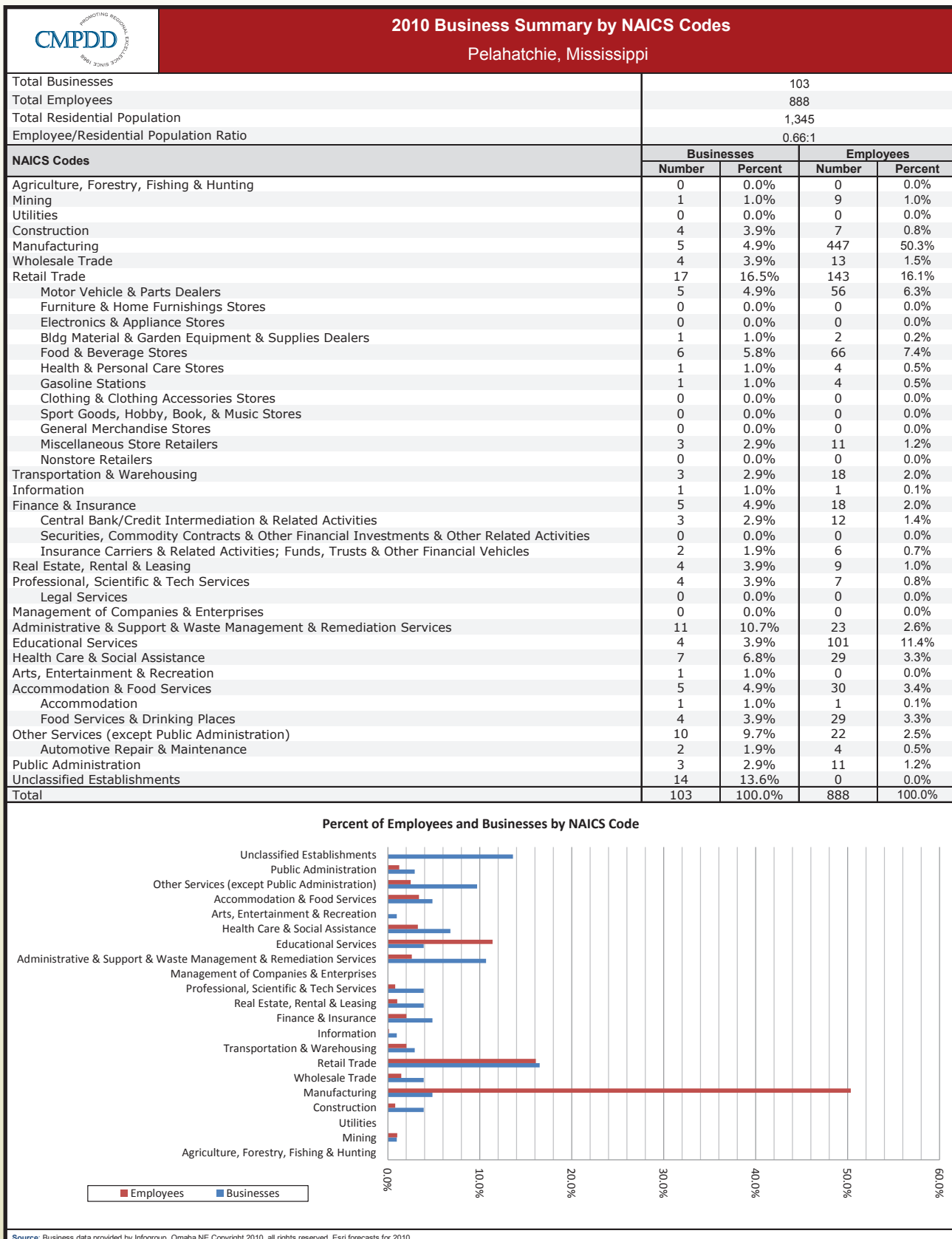
Race and Ethnicity

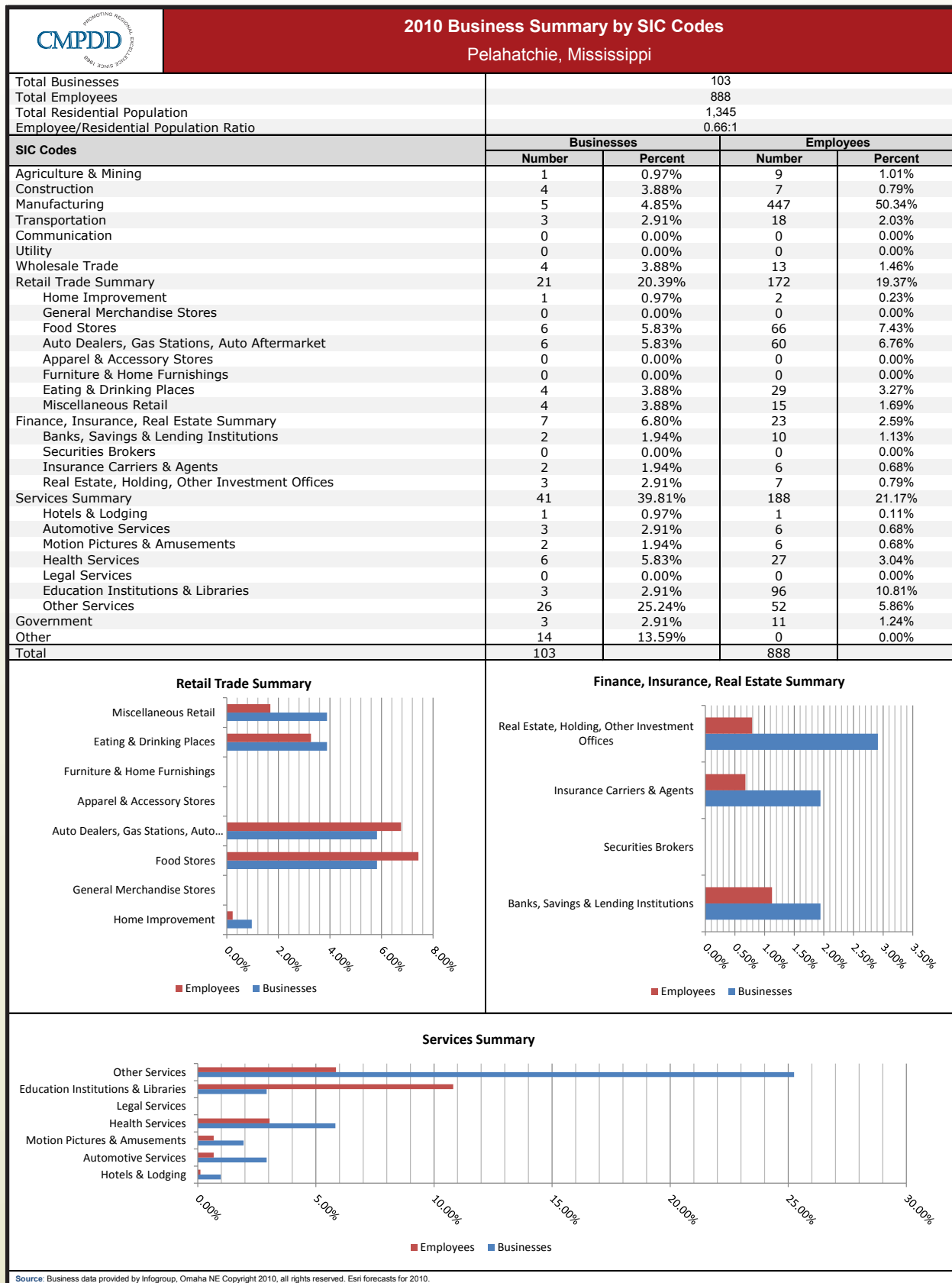


Population by Age



Source: U.S. Census Bureau, Census 2010 Data. Esri forecasts for 2014 and 2019.





CHAPTER 2

PUBLIC INPUT

As noted in the Introduction, the CMPDD utilized SurveyMonkey, a web-based survey collection tool, to solicit the input of citizens. The town posted a link to the survey on its website as well as its Facebook page. Additionally, the Pelahatchie News published an article asking readers to participate in the survey. After 2 weeks of circulation, 203 surveys were submitted. The survey requested input regarding shopping options, walking and biking, beautification, and areas of concern in Pelahatchie.

In answering the question, “Why did you choose to live in Pelahatchie?”, the top answers selected were “Small Town Atmosphere” (56%) and “Quality of Life” (34%). 93% of those surveyed believe this plan should guide and control growth in a way that protects and preserves the existing qualities of the town. Also, 95% believe that the plan should encourage new commercial development. 92% would like to see more full service dine-in type restaurants and 77% would like to see more fast food restaurants.

The results of the survey show that 92% of those responding say that they would support a designated walking/biking route along the streets in Pelahatchie

that connects parks, schools, and downtown with residential areas. Also, 86% of respondents believe that directional signage with mileage markers along the route would be useful. While only 22% said that they currently walk to commercial areas, 57% said that they would walk to commercial areas if additional trails and sidewalks were installed. Also, 54% responded that they would utilize biking as a mode of transportation if additional bike lanes or trails were installed.

While 81% of those surveyed believe that the public areas and rights-of-way in Pelahatchie are already attractive and existing sign regulations are adequate, 77% said that they would support additional architectural guidelines on buildings. In ranking areas of concern, the top responses were neglected homes (64%) and neglected lots (52%).



The survey as distributed can be found the Appendix. Complete survey results are included in the Appendix.

TABLE II-1

Why did you choose to live in Pelahatchie? Please select any that apply.	
Answer Options	Response Percent
Hometown	10%
Housing Prices	14%
Property Values	13%
Proximity to Family	9%
Proximity to Recreational Activities	3%
Proximity to Work	14%
Quality of Life	34%
Safety, Crime Rates	27%
Schools	27%
Small Town Atmosphere	56%
Other	3%

TABLE II-2

Do the retail offerings in Pelahatchie meet your needs?				
Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strongly Agree
Generally, for day to day activities, the current stores in Pelahatchie meet my shopping needs.	11%	28%	54%	7%
The retail shopping opportunities in Pelahatchie are adequate to meet my needs.	18%	46%	33%	3%
I believe there should be more fast food restaurants located in Pelahatchie.	3%	20%	40%	37%
I believe there should be more full service/ dine in restaurants located in Pelahatchie.	1%	8%	41%	51%

TABLE II-3

Select the types of businesses you would like to see added in Pelahatchie. Select any that apply.	
Answer Options	Response Percent
Appliance/Furniture Store	10%
Bakery	39%
Bank	9%
Bookstore	21%
Boutique Clothing	27%
Children's Clothing	22%
Doctor/Dentist Office	14%
Farm Supply/Hardware Store	16%
Fitness Center	8%
Gift Shop	19%
Grocery Store/Discount	23%
Grocery Store/Full Service	34%
Hair Salon/Day Spa	9%
Jewelry Store	4%
Office Supply	11%
Pet Store	13%
Pharmacy	5%
Shoe Store	22%
Sporting Goods Store	35%
None, the existing options are adequate.	10%
Other	10%



TABLE II-4

Please select any of the following that are of concern.	
Answer Options	Response Percent
Junk Cars	38%
Neglected Homes	64%
Neglected Lots	52%
Overnight Parking on Street	12%
Parking in Yards	27%
Sports Equipment in Right of Way	7%
Temporary Signs	7%
Trash/Litter	37%
None	25%
Other	6%



CHAPTER 3

GOALS AND OBJECTIVES

The plan's goals and objectives establish a vision of Pelahatchie for the next 20-25 years. The plan is flexible, accommodates unexpected changes, and attempts to define a path for achieving the goals.

The Goals And Objectives of the Pelahatchie Comprehensive Plan and the town's planning process help to provide guidance for rational response to change. Ideally, they reflect consideration of community issues and history blended with community values. Goals make up the conscious statements of a community concerning what it wants to become, and how it will direct its energy toward those ends.

The Pelahatchie Comprehensive Plan begins with a set of general goals. These are

followed by more specific goals in the following areas: residential, commercial, industrial, cultural and aesthetic, and transportation.



GENERAL GOALS

GOAL: Among other things, this Comprehensive Plan seeks to:

- (a) lessen congestion in the streets;
- (b) secure safety from fire, panic and other dangers;
- (c) provide adequate light and air;
- (d) prevent the overcrowding of land;
- (e) avoid undue concentration of population; and
- (f) facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements.

GOAL: The purpose and overall goal of the Town of Pelahatchie is to promote the health, safety, and general welfare of the residents within the town. The plan's desired outcome is to foster a pattern of growth and development that achieves this goal. It does so by promoting the following guiding principles:

OBJECTIVE: To protect the quality of life of residents within the community and to provide opportunities for the progress of the residents' quality of life.

OBJECTIVE: To protect the community's unique natural assets and built assets;

OBJECTIVE: To make the best possible use of existing and future investments in public services and infrastructure; and

OBJECTIVE: To minimize the cost of government to residents and businesses.

GOAL: To provide for an orderly arrangement of land uses within Pelahatchie's corporate limits.

OBJECTIVE: To encourage proper land use patterns and to enforce zoning laws that ensure harmony of land uses. To provide a mechanism through which development and redevelopment will be in accordance with the town's Land Use Plan.

OBJECTIVE: To recognize the desirability for separation of land uses into compatible types.

OBJECTIVE: To grade land uses by type, character, intensity and orientation with particular emphasis on the relationship between adjacent residential and commercial uses.

OBJECTIVE: To separate incompatible land uses and to provide open space buffering to reduce possible conflicts where different land use classifications adjoin.

OBJECTIVE: To encourage land use patterns that complement one another.

OBJECTIVE: To provide a mix of land uses that provides for a variety of choices and that addresses appropriate transitions between them.



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, the planning process will be used to generally improve the quality of life of the citizens of Pelahatchie.

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

OBJECTIVE: To prevent the inefficient development of land by using the Comprehensive Plan and Zoning Ordinance to guide future development.

OBJECTIVE: To encourage new development to locate in areas already served by public infrastructure to reduce town servicing costs.

GOAL: To coordinate living areas, working areas, and leisure time areas into a community that creates a unique blend of function, circulation, and image through which balanced development patterns can be reached.

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



RESIDENTIAL GOALS

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

OBJECTIVE: To provide a mix of residential densities in the town to suit different needs and tastes, ranging from patio homes to large lot estates.

OBJECTIVE: To encourage in-fill development in the residential areas in order to maximize the use of existing infrastructure.

OBJECTIVE: To locate higher density residential developments only in areas where the infrastructure and street system will support such development and where such development is compatible with neighboring land uses.

OBJECTIVE: To permit apartments above the first floor of commercial buildings in the downtown area.



COMMERCIAL GOALS

GOAL: To meet the future needs of business by making (through planning and zoning) land available for new commercial development within the town; and to maintain property values throughout the town by carefully planning the location and design of all commercial development.

OBJECTIVE: To produce a desirable land use pattern by guiding the location of commercial developments to be in close proximity to their service populations. The design of commercial development will be intended to produce an architecturally pleasing and harmonious business environment that will maintain property values over time.

OBJECTIVE: Pelahatchie shall plan/zone commercial areas only along arterial streets that are capable of handling the increased traffic loads generated by commercial uses.

OBJECTIVE: Mixed use districts are encouraged to locate along arterial streets in Pelahatchie and in the town's downtown.

OBJECTIVE: To encourage commercial infill development on vacant lots.

GOAL: To preserve the character of the Downtown District of Pelahatchie by preventing the location of inappropriate land uses throughout the District and prohibiting incompatible architectural design and materials throughout the District.

OBJECTIVE: To continue the redevelopment and preservation of the Downtown area by specifically prohibiting objectionable and incompatible land uses through the enforcement of specific zoning regulations tailored for the Downtown District.

INDUSTRIAL GOALS

GOAL: To meet the future needs of business and industry by making (through planning and zoning) land available for new industrial development within the town; also to maintain property values throughout the county by carefully planning the location and design of all industrial development.

OBJECTIVE: The need for expansion of industrial areas will be determined based upon future predictions of industrial activity and available land for industry as designated on the Land Use Plan.

CULTURAL AND AESTHETIC GOALS

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

OBJECTIVE: To foster the preservation of Pelahatchie's historic assets and to encourage the recognition of the value of the town's history to the area economy.

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

OBJECTIVE: To improve the overall visual image of Pelahatchie.

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

- OBJECTIVE: The size, number and location of signs shall be regulated to improve the safety and visual quality along streets.
- OBJECTIVE: The Comprehensive Plan and Land Use Regulations shall be used as a basis for determining the approval and implementation of a project.
- OBJECTIVE: The town shall establish overlay corridor zoning districts that are specifically designed and regulated to improve and enhance the visual appearance of highways leading into the town. Specifically, these corridors are Interstate I-20 and Highways 43 and 80. Highways are gateways into the town and should be appealing to visitors.

GOAL: Redevelopment: To improve the image, appearance, economic development and the quality of life within the town. To develop an attractive “Hometown” that promotes Pelahatchie’s character.



OBJECTIVE: To remove substandard structures, residential and nonresidential.

OBJECTIVE: To provide for the re-planning and in-fill development of cleared land in accordance with standards that encourages or assists redevelopment.

OBJECTIVE: To provide an attractive, quality entrance to the downtown area.

OBJECTIVE: To develop and promote public and private open space.

OBJECTIVE: To encourage homes and buildings to comply with town standards and codes.

OBJECTIVE: To encourage and facilitate attractive residential screening, buffering, and entries.

GOAL: To encourage attractive urban design elements (Gateways, Corridor Treatments, Edges, and View Sheds)

OBJECTIVE: To enhance thoroughfare landscaping and lighting throughout the districts.

OBJECTIVE: To provide a more walkable community through the use of inter-connecting pedestrian systems.

TRANSPORTATION GOALS

GOAL: To provide transportation infrastructure throughout the town, including highways, arterial streets and Interstate interchanges, for the safe and efficient movement of traffic.

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

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

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

OBJECTIVE: To plan transportation corridors with elements that facilitate pedestrian circulation through green belts containing bicycle lanes, and walking trails that connect to adjacent residential/commercial areas.

OBJECTIVE: To acquire adequate rights-of-way for roadside planting to make streets and highways attractive and safe.

OBJECTIVE: To designate Pelahatchie as a bicycle-friendly community.

PUBLIC FACILITIES

GOAL: To maintain and improve parks and recreational facilities for the citizens of Pelahatchie.

OBJECTIVE: To develop and maintain strategically appropriate parks and open spaces throughout the town.

OBJECTIVE: To develop and maintain playing and practice fields for active/team recreation.

OBJECTIVE: To develop and maintain passive recreation opportunities.





OBJECTIVE: The town should continue to seek private, state, and federal funding to provide new recreational facilities and programs.

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

OBJECTIVE: To continue to work with educational providers and schools to meet the long range educational needs of all students.

GOAL: To provide superior fire protection for the Town of Pelahatchie.

OBJECTIVE: To provide adequately staffed and equipped fire stations.

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

OBJECTIVE: To provide the Police Department with adequate facilities to meet the needs of the Department through the year 2040 and beyond.

GOAL: To meet the Town's future needs for public utilities and storm drainage.

OBJECTIVE: To provide water service, wastewater treatment, and storm drainage facilities to meet the needs of the town's service area.



CHAPTER 4

COMMUNITY FACILITIES

TOWN HALL

Pelahatchie Town Hall was constructed around 1930 and is located at 705 Second Street. Renovations were completed in the 1970's, the 1990's and again in 2007. The latest renovation acquired the upstairs which had been previously privately owned and is now utilized as the board room. Also, the ceiling, walls and trim were removed, inspected and repaired and the hardwood flooring surface was refinished and repaired. In order to meet ADA compliance, the an elevator and new enclosed stairway were installed, modifications were made to the restrooms, entries, hallways, doors, floors, lighting and signage. The rear parking area layout was redesigned, graded, paved and striped and a rear entry sidewalk was reworked.

FIRE DEPARTMENT

The Pelahatchie Fire Department is located at 709 Second Street in a building that is 4,641 square feet. The department has 15 volunteer firemen and has a fire rating of 7 inside the town and a rating of 8 in the response area outside of town.

In 2009, the town utilized local funds as well as funds obtained through the Small Municipalities and Limited Population Counties (SMLPC) program to make renovations to the fire station. These improvements addressed flooding issues by constructing a drainage swale and waterproofing the existing wall below grade. The renovations also included modifying the facade and structure to provide larger openings in order to accommodate to-



day's larger fire trucks and equipment.

The following year, 2010, additional renovations were funded using the same program along with local funds. These improvements included improved electrical and lighting, refinishing interior walls and ceiling, improved ventilation, adding storage areas, and the addition of a multipurpose room that functions as a training room, meeting room, secure storage room and a weight room.

There is a need for the location of a fire station south of the railroad and Highway 80 in order to have quicker access to Interstate 20 as well as other areas in the southern portion of town. The Land Use Plan allocates a large amount of land for industrial use in this area as well.

POLICE DEPARTMENT

The Pelahatchie Police Department is located at 108 Brooks Street and is comprised of 10 sworn officers. The station which was originally built in 1922 underwent a major renovation in 2007. These improvements included

major interior and exterior renovations including modifying the front façade. There remains a need to add a holding room for detainees.

LIBRARY

In 2007, the town utilized local funds as well as funds obtained through the SMLPC program to relocate the existing library from a 1,700 square foot building on Second Street to a building previously used as a community center adjacent to Muscadine Park. The new building was completely renovated and enlarged to 2,800 square feet. Renovations also included improved parking and sidewalks and bringing the new facility into ADA compliance.

PARKS AND RECREATION

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

tions. Of the citizen survey results, the highest demand for recreational facilities was trails for walking, jogging/running and biking.

Parks and recreational facilities are an important part of the Pelahatchie community. The downtown area includes Muscadine Park which the town approved over \$82,000 in upgrades in 2014. Muscadine Park is the central location of the Muscadine Jubilee, an annual event hosting local vendors and entertainment.

The town has built a new park, Milltown Park, on the south end of town. This park includes playground equipment, ballfields, a half-mile 10 foot wide asphalt diversified use trail, and a 3,536 square foot FEMA Community Safe Room capable of protecting 612 people.

Jellystone Park Camp and Resort is located on the north side of town next to Pelahatchie Lake. Jellystone includes a water park, swimming pool, splash pad, rental cabins, RV and tent campsites, fishing, basketball and tennis courts, mini-golf course, and volleyball area.

Pelahatchie has continually invested in the construction and upgrade of streets, sidewalks and crosswalk improvements in an effort to provide safe access for pedestrians and bicyclists. The town's Zoning Ordinance site plan review criteria require consideration be given to sidewalks and pedestrian/bicycle facilities to ensure connectivity of the proposed development.

WATER AND SEWER

All areas within Pelahatchie are served by sewer. Plans are to continually identify and replace aging lines and to also extend services beyond the current service area. In 2006, the town rehabbed 6,624 linear feet of sewer



lines that serve the northeast portion of the town. In 2008, 7,760 linear feet of sewer lines were rehabbed, 4 manholes were raised, 20 manholes were cleaned and repaired, a watertight coating was applied to all manholes, and a pump station serving the eastern portion of town was cleaned and repaired.

Currently the town's water service is in good shape and is operating at only 40% capacity. Plans are to continue to upgrade and upsize lines in order to increase fire flow and reduce the town's fire rating.

Also, as part of the development of this plan, the town is digitally mapping all water lines, sewer lines, fire hydrants, water valves, manholes, sewer junctions, clean out taps, lift stations, and water towers. These layers are be-

ing added to a newly created GIS web-based mapping viewer. This will enable the town to have quicker access to infrastructure information and will be accessible to public works employees in the field via smartphone or tablet.

SCHOOLS

The Pelahatchie area is served primarily by two schools. East Rankin Academy is a private school located on Highway 43 with a student body of 790 students in grades K4 – 12. East Rankin has added and improved facilities in recent years in response to increased enrollment. Currently, property and facilities include: 31 classrooms, two libraries, two science labs, two computer labs, preschool center, art room, choir room, dining hall, activities building, two gymnasiums,



football stadium, fieldhouse, weight room, baseball field, softball field, soccer field, four tennis courts, and playgrounds.

Pelahatchie's Attendance Center includes Pelahatchie Elementary serving grades K – 6 and Pelahatchie High School serving grades 7 – 12. Both schools are located on Brooks Street. According to the Rankin

County School District Facilities Plan (developed by CMPDD in 2013), there are currently classroom deficits and projected enrollment will increase the need for additional classrooms. By the horizon year 2040, there is a projected need for an additional 13 classrooms at each school.

TABLE IV-1 ENROLLMENT PROJECTIONS FOR PELAHATCHIE ATTENDANCE CENTER

Grades	2015	2020	2025	2030	2035	2040
Pre K	20	20	20	20	20	20
Kin.	74	81	89	96	103	111
1	76	84	91	98	106	113
2	68	74	80	85	91	97
3	68	74	81	87	94	100
4	68	75	82	89	95	102
5	69	77	85	93	101	109
6	61	65	69	73	77	81
7*	65	73	80	88	95	103
8*	67	79	92	104	117	129
9*	58	59	59	59	59	59
10*	59	61	63	65	67	69
11*	53	60	57	74	81	88
12*	49	55	61	67	73	79
TOTALS	855	937	1009	1098	1179	1260
*Enrollment projections were developed using enrollment figures beginning in 2006 for 9th grade and 2008 for 7th, 8th, 10th, 11th, and 12th grades due to changes in prior enrollment which do not reflect the consistency of the last few years.						

Source: Central Mississippi Planning and Development District

TABLE IV-2 CLASSROOM SPACE FOR PELAHATCHIE ATTENDANCE CENTER

School	Grades	2012-2013	2013	2015	2020	2025	2030	2035	2040
Pelahatchie Elementary	Pre K*	x	20	20	20	20	20	20	20
	K	72	72	74	81	89	96	103	111
	1	74	74	76	84	91	98	106	113
	2	56	56	68	74	80	85	91	97
	3	64	64	68	74	81	87	94	100
	4	63	63	68	75	82	89	95	102
	5	74	74	69	77	85	93	101	109
	6	64	64	61	65	69	73	77	81
TOTALS		467	487	504	550	597	641	687	733
Current Classrooms		27	27	27	27	27	27	27	27
Portable Classrooms		0	0	x	x	x	x	x	x
Teachers		28	29	30	32	34	36	38	40
Classroom Status		-1	-2	-3	-5	-7	-9	-11	-13

* The RCSD is adding a Pre K class to the Pelahatchie Elementary School beginning in the 2013-2014 school year. Therefore, PreK numbers have been added to the projections.

School	Grades	2012-2013	2015	2020	2025	2030	2035	2040
Pelahatchie High School	7	61	65	73	80	88	95	103
	8	59	67	79	92	104	117	129
	9	60	58	59	59	59	59	59
	10	61	59	61	63	65	67	69
	11	41	53	60	57	74	81	88
	12	46	49	55	61	67	73	79
TOTALS		328	351	387	412	457	492	527
Current Classrooms		27	27	27	27	27	27	27
Portable Classrooms		2	x	x	x	x	x	x
Teachers		32	33	34	35	37	39	40
Classroom Status		-5	-6	-7	-8	-10	-12	-13

Source: Central Mississippi Planning and Development District

RECOMMENDATIONS

- The town should consider adding a fire station located south of the railroad and Highway 80. A location along Highway 43 would provide good access to Interstate 20 enabling the Fire Department to respond to incidents along the Interstate as well as the southern portion of town which includes properties planned for industrial use.
- There remains a need for a holding facility within the Police Department.
- The town should continually update the newly digitized public facilities included in the new GIS mapping viewer.



CHAPTER 5

TRANSPORTATION PLAN

INTRODUCTION

The Central Mississippi Planning and Development District is the Metropolitan Planning Organization (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 Areawide Transportation Plan. Under federal regulations, this Areawide Transportation Plan must include a projection of the metropolitan area's transportation needs for the next 20-25 years. For the sake of consistency, the horizon year for the Pelahatchie Comprehensive Plan is the year 2040; the same as the horizon year for the next Areawide Plan.

This plan categorizes the streets/roads

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

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





The following are FHwA definitions of each classification:

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

EXISTING MAJOR ROADS

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

Freeway/Limited Access Road:

- Interstate 20

Principal Arterials:

Minor Arterials:

- U.S. Hwy 80

Collector Roads:

- MS Hwy 43
- Brooks Ave.
- Lake Rd.
- Lockwood Ave.
- Leesburg Rd.
- Shiloh Rd.

RECOMMENDATIONS

- Adopt a Complete Streets Ordinance to encourage development of safe and functional pedestrian and bicycle routes.
- The town should consider adding signage and striping along proposed designated pedestrian and bicycle routes.



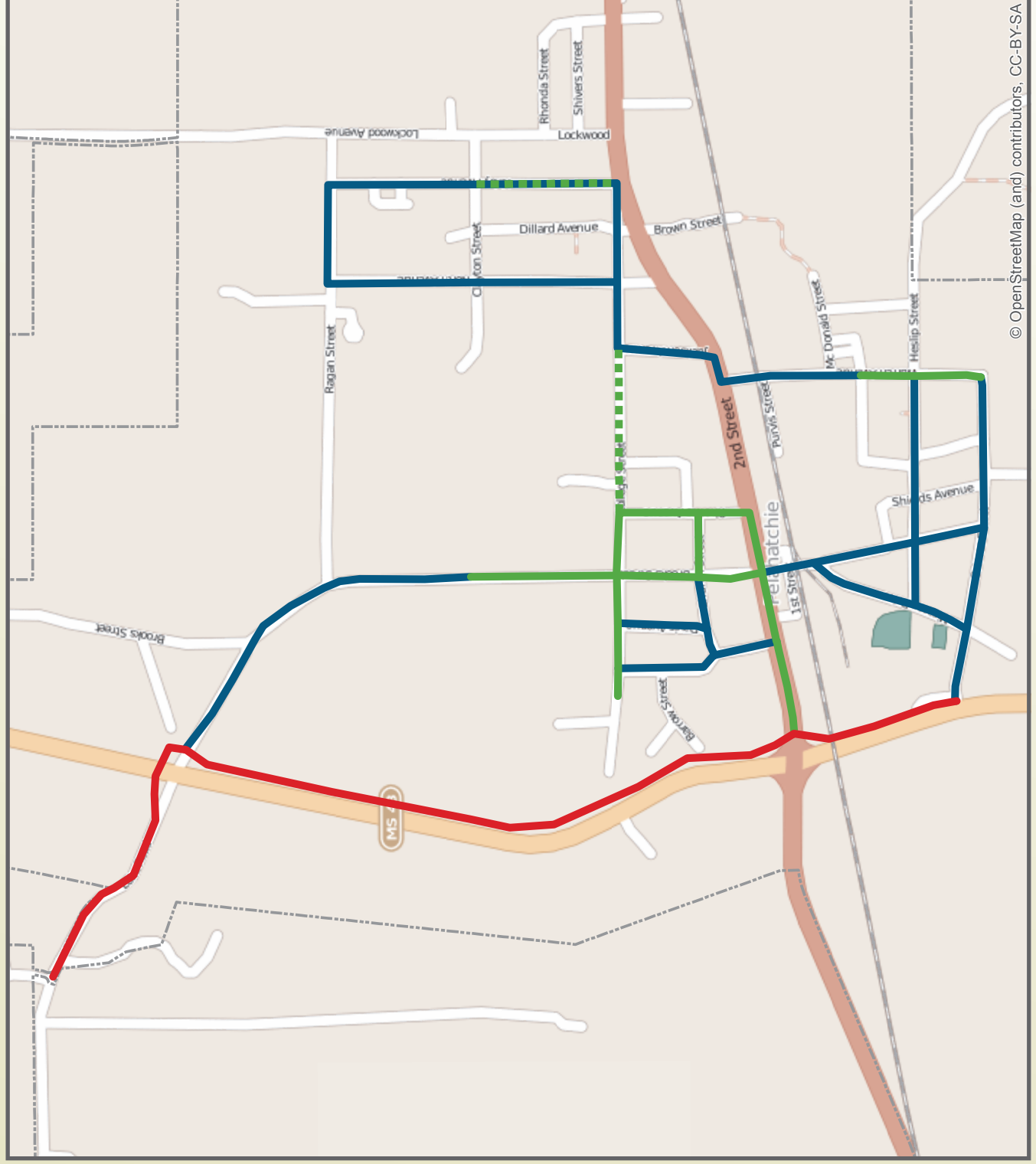
The following maps (pages 37-41) highlight the various Freeways, Principal Arterials, Minor Arterials, and Collector Roads along with the walking and biking trails.

The map displays the proposed rail alignment through the Oak Ridge, Tennessee area. The alignment is shown as a green line, with a dashed line indicating the proposed right-of-way. The map includes major roads such as I-75, I-20, and US-421, as well as local streets like Ragan Rd, Lake Rd, and Guide Rd. The Oak Ridge Y-12 Plant and the Oak Ridge Reservation are also shown. The map is oriented with North at the top.



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Town of Pelahatchie Bike and Pedestrian Paths



Legend

- Bike Lane
- Bike Path
- Sidewalk
- Proposed Sidewalk
- Corporate Limits



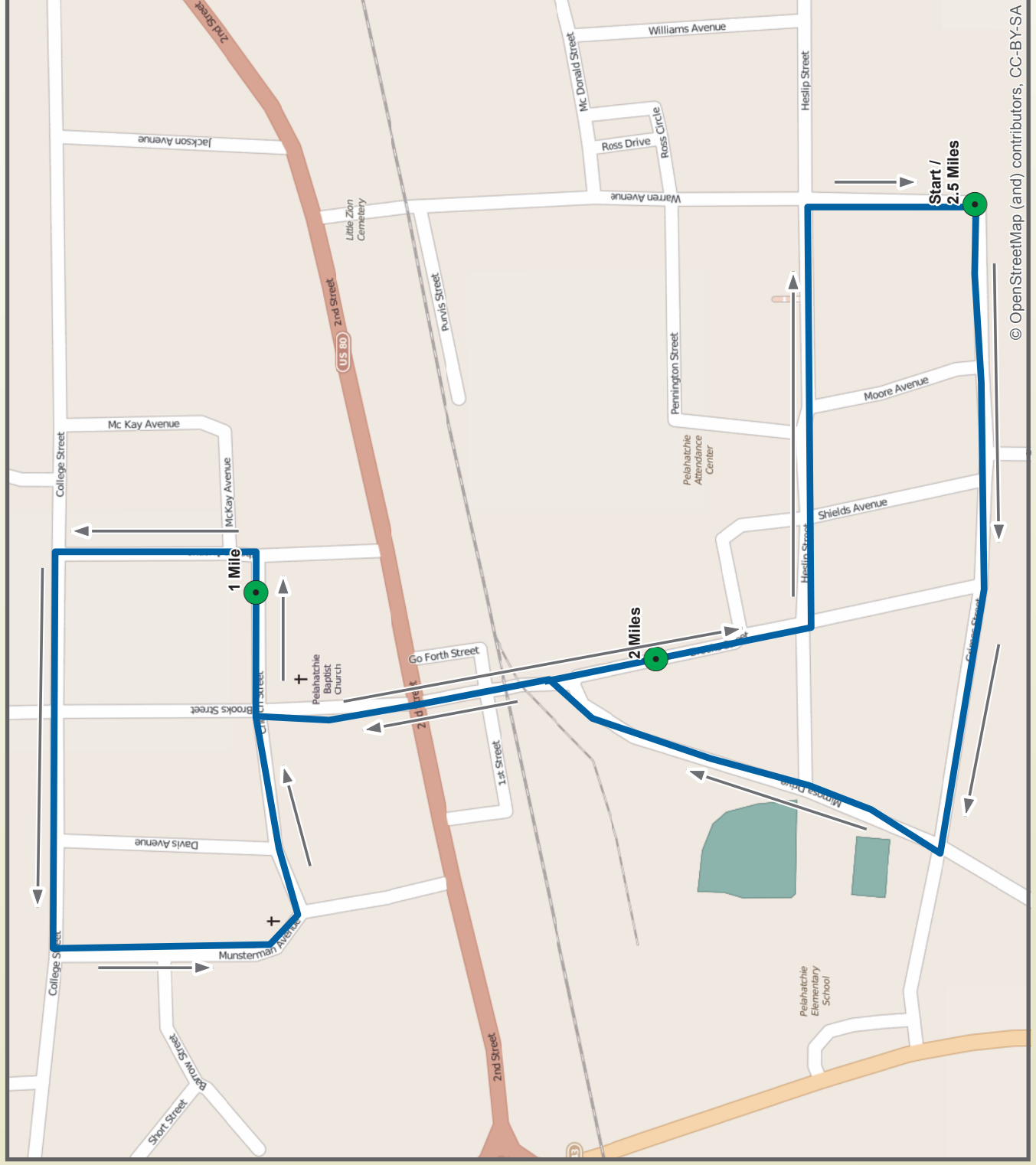
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Town of Pelahatchie

Downtown Route



Legend



Distance Marker



Downtown Route



Corporate Limits



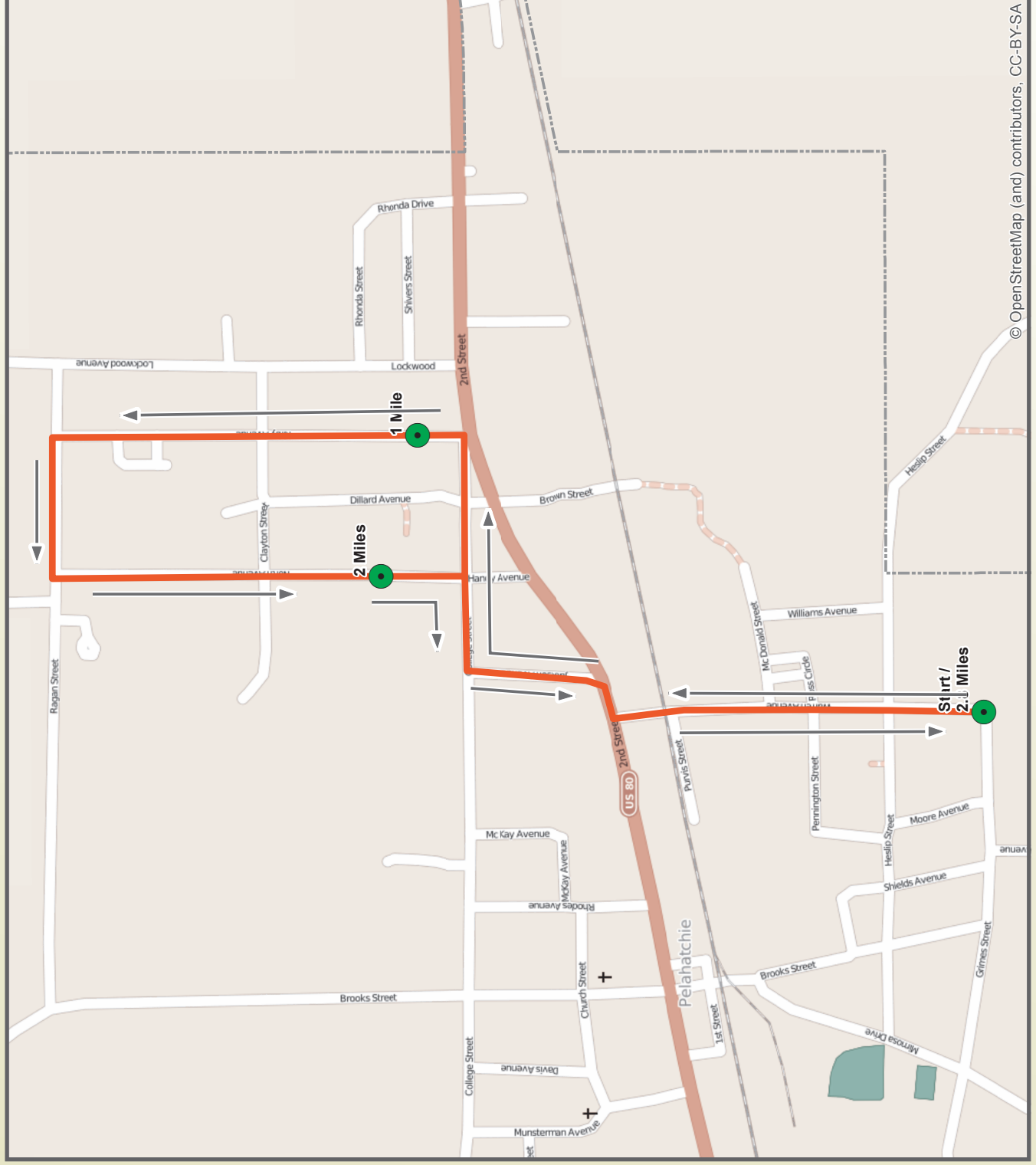
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Town of Pelahatchie

East End Route



Legend

- Distance Marker
- East End Route
- Corporate Limits



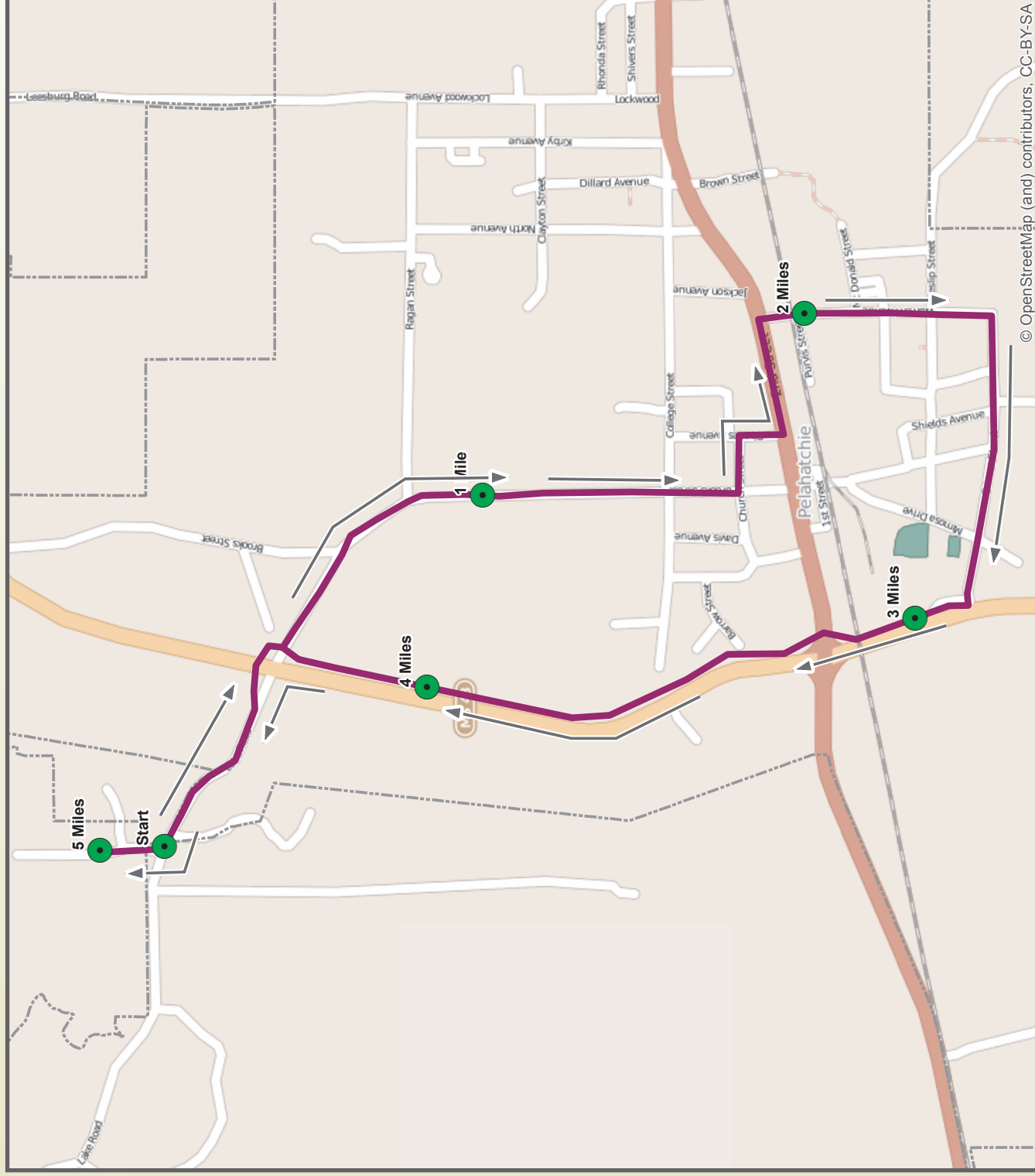
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Town of Pelahatchie

Yogi Trail Route



Legend

- Distance Marker
- Yogi Trail Route
- Corporate Limits



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CHAPTER 6

LAND USE PLAN

INTRODUCTION

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

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

EXISTING LAND USE METHODOLOGY

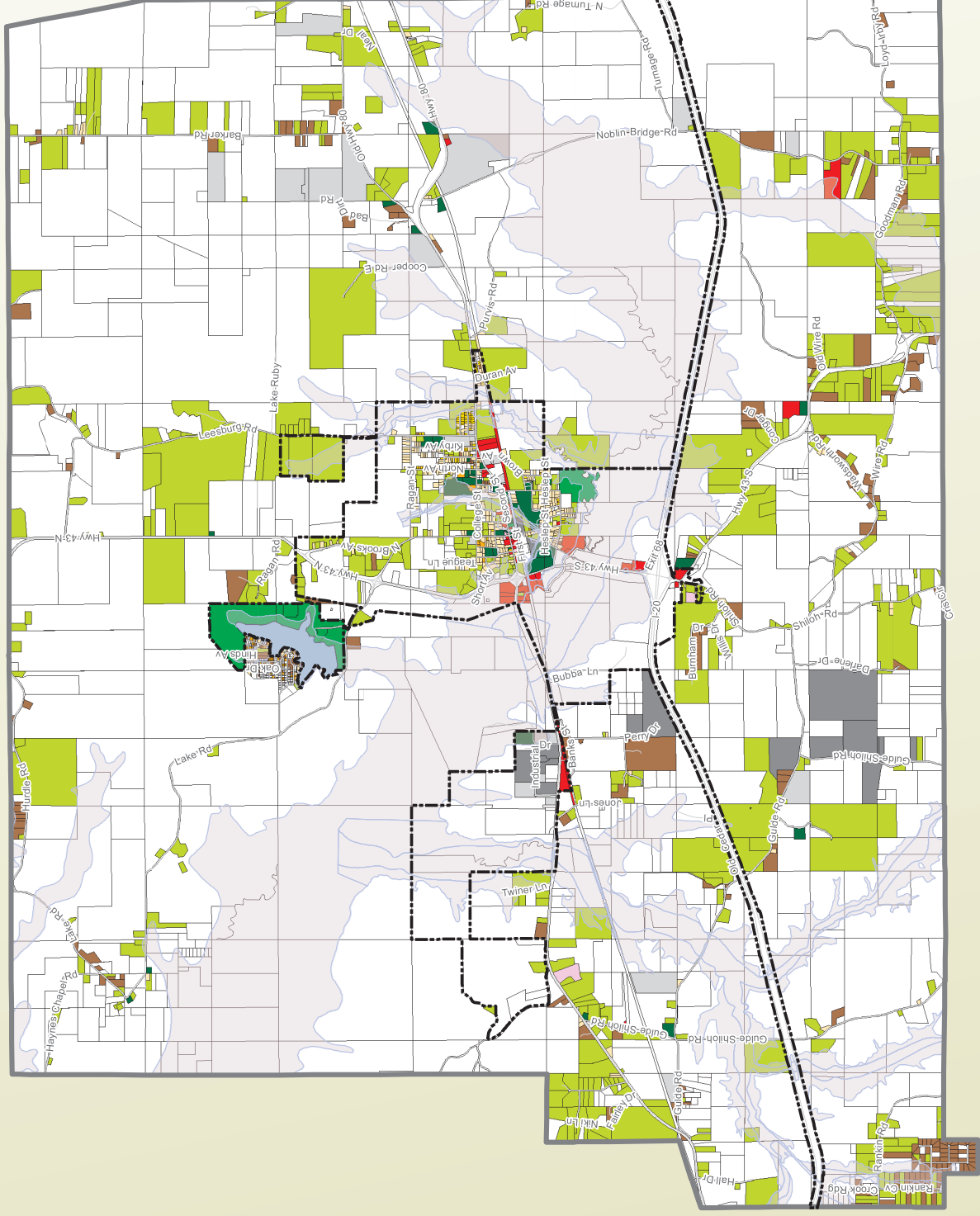
The land use survey is traditionally the most important survey of the planning process. This survey is a field “windshield” survey conducted in Pelahatchie and the surrounding study area. The field work was recorded on a base map and aerial photographs, and each parcel was coded according to its present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

1. Low-density residential (1-3 dwelling units per acre)
2. Medium-density residential (4-6 dwelling units per acre)
3. High-density residential (7-10 dwelling units per acre)
4. Public/Quasi-Public (schools, churches, libraries, parks, public buildings, etc.)
5. Residential Manufactured Homes
6. Limited Commercial (offices, medical clinics, etc.)
7. General Commercial (indoor commercial uses)
8. Light Industrial (uses with little noise, bad odors, or other objectionable characteristics)
9. Heavy Industrial (uses with objectionable characteristics)
10. Agricultural/Vacant
11. Parks / 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 the Zoning Map.

Town of Pelahatchie

Existing Land Use



Legend

- Agricultural/Vacant
- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Residential
- Low Intensity Commercial
- General Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Public/Semi-Public
- Water
- 100 Yr Floodplain
- Study Area
- Corporate Limits



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Planning & Development District



THE LAND USE PLAN

Overview

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

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

The plan is not a legal tool; however, be-

cause 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 town. In order to be useful to zoning, the Land Use Plan Map attempts to delineate exact boundaries wherever possible.

Methodology

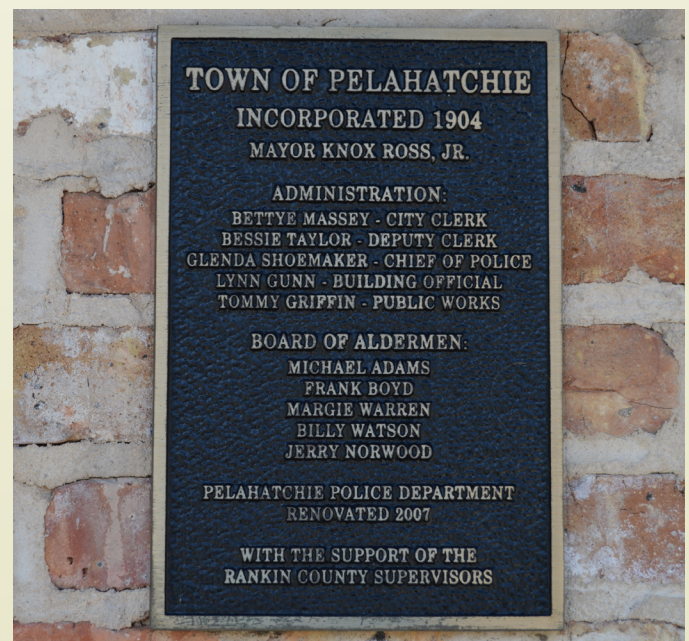
This section of the Comprehensive Plan was developed using three processes involving plan formulation and evaluation. First, the spatial distribution of Pelahatchie's future land uses was made after applying specific locational criteria. Second, the amount of land allocated for future land uses was correlated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

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

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

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

1. Existing land use patterns and growth trends
2. Projected future land use needs based on projected future population and employment converted to the number of acres needed to accommodate projected growth levels
3. Flood plains, excessive slopes (over 12 percent), and soil types
4. Location of major streets and open space



Location Criteria

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

1. Work areas should be located in convenient proximity to 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 concentration of work areas should be avoided so as to disperse point sources of pollution. Some work areas should be in locations accessible to heavy transportation facilities and large capacity utility lines. Work area locations provide sites adequate in size, economical 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 protect-



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

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

stable 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 is the basis for developing and amending the Zoning Map. In order for the Zoning Map to be optimally effective, it should closely mirror the Land Use Plan Map. In addition to the Land Use Plan Map, other considerations in drawing the Zoning Map are:

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

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

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

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



Explanation of Land Use Categories

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

1. Agricultural/Rural
2. Low density residential
3. Medium density residential
4. High density residential
5. Manufactured home residential
6. Low intensity commercial
7. General commercial
8. Light industrial
9. Heavy industrial
10. Parks and Open Space
11. Public/Quasi-Public uses
12. Floodplain

The following is an explanation of the specific meaning of land use and thoroughfares color codes depicted on the Land Use Plan Map contained in this report:

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 2040).

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

This land use classification is intended to promote development of large, residential estate size lots with a minimum lot size of



one acre and a minimum floor area of 2,200 square feet. These areas on the Land Use Plan may or may not be served by a municipal sewer system within the next 25 years; therefore, the large lot size is needed to provide ample space for discharge from individual on site wastewater systems.

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

This land use classification is intended to promote the development of single family detached dwellings on relatively large lots (approximately 12,000 square feet).

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

This land use classification allows the development of single family detached dwellings on moderate size lots (at least 8,500 square feet). This category includes the type of single family residence known as patio homes and also townhouses.

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

This land use classification allows the development of apartments or condominiums on arterial streets/roads or highways which

have the capability of carrying higher traffic volumes generated by these higher density residences.

MANUFACTURED HOME RESIDENTIAL (brown): This classification also allows the development of manufactured home parks or subdivisions.

LOW INTENSITY COMMERCIAL (light pink): Restricted Commercial.

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

GENERAL COMMERCIAL (red): Enclosed Commercial Activities Only.

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

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

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

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

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

PARKS AND OPEN SPACE (medium green): This land use classification includes all existing and proposed parks, ballfields, bicycle/pedestrian trails and other similar uses.

PUBLIC/QUASI PUBLIC USES (dark green): This land use classification includes all existing and proposed public/quasi-public uses such as churches, schools, governmental buildings and facilities, cemeteries, etc.

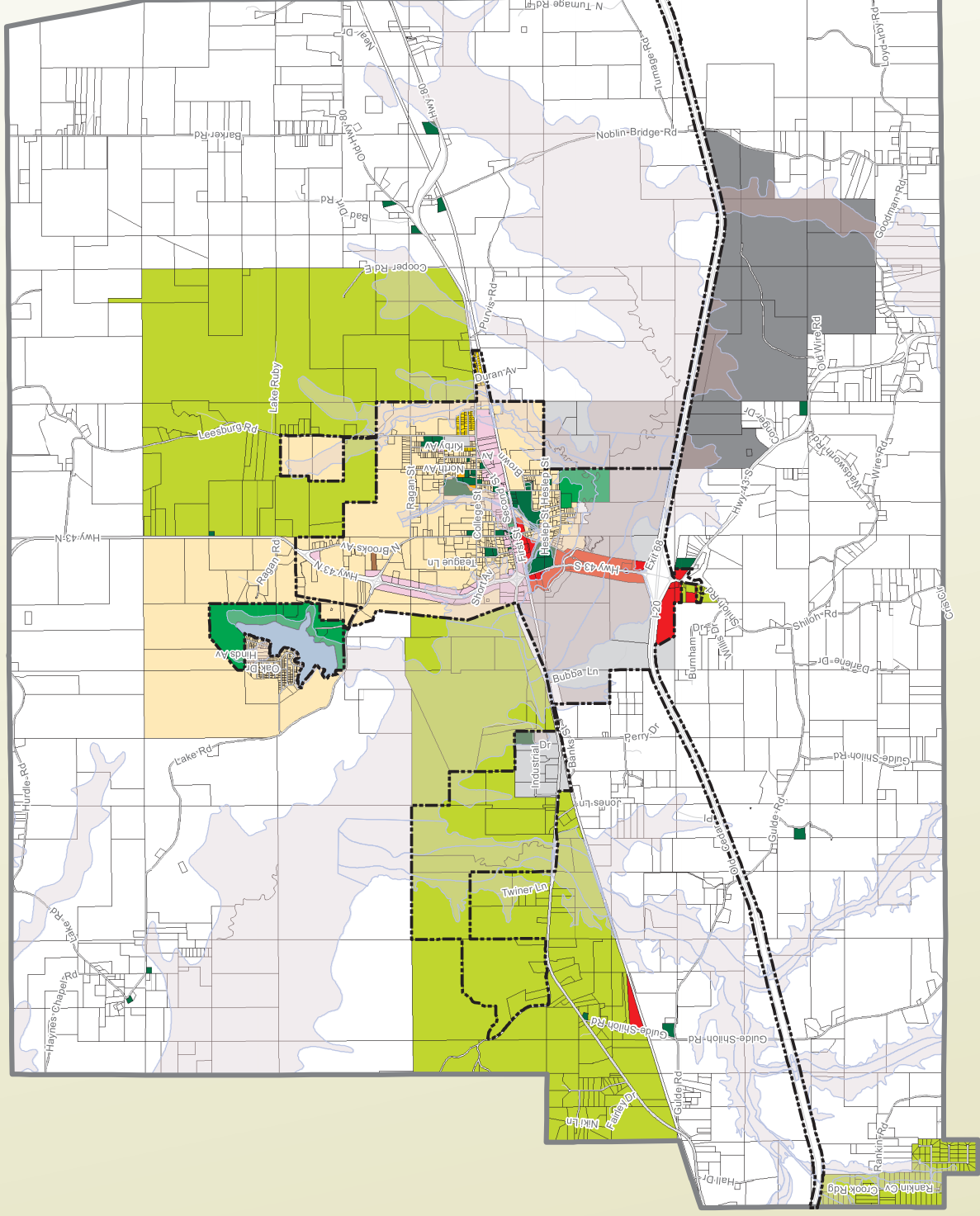
100 YEAR-FLOOD PLAIN (light blue pattern): These areas are shown on the latest available Federal Insurance Administration "Flood way: Flood Boundary and Flood way Map" as 100-year flood plain (i.e., subject to a one percent chance of flooding in any year).

RECOMMENDATIONS

- Review and update the current Zoning Ordinance.
- Encourage in-fill development in order to maximize the efficiency of existing infrastructure and to minimize sprawl.

Town of Pelahatchie

Land Use Plan



Legend

- Agricultural/Vacant
- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Residential
- Low Intensity Commercial
- General Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Public/Semi-Public
- Water
- 100 Yr Floodplain
- Study Area
- Corporate Limits



Prepared by

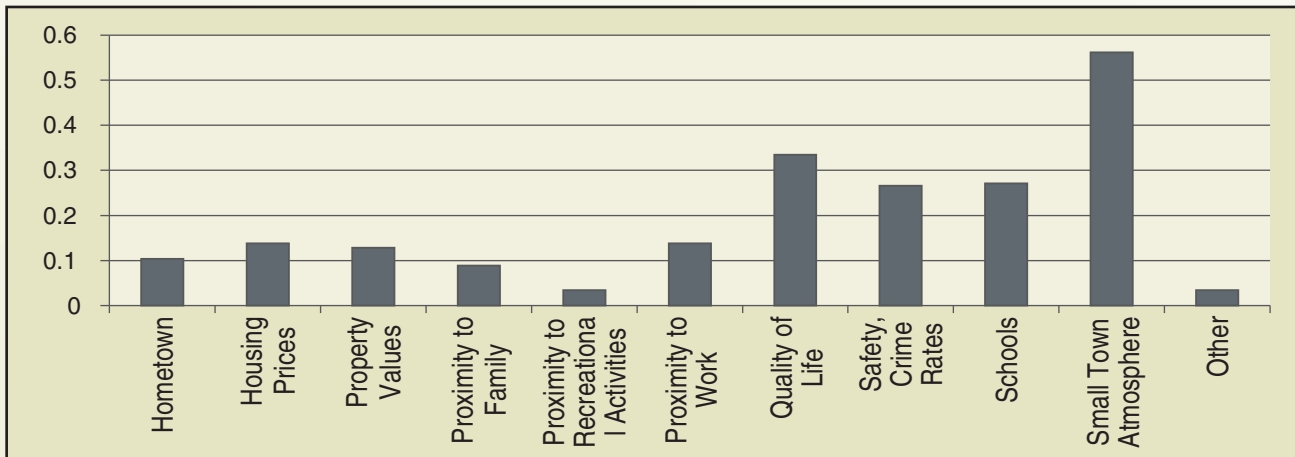


Central Mississippi
Planning & Development District

APPENDIX

SURVEY RESULTS

1. WHY DID YOU CHOOSE TO LIVE IN PELAHATCHIE? PLEASE SELECT ANY THAT APPLY.



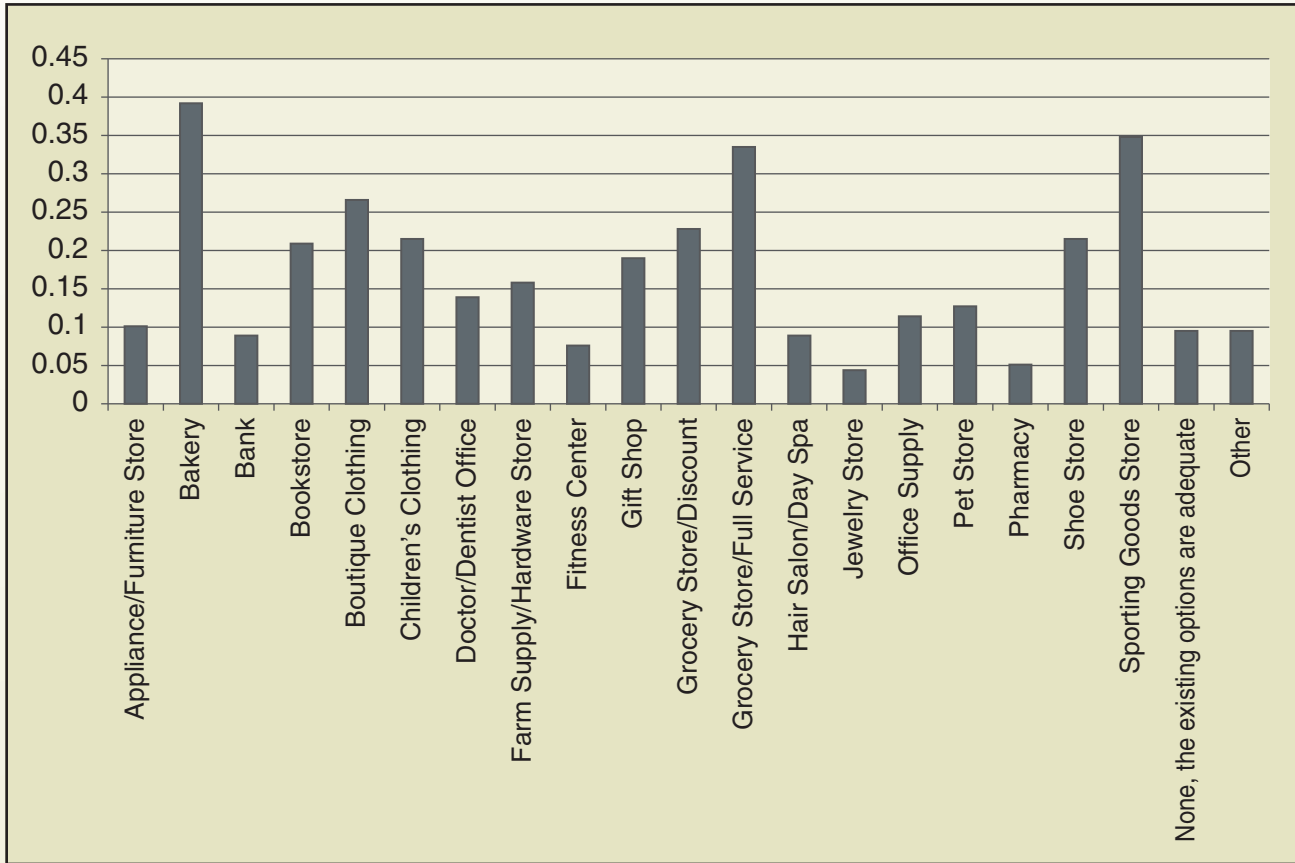
2. PLEASE INDICATE YOUR AGREEMENT WITH THE FOLLOWING STATEMENTS REGARDING PELAHATCHIE'S COMPREHENSIVE PLAN.

Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strong Agree
The Plan should guide and control growth in a way that protects and preserves the existing qualities of the Town.	3%	4%	35%	58%
The Plan should encourage new commercial developments.	4%	2%	49%	46%
The Plan should encourage new residential developments.	8%	10%	48%	35%
The Plan should encourage new industrial developments.	5%	15%	46%	33%

3. DO THE RETAIL OFFERINGS IN PELAHATCHIE MEET YOUR NEEDS?

Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strongly Agree
Generally, for day to day activities, the current stores in Pelahatchie meet my shopping needs.	11%	28%	54%	7%
The retail shopping opportunities in Pelahatchie are adequate to meet my needs.	18%	46%	33%	3%
I believe there should be more fast food restaurants located in Pelahatchie.	3%	20%	40%	37%
I believe there should be more full service/dine in restaurants located in Pelahatchie.	1%	8%	41%	51%

4. SELECT THE TYPES OF BUSINESSES YOU WOULD LIKE TO SEE ADDED IN PELAHATCHIE. SELECT ANY THAT APPLY.



5. PLEASE INDICATE YOUR AGREEMENT WITH THE FOLLOWING STATEMENTS REGARDING A DESIGNATED WALKING/BIKING ROUTE IN PELAHATCHIE.

Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strongly Agree
I would support a designated walking/biking route along streets in Pelahatchie that connects parks, schools, and downtown with residential areas.	3%	4%	39%	53%
I believe directional signage with mileage markers along the designated route would be useful.	5%	9%	46%	40%

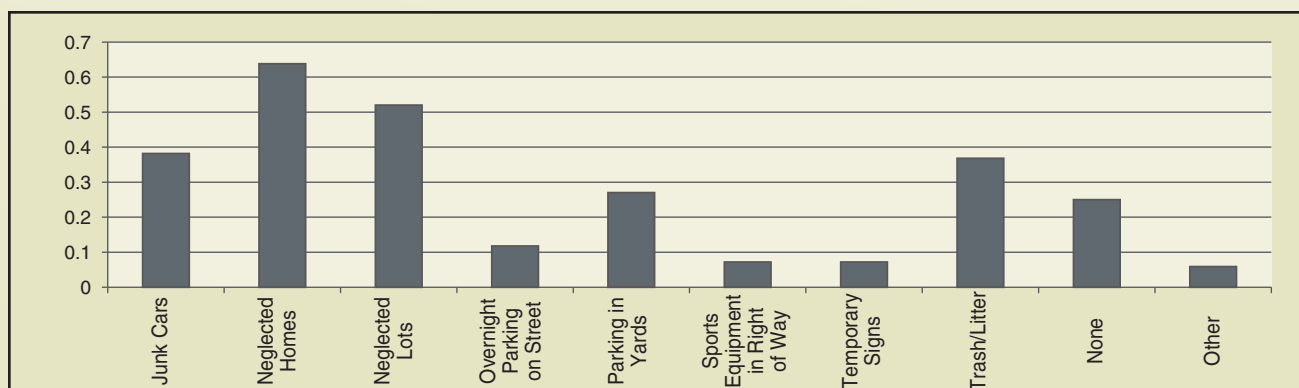
6. PLEASE INDICATE YOUR AGREEMENT WITH THE FOLLOWING STATEMENTS.

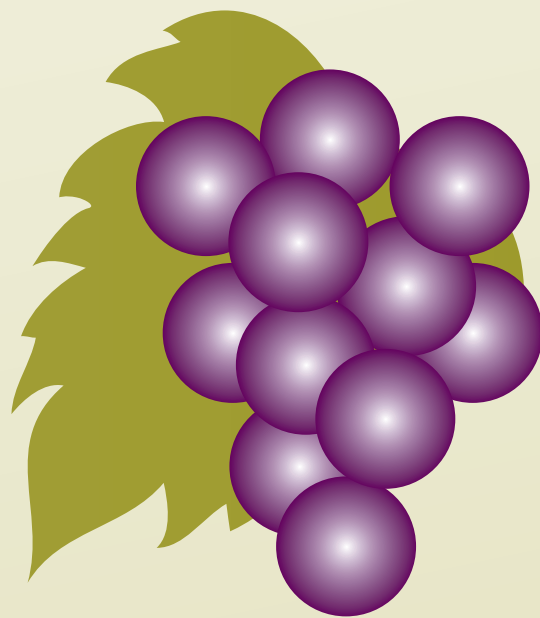
Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strongly Agree
I walk to commercial areas, i.e. grocery store, pharmacy, restaurants, in Pelahatchie.	28%	50%	17%	5%
I would walk to commercial areas if additional trails and sidewalks were installed.	15%	27%	42%	15%
I would utilize biking as a mode of transportation if additional bike lanes or trails were installed.	17%	29%	35%	19%

7. PLEASE INDICATE YOUR AGREEMENT WITH THE FOLLOWING STATEMENTS.

Answer Options	% Strongly Disagree	% Disagree	% Agree	% Strongly Agree
I believe the lighting along main corridors is adequate in Pelahatchie.	3%	26%	56%	14%
I believe the public areas and rights-of-way in Pelahatchie are attractive.	2%	17%	63%	18%
I believe additional landscaping (plantings, flowers, etc) and "hardscaping" (benches, trash containers, light fixtures, brick or stonework, etc) would make Pelahatchie more attractive.	6%	17%	45%	32%
I believe the existing sign regulations are adequate in Pelahatchie.	3%	16%	72%	9%
I believe the "gateways" into Pelahatchie area are visually well-defined.	7%	24%	59%	10%
I would support additional architectural guidelines, such as design, line, mass, dimension, color, material, texture, lighting, landscaping and roof line and height regulations, in Pelahatchie.	7%	16%	50%	27%

8. PLEASE SELECT ANY OF THE FOLLOWING THAT ARE OF CONCERN.







COMPREHENSIVE PLAN



Prepared by:

**Central Mississippi Planning
& Development District**

1170 Lakeland Drive - P.O. Box 4935
Jackson, Mississippi 39296-4935

Phone: 601-981-1511 Fax: 601-981-1515

www.cmpdd.org