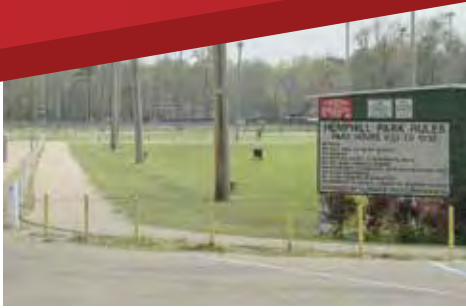


# Comprehensive Plan



**2015 Comprehensive Plan**  
Central Mississippi Planning &  
Development District



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# Contents

<b>Introduction</b>	a
Purpose of the Plan	
Elements of the Plan	
<b>How to Use This Plan</b>	b
Overview	
Use of the Plan	c
Nonconformance to the Plan and Plan Amendments	
Implementation Devices	
<b>Chapter 1: Community Profile</b>	1
Population Characteristics	
<b>Chapter 2: Goals and Objectives</b>	5
General Goals	
Residential Development	
Commercial Development	6
Industrial Development	7
Parks and Open Space	
Transportation	8
Downtown Florence	
<b>Chapter 3: Land Use/ Transportation Plan</b>	9
Introduction and Methodology	
Population Estimates and Projections	
Existing Land Use Methodology	12
The Land Use Plan	14
Transportation	21
Existing Land Use Map	22
Land Use Plan Map	24
<b>Chapter 4: Public Facilities Plan</b>	26
Housing	
Schools	27
Parks and Recreational Facilities	
Public Buildings and Facilities	28
Water and Sewer Service	32



# Introduction

## PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a policy guide to the decision-making process in city government. City officials recognize the importance of planning in making effective decisions concerning the city's future. This plan is a result of extensive study into existing development patterns as well as population and economic studies. This plan should, however, be reviewed and updated periodically in order for it to continue to be effective and to grow along with unforeseen economic and population patterns.

## 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..." 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 future. Section 17-

1-1 of the Mississippi Code requires that the goals and objectives section of the plan address residential, commercial, and industrial development as well as parks, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered.

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 this 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 that the Land Use Plan covers. Based on traffic predictions, the plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements. 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: housing, schools, parks and recreation, public buildings and facilities, utilities and drainage.



# 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, industry, and public facilities. Finally, it forms the basis of a zoning ordinance and a capital improvements program.

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 that enhances the community and not “any growth.” 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 regulating must be based upon a comprehensive plan. 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 which are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulating, 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 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 which 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.

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, 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 zoning map amendment are needed. The reason is that the Planning Commission 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 rezoning.

All development proposals, as well as proposed rezoning, 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 would be checked against the proposal to determine if there are any conflicts. 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 improvements 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 concurrency plans. This is the 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 quite expensive and difficult. It is better to have adequate infrastructure in place before development takes place. This becomes a matter of timing.

# CHAPTER 1: Community Profile

## POPULATION CHARACTERISTICS

The following figures contain tables and charts outlining population demographics, household and housing characteristics and income information for the City of Florence.

**FIGURE I-1**

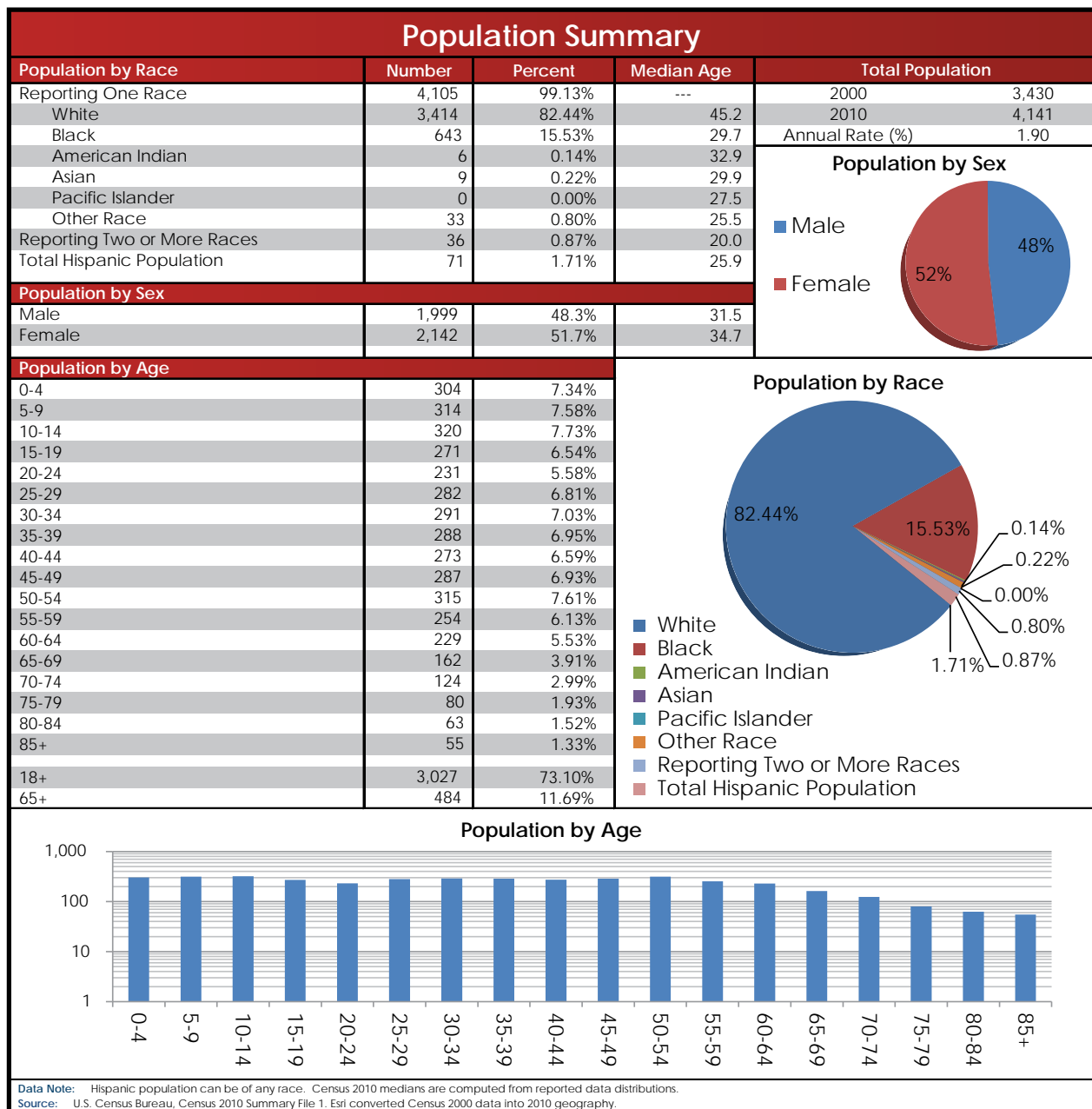




FIGURE I-2

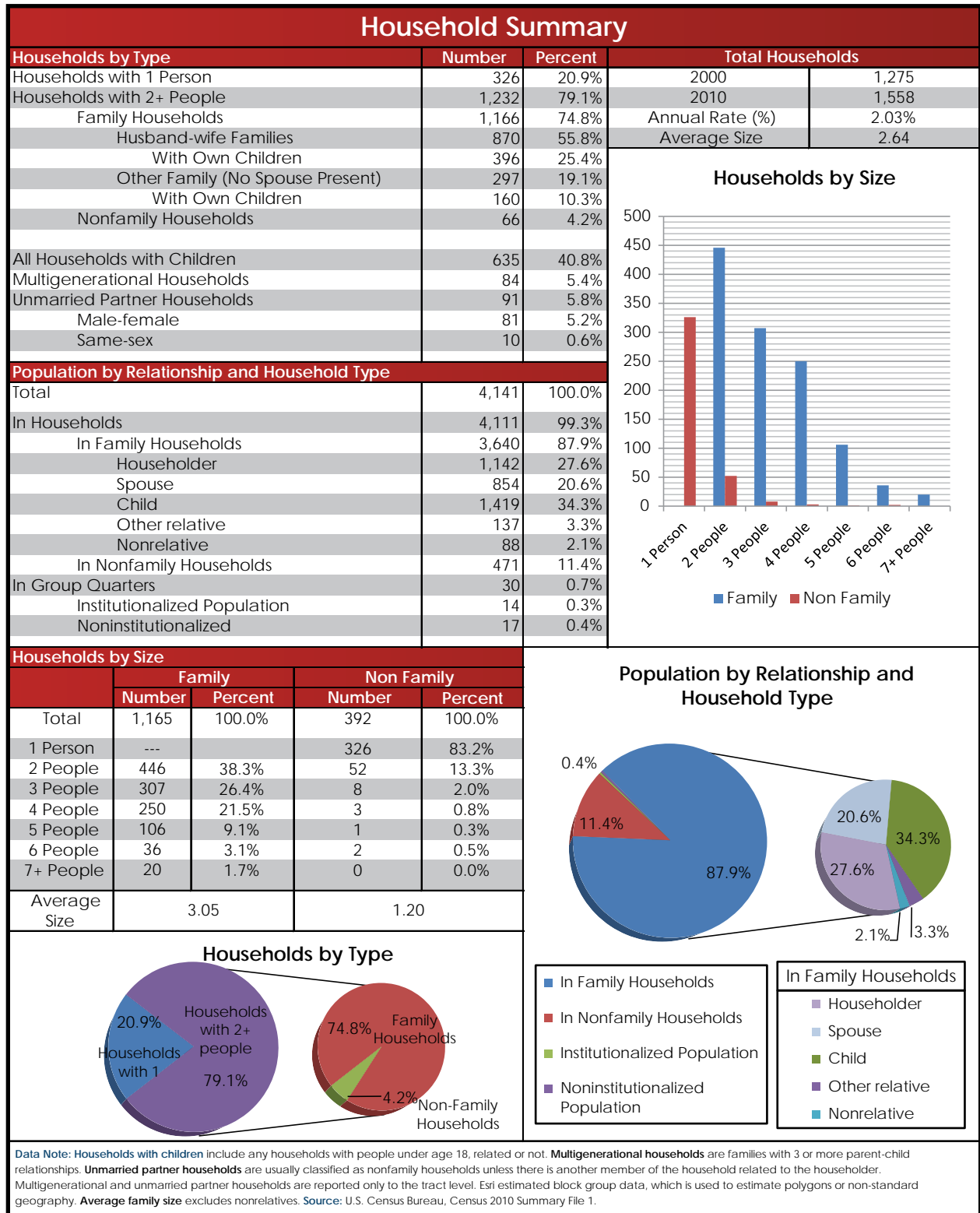




FIGURE I-3

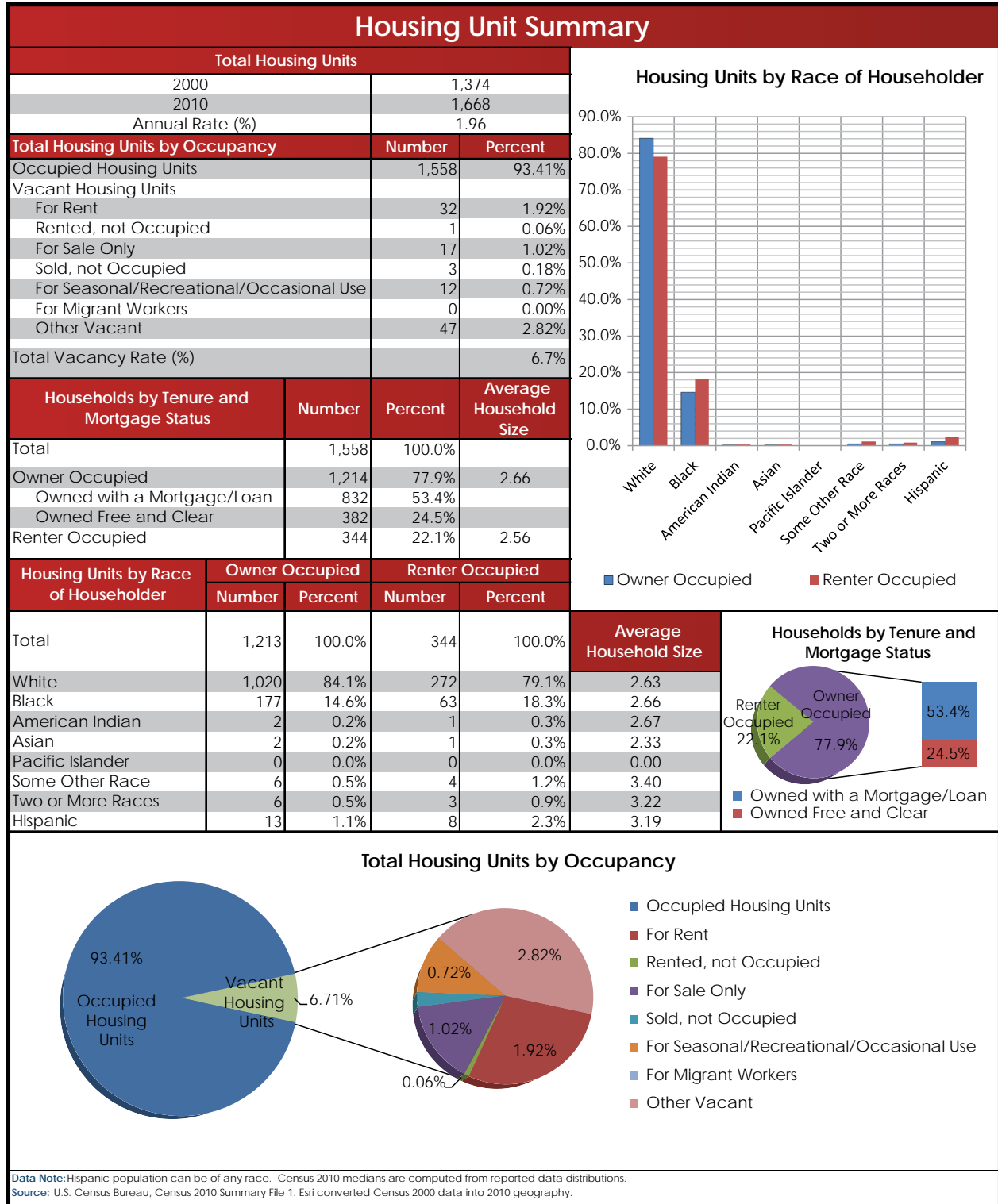
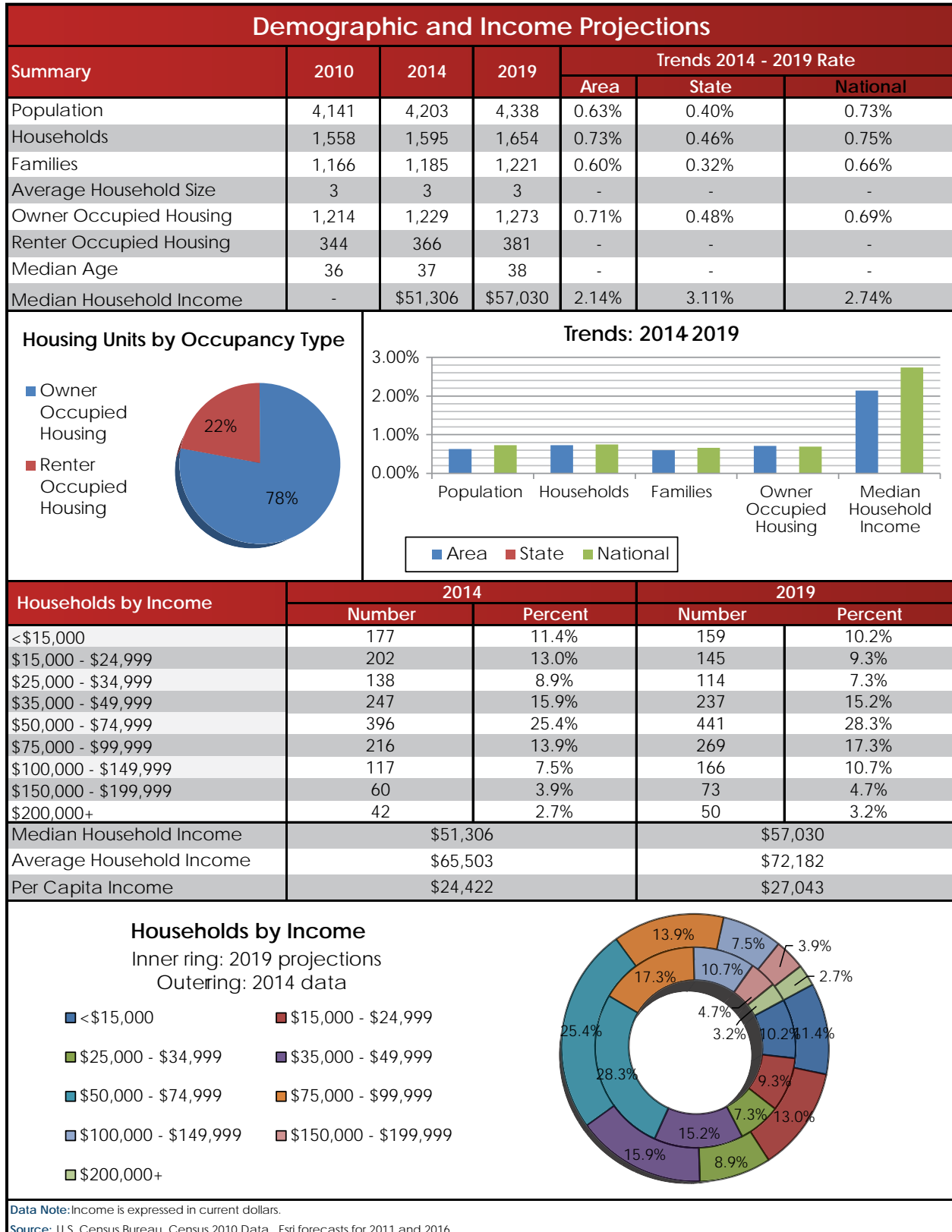


FIGURE I-4



# CHAPTER 2: Goals & Objectives

Goals and objectives are the cornerstone of the urban planning process and form the framework for public decision making. The following are Goals and Objectives for Florence and the surrounding "study area":

## GENERAL GOALS

**GOAL:** Through new developments, 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.

**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.

**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.

## RESIDENTIAL DEVELOPMENT

**GOAL:** To maintain established residential density patterns in order to produce desirable concentrations of residences that will not overburden the local community facilities or cause congestion.

**OBJECTIVE:** To maintain zoning regulations with regard to lot size requirements for each type of residential development.



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

**OBJECTIVE:** To prevent through adoption of a Land Use Plan and Zoning Ordinance the location of high density residential or intense commercial uses (i.e., commercial uses that involve outdoor activities and generate a high volume of traffic---generally above 70 average daily trips per 1,000 square feet of Gross Floor Area) immediately adjacent to single-family residences, UNLESS proper buffering is provided in the form of wide set-backs with required screening and landscaping of the set-backs. These set-backs should not be encroached upon by parking, driveways, patios or other paved areas.

**GOAL:** To allow a wider range of options in order to meet the need for quality housing.

**OBJECTIVE:** To permit the location of manufactured homes ONLY in areas that are zoned for manufactured housing.

**OBJECTIVE:** To establish new regulations

with regard to high density residential development, regulating the number of apartment or condominium units that can be constructed to a maximum height of 35 feet and a maximum of 6 units per gross acre.

### **COMMERCIAL DEVELOPMENT**

**GOAL:** To promote development of well-designed, attractive commercial uses in areas of the City that are suitable for and compatible with the particular use proposed.

**OBJECTIVE:** To segregate commercial uses on the Land Use Plan by intensity of use. Commercial uses which involve outdoor activities, heavier vehicular traffic, and noise should be located well away from ALL residential uses.

**OBJECTIVE:** To permit future outdoor commercial activities to be established in Florence only under strict development standards, such as wide set-backs, screening, access control, etc., and only when the proposed use is compatible with surrounding uses.

**GOAL:** To provide for safe, efficient traffic access to commercial areas and sufficient off-street parking for all commercial uses.

**OBJECTIVE:** To develop new vehicular access control regulations and review off-street parking requirements as part of the drafting of a Zoning Ordinance.





**GOAL:** To develop sign regulations which allow merchants to convey their message to customers without creating traffic safety hazards or becoming garish.

**OBJECTIVE:** To include regulations in the Zoning Ordinance controlling the size, location, and type of illumination of all outdoor signs in the City of Florence.

**GOAL:** To require landscaping in accordance with adopted standards along the street frontage of all new commercial uses in order to insure consistent treatment along arterial streets.

**OBJECTIVE:** To require landscaping in all areas of a commercial lot that is not used for buildings, parking, driveways, patios and sidewalks. This landscaping should be installed in accordance with standards adopted by the City.

**GOAL:** Ensure well-planned orderly growth and development with functional efficiency in all aspects of physical expansion of the City of Florence.

**OBJECTIVE:** To encourage uniformity in the regulation of businesses located within the vicinity of the City of Florence so that they operate by the same rules and regulations as those that are located within the city limits of Florence.

### **INDUSTRIAL DEVELOPMENT**

**GOAL:** To designate limited and suitable land for new and existing industries.

**OBJECTIVE:** Regulation of industrial areas will be based upon future predictions of industrial activity.



### **PARKS AND OPEN SPACE**

**GOAL:** To work with other government entities to insure that the long-range open space and recreational needs of the citizens of Florence are met.

**OBJECTIVE:** To commit to the enhancement of the overall community by providing safe, well-maintained, and steadily-improving facilities by coordinating efforts between the City, Rankin County, and the Rankin County School District.

**GOAL:** To protect and promote improvements to the existing natural landscape of the City.

**OBJECTIVE:** To adopt landscape regulations that would protect existing trees and would require new developments to incorporate suitable green space.



### TRANSPORTATION

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

**OBJECTIVE:** To provide better traffic flow, to reduce traffic congestion and accidents, and to improve vehicular accessibility and circulation.

**OBJECTIVE:** To establish a safe, secure, seamless, and user friendly bicycle and pedestrian circulation network that promotes bicycling and walking as healthy, convenient, and cost effective alternative to motor vehicle transport.

**OBJECTIVE:** To establish a bicycle and pedestrian facility network that increases accessibility for users to schools, parks, commercial areas, transportation centers, and other bicycle and pedestrian facilities.

**OBJECTIVE:** To integrate bikeway and pedestrian facilities into the design of new roadway construction, as well as proposed roadway widening.

### DOWNTOWN FLORENCE

**GOAL:**To update and re-develop the Downtown Florence area by preventing the location of inappropriate land uses and promoting architectural design and materials that enhance the Downtown Florence area.

**OBJECTIVE:** To designate the boundaries of the Downtown District of Florence on the Land Use Plan, and create a zoning district in the new Zoning Ordinance.

**OBJECTIVE:** To prescribe land uses in the Zoning Ordinance which are compatible with the character of the Downtown District.

**OBJECTIVE:** To prescribe a list of prohibited land uses in the Zoning Ordinance which are deemed to be incompatible with the character of the Downtown District.



# CHAPTER 3: Land Use/ Transportation 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 purpose of the land use section of the comprehensive plan is to inventory the community’s existing land use patterns and to recommend policies for future development that are consistent with the community’s character. These policies also involve decisions on how the land use patterns should change for future needs. The Land Use Plan is a vital part of the Comprehensive Plan since zoning decisions are required by State law to be based on the adopted Land Use Plan. The Land Use Plan is subject to change as the City grows and may be amended at any time following the necessary public hearings.

## POPULATION ESTIMATES AND PROJECTIONS

The future population of Florence must be projected and 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. To do this, CMPDD planners used four different methodologies to project future population and evaluated the results of each: an average numerical change method, a proportional share projection method, a least squares method and a proportional share/least squares combined method. Table III-1 shows the results of the four methods in ten-year increments to 2040.

The projections do not assume that growth will be confined to within the city limits. Naturally, as the city grows, the geographic area considered to be part of the city will grow.



## CHAPTER 3: Land Use / Transportation Plan

The average numerical change method computes the average numerical population change for each decade in the past. The average is then projected to each succeeding future decade. Using this method, Florence's population projection for 2040 is the highest among the four methods.

The proportionate share method operates under the assumption that the city's population share of the county as a whole will remain relatively constant over the planning period. This method yielded the lowest 2040 projection of the four methods.

The least squares method is a mathematical method that gives a straight line that best fits the historical

trend curve. The results of this method results in a 2040 projection that is closer to the average numerical change method.

The proportional share/least squares method is a mathematical method that gives a straight line that best fits the historical trend curve of both the city and county. For the purposes of this plan, we will use this method.





**TABLE III-1  
Florence Population Projections**

Year	Average Numerical Change	Proportional Share Projections	Trend Line or Least Squares Projections	Proportional Share/Least Squares Combined	Rankin County Population
2020	5,075	3,163	4,604	4,635	164,567
2030	6,009	3,632	5,480	5,525	188,991
2040	6,943	4,101	6,356	6,415	213,415

Source: U.S. Census Bureau and CMPDD

**TABLE III-2  
Comparative Population Growth**

City	2000 Population	2010 Population	Percent Change
Florence	3,430	4,141	+21%
Hazlehurst	4,252	4,009	-5.7%
Magee	4,295	4,408	+2.6%
Ellisville	4,458	4,448	-.2%
Wiggins	4,010	4,390	+9.5%
Fulton	4,068	3,961	-2.6%

Source: U.S. Census Bureau



## 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 Florence 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. Mixed Residential Uses
6. Residential Manufactured Homes
7. Limited Commercial (offices, medical clinics, etc.)
8. General Commercial (indoor commercial uses)
9. Highway Commercial (primarily commercial uses with outdoor storage)
10. Light Industrial (uses with little noise, bad odors, or other objectionable characteristics)
11. Heavy Industrial (uses with objectionable characteristics)
12. Agricultural/Open Space

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



Table III-3 can be an indicator of future land use needs, especially if the percentages of each land use category are assumed to be approximately the same in 2040 as those of today, with the exception of agricultural land uses.

**TABLE III-3  
Summary of Florence's Existing Land Uses**

Land Use Category	Florence's Area in Acres	Percent of City Land Area
<b>Total Area</b>	<b>6,139</b>	<b>100.00</b>
<b>Residential Land in Use</b>		
Residential Estate	1,198	19.51
Low Density Residential	290	4.72
Medium Density Residential	84	1.36
High Density Residential	146	2.37
Manufactured Homes	29	0.47
<b>Subtotal for Residential Uses</b>	<b>1,747</b>	<b>28.45</b>
<b>Commercial Land in Use</b>		
Low Intensity Commercial	7	0.11
General Commercial	179	2.92
High Intensity Commercial	60	0.97
<b>Subtotal for Commercial Uses</b>	<b>246</b>	<b>4.00</b>
<b>Industrial Land in Use</b>		
Light Industrial	89	1.44
Heavy Industrial	9	0.14
<b>Subtotal for Industrial Uses</b>	<b>98</b>	<b>1.59</b>
<b>Supportive Land in Use</b>		
<b>Public/Quasi-Public</b>	164	2.67
Parks and Open Space	40	0.65
<b>Subtotal For Supportive Uses</b>	<b>204</b>	<b>3.32</b>
Flood Plains	1,384	22.54
<b>Total of Developed Land</b>	<b>3,679</b>	<b>59.92</b>
<b>Land Available for Development</b>	<b>2,460</b>	<b>40.07</b>



## THE LAND USE PLAN

### Overview

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

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

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 Florence' future land uses was made after applying specific locational criteria. Second, the amount of land allocated for future land uses was correlated with existing growth patterns. Last, a physical plan for future growth was developed, which attempts to use city resources and meet city needs in an effective and efficient manner.

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

The future 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 concentrating 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, economic to develop and attractively situated for the particular uses intended.
2. Living areas should be located in convenient proximity to the work and



leisure time areas and where there are nearby transit and thoroughfare routes to insure easy access. The spatial configuration of residential communities should take the activity and residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces, with residential areas within easy walking distance of community facilities. They should be located in areas protected from traffic and incompatible uses, in areas which are economic, energy efficient, and attractive to develop, and where desirable residential densities with a range of choice can be insured.

3. Shopping areas and entertainment centers such as shopping malls, restaurant areas, cultural centers and educational complexes should be in reasonably convenient proximity to living areas. They should be in centrally located areas and on sites adequate for their purposes.
4. Community facility systems should be designed around the underlying service-delivery concepts of each such system and its program, with service levels appropriate to the user groups of each facility. Recreational facilities, schools, libraries, medical care facilities, police and fire stations, and other community facilities

should be in locations convenient to user groups and on sites economic to develop.

5. Open space system and environmental protection Major parks and large open spaces should be located so as to take advantage of, as well as protect, natural processes and unusual landscape features and to provide for a variety of outdoor recreational and other activities. Environmentally critical areas of land and water should be protected from incompatible uses and from pollutants generated by urbanization in the vicinity. Wooded areas that serve a functional purpose in climate, noise, light, and pollution control should be preserved as part of an urban forest and open space system. Vulnerable urban development should not be located in areas of natural hazards to life and property such as floods, slides and unstable soils. Development using on-site sewage treatment should be prohibited from areas of unsuitable soil and geological conditions. Present and future water supply drainage basins should receive only urban development compatible with protection of the water quality.





### Land Use Plan Map

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

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

In mapping zoning districts, there is usually a compromise between the distracting

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

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

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



### Explanation of Land Use Categories

The Florence 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. High intensity commercial
9. Light industrial
10. Heavy industrial
11. Parks and Open Space
12. Public/Quasi-Public Uses
13. Floodplain

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:

**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 2035).

**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 four single family detached residential units per acre.

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

### **LOW INTENSITY COMMERCIAL (light 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).



### **GENERAL COMMERCIAL (red):** Enclosed Commercial Activities Only.

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. This land use classification would include shopping centers as well as independent commercial uses.



**HIGH INTENSITY COMMERCIAL (purple):** All Commercial Activities.

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

1. Update the city's zoning regulations and map. Due to the complete re-write of the zoning regulations, a comprehensive re-zoning of the city may be in order.
2. Zoning regulations should include Complete Streets principals where appropriate in order to encourage more pedestrian friendly development.
3. Develop an Architectural Review Ordinance.
4. Designate a Downtown District of Florence and develop appropriate zoning regulations that will encourage re-development of downtown properties and also protect the character of the downtown area.

## TRANSPORTATION

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. For the sake of consistency, the horizon year for the Florence Comprehensive Plan is the year 2040; the same as the horizon year for the next Area-wide Plan.

This plan categorizes the streets/roads (highways, arterials, and collectors) in Florence and indicates improvements to many of them. The City of Florence 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 Florence 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 only State-maintained highways are Highways 49 and 469 shown in red. All city and county-maintained thoroughfares are classified using the traditional groupings: principal arterial, minor arterial and collector; by definition a “local” street is not a thoroughfare.

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 Florence Study Area (Freeways, Principal Arterials, Minor Arterials, and Collector Roads):

### Freeway/Limited Access Road:

- None

### Principal Arterials:

- U.S. Hwy 49

### Minor Arterials:

- MS Hwy 469
- Florence-Byram Rd.
- South Church St.
- Eagle Post Rd.
- Old Pearson Rd.

### Collector Roads:

- Gunter Rd.
- Williams Rd.
- Seventh Day Rd.
- White Rd.
- Lewis St.
- Cleary Rd.
- Hickory Ridge Rd.
- Monterey Rd.

## RECOMMENDATIONS

1. Eagle Post Road East (Under Construction)
2. Gunter Road extension to Florence-Byram Road.
3. Bike and Pedestrian Trail Proposed from College Street extension to the park.
4. Adopt Complete Streets Ordinance to encourage development of safe and functional pedestrian and bicycle routes.





# CITY OF FLORENCE LAND USE & THOROUGHFARES PLAN

2015

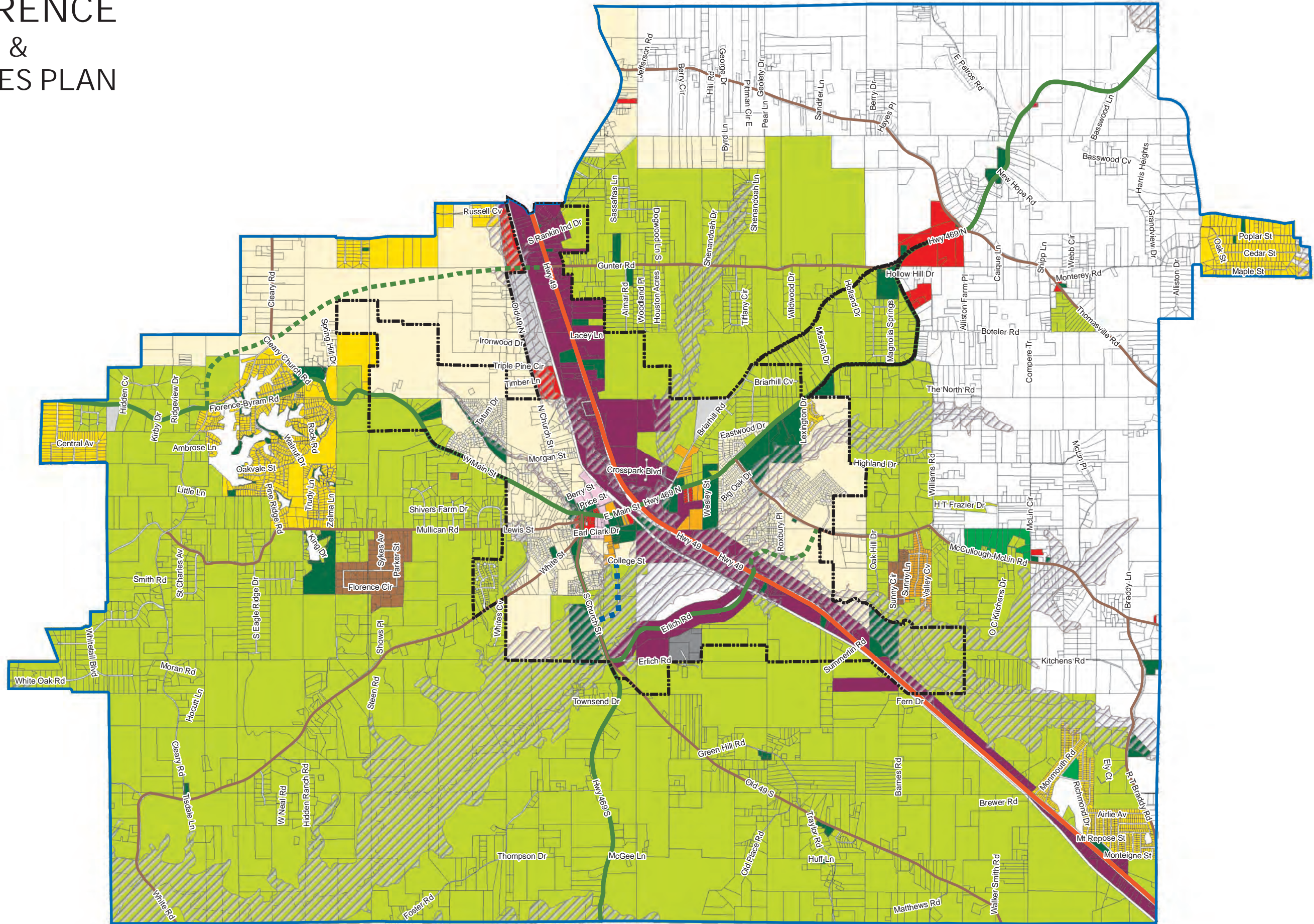


Prepared by



**Legend**

- Agricultural/Vacant
- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Residential
- Low Intensity Commercial
- General Commercial
- High Intensity Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Public/Semi-Public
- 100 Yr Flood Plain
- Municipal Limits
- Study Area
- Proposed Bikeway
- Principal Arterial
- Minor Arterial - Existing
- Minor Arterial - Proposed
- Collectors





# CITY OF FLORENCE

## EXISTING LAND USE

2015

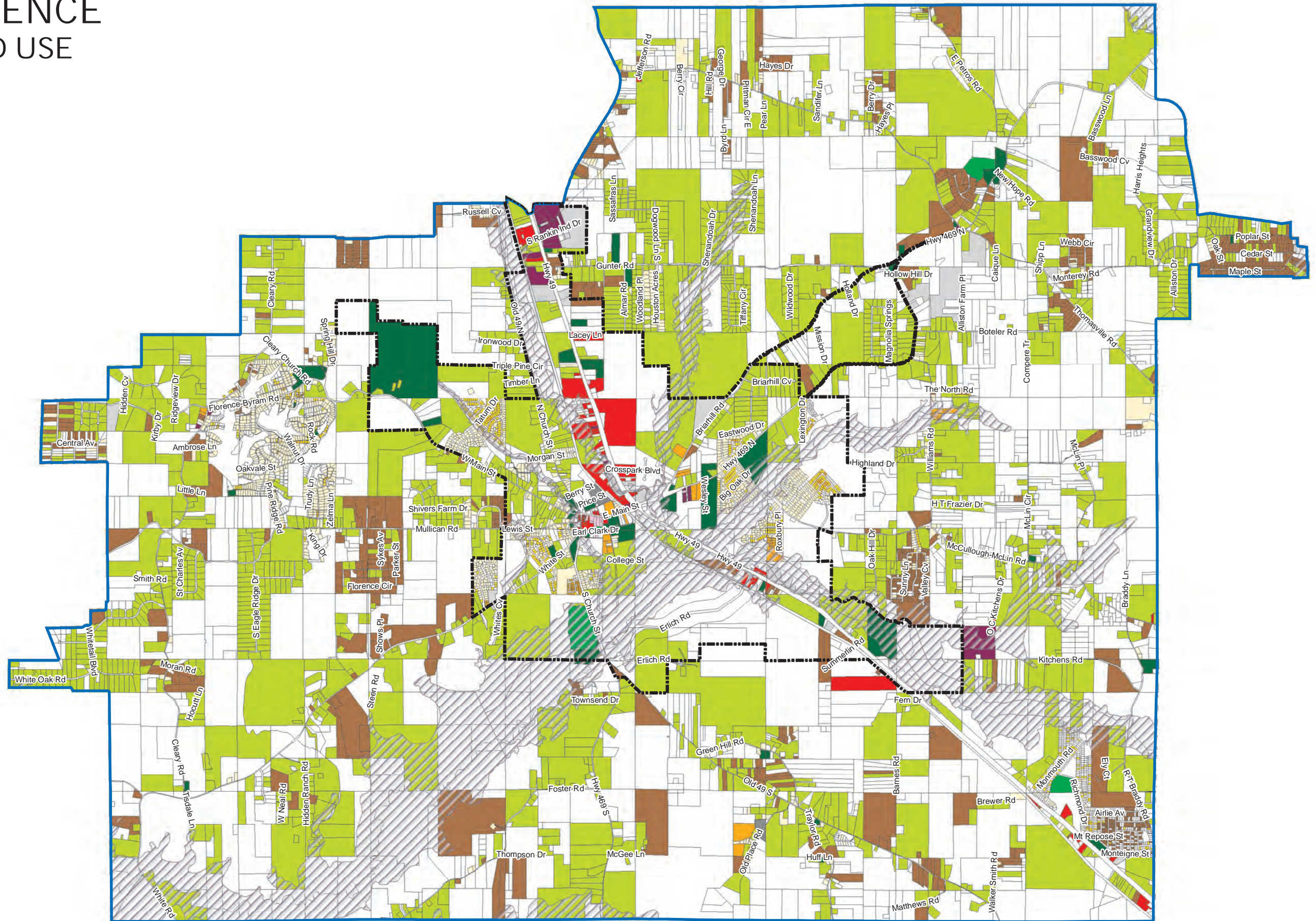


Prepared by



### Legend

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





# CHAPTER 4: Public Facilities Plan

## HOUSING

Table IV-1 shows a breakdown of housing in Florence by type and condition of structure. This information was gathered during the initial land use survey.

**TABLE IV-1  
Residential Structure Count  
2012 Existing Land Use Survey**

Structure Type	Count
Single Family	1,448
Dilapidated Structure	4
Multi-Family Units	240
Manufactured Homes	34
Total:	1,726

Source: Central Mississippi Planning and Development District.

Based upon past trends, the future housing needs of the City of Florence can be forecasted. Based upon population projections, the city will need an additional 947 housing units by 2040. It is expected that the market forces of supply and demand as well as other economic factors such as local employment will dictate when housing is built.



### SCHOOLS:

The schools located in Florence are part of the Rankin County School District. The following schools are in the Florence Attendance Zone: Steen's Creek (Pre-K – Grade 2), Florence Elementary (Grade 3 – Grade 5), Florence Middle School (Grade 6 – Grade 8), and Florence High School (Grade 9 – Grade 12).

In 2013, the Rankin County School District adopted a School Facilities Plan that was developed by the Central Mississippi Planning and Development District. The plan shows that each of the schools in Florence currently has a deficit of classrooms. Deficiencies at each school are currently being addressed through the use of portable classrooms, floater teachers, and the use of partitions to reduce classroom space to create shared spaces. However, if the projected enrollment growth occurs, the Florence schools could experience up to a 1.5% annual increase.

It is recommended that the Rankin County School District coordinate its building plans for schools with the City of Florence in order to ensure adequacy of public facilities and transportation infrastructure.



### PARKS AND RECREATIONAL FACILITIES:

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

Florence has a great deal to offer in parks and recreational facilities. Currently, Florence has one major community park that is 36 acres and contains 11 soccer fields, 11 baseball fields, 2 batting cages, 1 large and 1 small playground, 1 splash pad, 2 pavilions, 4 tennis courts, 2 walking tracks (one 1,651 feet and the other 2,586 feet) and a community center. The existing amphitheater is currently used as a shop and storage. The city is also in the process of adding bike lanes to Erlich Road (now Eagle Post Road West and East) extending approximately 2.5 miles from Highway 469 to Williams Road.

Florence has, and continues to provide outdoor recreational opportunities that meet the needs as reflected in the MS SCORP. However, one area that could be improved is the accessibility of the community park by bicycle or walking. Due to the limited amount of shoulder space along Hwy 469 from the downtown area to the park, it is very difficult to provide bike/pedestrian lanes. One option to provide better accessibility is to build a multi-purpose trail from College Street to the park. Also, as recommended in the Land Use Plan, Florence should consider adopting Complete Street principals in order to encourage more pedestrian friendly development.





### **PUBLIC BUILDINGS AND FACILITIES:**

#### **CITY HALL / POLICE STATION**

The building which houses the Florence City Hall and Police Station is located at 203 College Street and has a total of 6,000 square feet. It was built in 2000 and has served as City Hall and Police Station since that time. The building houses 7 city hall employees and 23 police department employees working 3 overlapping shifts. A large room in city hall is dedicated for use as a board room and also a courtroom.

In order to address the need for additional space and to accommodate for future growth, the city is planning an addition to city hall that will add 3,400 square feet and provide for 14 additional offices and a conference room. Plans are to move the 7 city hall employees into the new addition and leave the current space for the police department.

#### **FIRE PROTECTION**

The City of Florence is served by two fire stations located at 114 Deweese Street and on Williams Road across from the Florence High School. There are 25 volunteer firefighters.

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-2 shows the fire protection "features" considered by the Mississippi State Rating Bureau in classifying a municipal or county fire protection system. Table IV-3 indicates the Mississippi State Rating Bureau classifications assigned based on accumulated points of deficiency. Florence' current fire rating is eight (8).



**TABLE IV-2**  
**Relative Values and Maximum Deficiency Points**

FEATURE	PERCENT	POINTS
Water Supply	39%	1,950
Fire Department	39%	1,950
Fire Service Communications	9%	450
Fire Safety Control	13%	650
<b>TOTAL</b>	<b>100%</b>	<b>5,000</b>

Source: Mississippi State Rating Bureau

**TABLE IV-3**  
**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



**LIBRARY NEEDS**

The Florence library branch, located at 115 West Main Street, is part of the Central Mississippi Regional Library System (CMRLS). The current building was renovated and expanded in 2007 to a total of 5,498 square feet.

The CMPDD evaluated both the current adequacy of the library system and the future year 2040 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 Florence branch. Table IV-4 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-5 reveals experience formulas which are useful in determining how the

Florence library “measures up” against libraries in circulation and size expressed as total square footage.



**TABLE IV-4  
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-5  
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).

**TABLE IV-6  
Determination of Current Year Library Needs  
Using Experience Formulas for Book Stock, Circulation and Size  
and American Library Association Minimum Standards**

2013 Study Area Population	4,141
2013 Book Stock	17,383
Book Stock for Libraries with similar size service areas (by Experience Formulas)	18,635
2013 Book Stock need Florence (by ALA Standards)	11,923
2013 Book Stock Deficit/Surplus (by Experience Formulas)	-1,252
2013 Circulation	24,451
Circulation for Libraries with Similar Size Service Areas (by Experience Formulas)	41,410
Size of Building (in square feet)	5,498
Size Compared with Libraries of Similar Size Service Areas (in square feet, by Experience Formulas)	3,313
Size Deficit/Surplus When Compared With Similar Size Service Areas (in square feet, by Experience Formulas)	+2,185

Source:

- CMPDD: 2013 Dwelling Count and Estimates
- Book Stock Circulation and Building Size Information: Rankin-Jefferson Regional 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:**

Table IV-6 indicates the present library needs in terms of book stock and building size for the Florence library according to the 2013 population of the study area as defined by the CMPDD. Using the Experience Formulas, the branch currently has a book stock deficit of -1,252 and a building size surplus of 2,185 square feet.

The needs of the Florence Library System were projected to the year 2040 and are presented in Table IV-7. Using the Experience Formulas, the branches book stock will have a projected deficit of -3,475 books and a projected space surplus of 1,790 square feet by 2040.

**TABLE IV-7  
Determination of Year-2020 Library Needs for Book Stock and Building Size Using American Library Association Standards**

2035 Projected Service Population	4,635
2035 Book Stock Need (by Experience Formulas)	20,858
2035 Book Stock Deficit/Surplus	-3,475
Minimum Square Feet for a Library Serving this Size Population in 2035 (Experience Formulas)	3,708
Size Deficit/Surplus when Compared with Experience Formulas in 2035 (in square feet)	1,790

Source:

- CMPDD: 2013 Dwelling Count and Estimates
- Book Stock Circulation and Building Size Information: Rankin-Jefferson Regional Library System
- Standards: American Library Association
- Experience Formulas: Joseph Wheeler and Herbert Goldhor, Practical Administration of Public Libraries, (New York: Harper and Row, 1982).

**WATER AND SEWER SERVICE**

Water and sewer service is provided to the majority of the city by the City of Florence, however, there are portions of the city served by Southern Rankin, Central Rankin, Cleary and Monterey Water Associations. Planned improvements include upgrades to the Indian Creek/Highway 49 pump station, main lift station and the wastewater treatment plant. It is recommended that the city conduct a new hydraulic analysis of the system and also update the current water and sewer system maps.



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