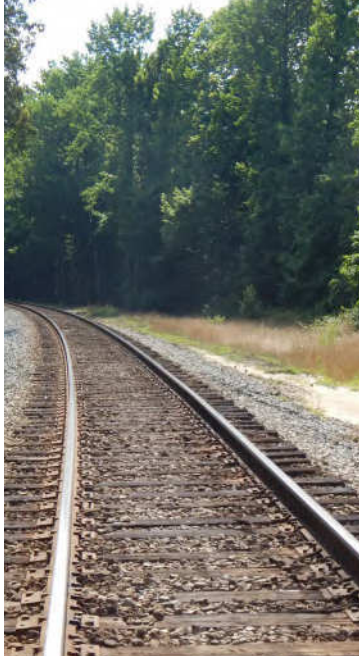


RANKIN COUNTY

2023

COMPREHENSIVE PLAN



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INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this Comprehensive Plan is to serve as a policy guide to the decision-making process in county government. Rankin County's officials recognize the importance of planning in making effective decisions concerning the County's future. This Plan is a result of extensive study into existing development patterns as well as population and economic trends. This Plan should, however, be reviewed and updated periodically for it to continue to be effective and address presently unforeseen economic and population patterns.

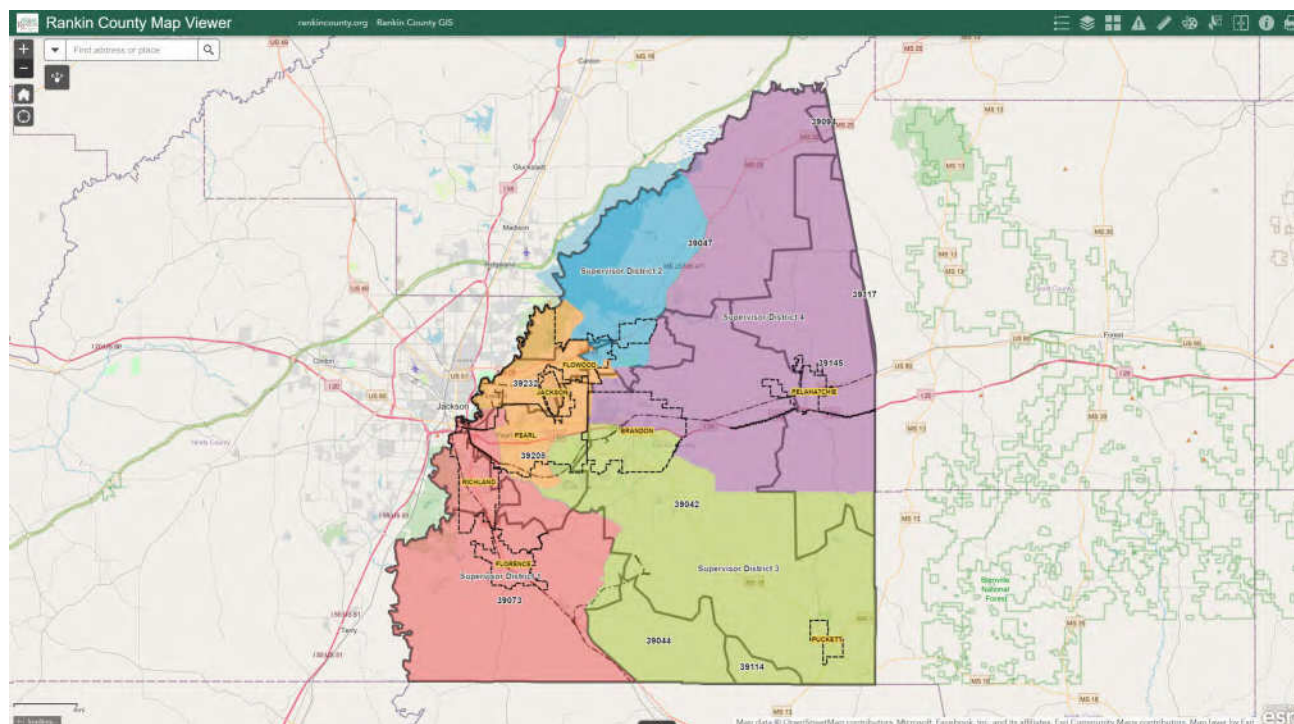
Comprehensive Plans are often seen as a means to an end. If a county or municipality wants to have zoning regulations, then they must have a comprehensive plan that meets the requirements outlined in the State Code. According to Mississippi Code Section 17-1-1, a comprehensive plan must include a minimum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

From a planning perspective, the comprehensive plan is much more than that. It is meant to be a 20-25-year vision of what the residents, businesses, and elected officials would like to see in their community. It is a statement of policy of how elected officials would like to accomplish that community's vision. Zoning regulations are one tool that can help to accomplish these goals.

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

WEB-BASED GIS MAPPING VIEWER

Rankin County's interactive web-based GIS (Geographic Information Systems) mapping application and viewer is an in-depth tool, which provides significant map based data available to the public without charge. This service allows accessibility to numerous informational data layers including aerial imagery, topography, existing land use, the land use plan, the transportation plan, land ownership, flood zones, and zoning. Users can pick and choose which background map and data layer(s) they wish to view from a menu of available information. A link to the viewer can be found on the county's website at www.rankincounty.org.





PREVIOUS PLANS

In 2003, the Rankin County Board of Supervisors began the development of a comprehensive plan and zoning ordinance. Throughout the planning process, the CMPDD facilitated work sessions and meetings with the Board of Supervisors and county staff to develop the Comprehensive Plan. The supervisors and planning staff also held meetings with homeowner associations, members of the Home Builders Association, and the Mississippi Manufactured Housing Association. The input of citizens and the above-mentioned associations was considered and, where appropriate, incorporated into the plan and zoning regulations. The result was the 2004 adoption of a Comprehensive Plan and Zoning Ordinance that has been widely embraced by citizens as well as those who do business in Rankin County. The existence of zoning regulations in Rankin County provides for a stable environment for those looking to build a home and raise a family and for those considering a major commitment such as moving their business or industry into the County.



Since the adoption of the first Rankin County Comprehensive Plan and Zoning Ordinance in 2004, there have been two updates of the Comprehensive Plan (2010 and 2017) and several revisions to the Zoning Ordinance such as the addition of the Reservoir Community District. The CMPDD has also worked with the Pearl River Valley Water Supply District (PRVWSD) to develop two Master Plans (2013 and 2023) for the properties in unincorporated Rankin County along the Pearl River and the Ross Barnett Reservoir. To better facilitate land use planning and controls on properties under both jurisdictions, efforts were made to coordinate Land Use Plans for both areas.



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..." As mentioned earlier, a comprehensive plan must include a minimum of four components in order to comply with the statute. These components are long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan. This plan goes beyond the required elements by including a separate chapter for the following topics: population projections and economic development. The goals and objectives are found throughout this plan as they pertain to the other elements as contained herein.

The goals and objectives of a comprehensive plan are made with respect to the future. Long-range community development plans help a community identify what it desires to achieve in the future. Section 17-1-1 of the Mississippi Code requires that the goals and objectives of the plan address residential, commercial, and industrial development as well as parks, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered.

Chapter one of this comprehensive plan is the Population Estimates and Projections. The County's historical population trends and projected population were analyzed in anticipation of future demands on land use, housing, transportation and schools.

The second chapter addresses Economic Development in Rankin County. Labor force, existing business inventory, housing, taxes and available land were all analyzed to gain an accurate picture of the economic conditions present in the County.

Chapter three of this Comprehensive Plan is the Community Facilities Plan. The Community Facilities Plan includes an inventory of schools, parks and recreation, public buildings and other county operated facilities.

The fourth component is the Transportation Plan. This plan combines local and regional planning efforts to improve transportation options for all users with the goal of enhancing the quality of life for all citizens of Rankin County by providing a safe and efficient transportation system.

The final element of this plan is the Land Use Plan. This plan designates, in map and chart 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.



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 re-zoning, 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 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. For example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases.

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with a plan's policies, goals, and objectives as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible. The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when these decisions are based on pre-existing plans.

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

The governing body uses the comprehensive plan to take action on two types of physical development matters: 1) measures 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 which routinely require legislative approval (re-zoning cases, special exception/conditional use permits, variance applications, subdivision plats, 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 County's adopted 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 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 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 considering the standards set forth in the Zoning Ordinance, but also according to each element of the Plan. The Goals and Objectives would be checked against the

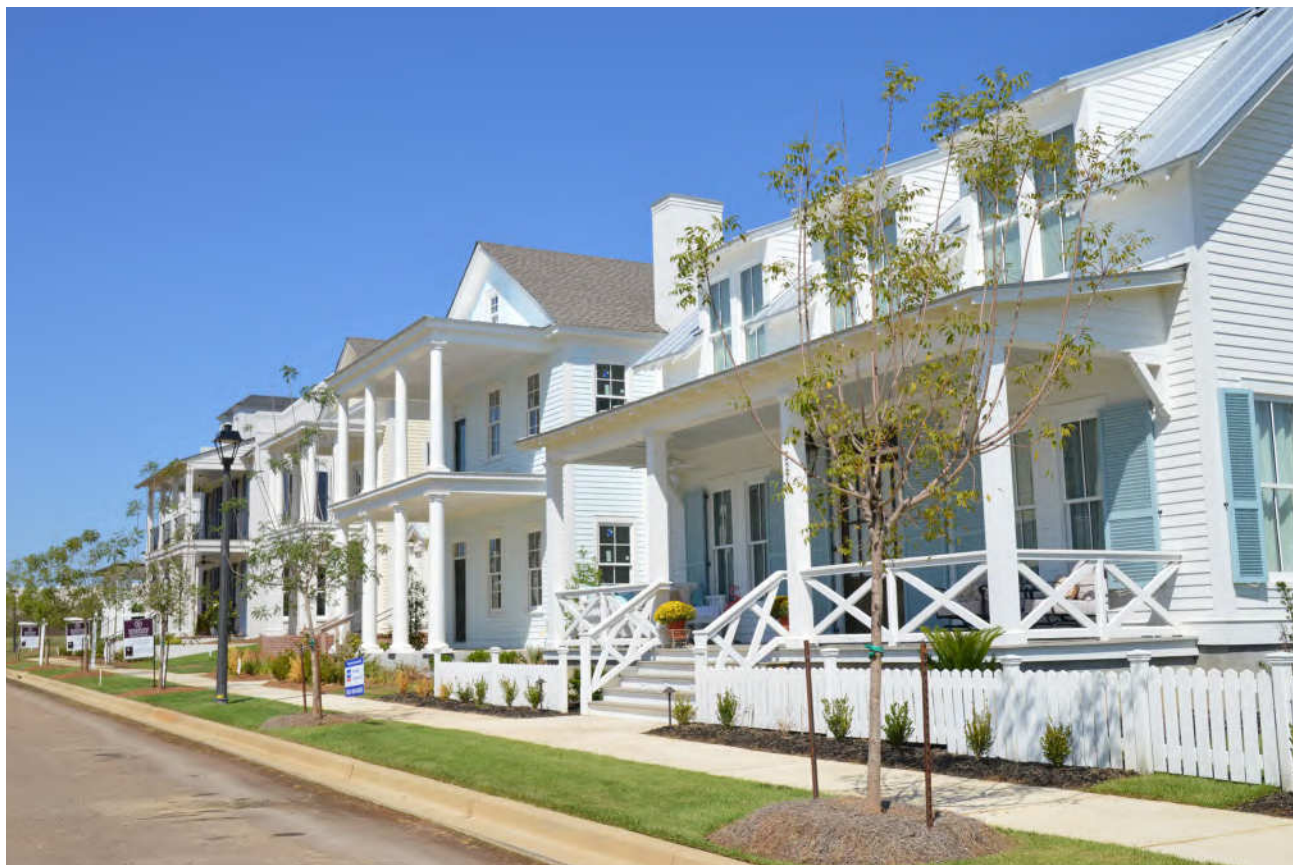


proposal to determine if there are any conflicts. The Land Use Plan must be checked to see if the proposed rezoning is in line with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show a high-density classification for that site. The proposed rezoning must not 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 such as economic 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 consider changes that have occurred and to use current information.

Comprehensive plans shall also be used for concurrent 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 to standard can be quite expensive and difficult. It is better to have adequate infrastructure in place before development takes place.



GENERAL GOALS AND OBJECTIVES

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

Among other things, this Comprehensive Plan is designed to:

- improve transportation;
- improve public safety;
- encourage economic development;
- prevent the overcrowding of land;
- continue to promote the high quality of living within Rankin County.

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

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

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

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

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

GOAL: To use the Comprehensive Plan as a guide to future development into desirable forms and patterns.

OBJECTIVE: By using the Comprehensive Plan as a guide to development, the desired land use pattern will be produced, and inefficient use of land is prevented.

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

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

OBJECTIVE: To protect and preserve property values.

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

1

CHAPTER ONE: POPULATION ESTIMATES AND PROJECTIONS

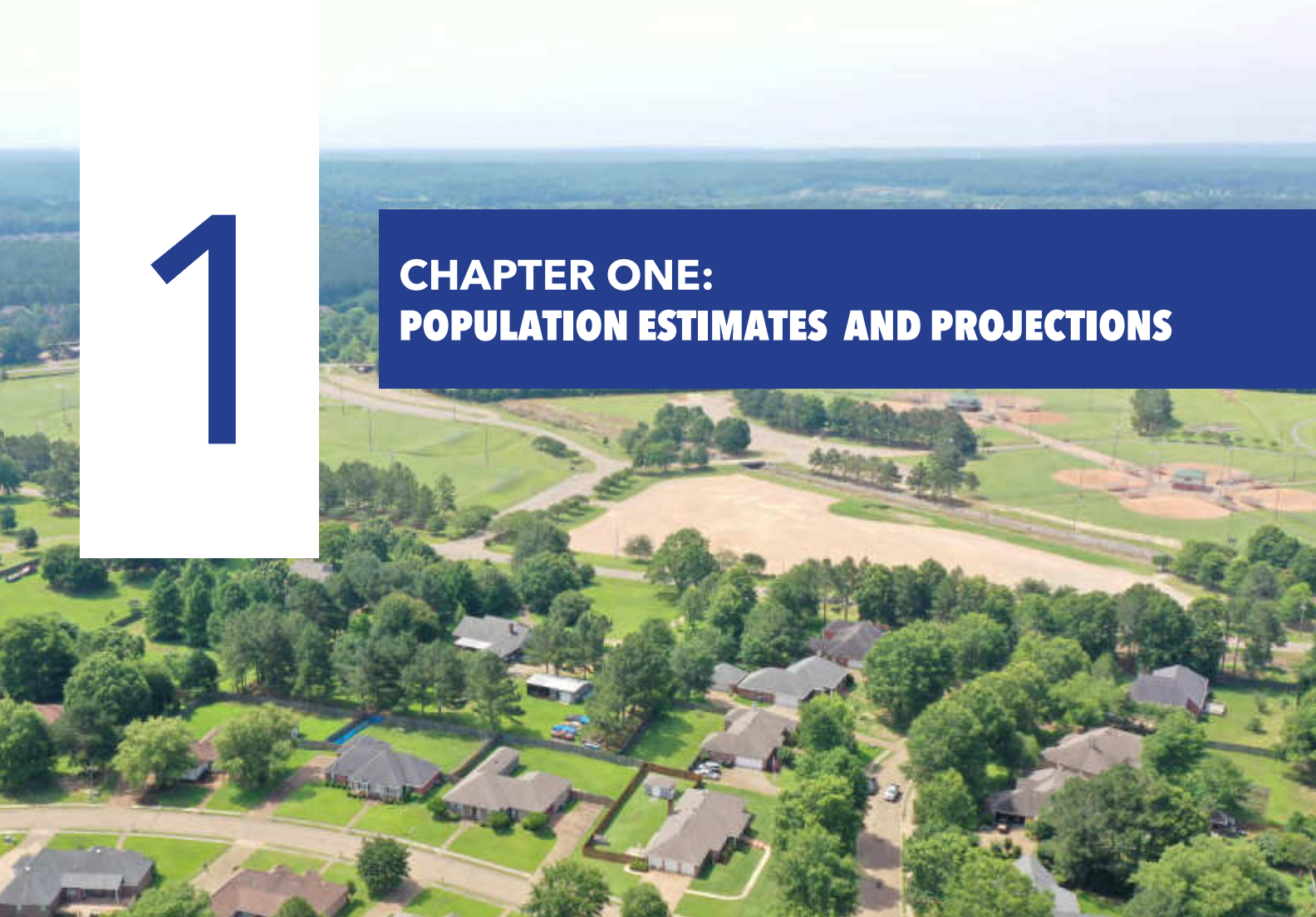


Table I-1 contains historical population counts for Rankin County from 1970 through 2020. In 1970, Rankin County was the 12th most populated county in the state. By 1980, Rankin had moved to the 6th position in population and in 1990, Rankin had become the 4th most populated county. Since 1990, Rankin County has maintained its position as the 4th most populated county in the state.

Rankin County also had the 6th highest growth rate of all counties in the state for the period of 1970-2020 (see Table I-2).

Table I-1: County Population 1970-2020

County	1970 Pop	County	1980 Pop	County	1990 Pop	County	2000 Pop	County	2010 Pop	County	2020 Pop
Hinds	214,973	Hinds	250,998	Hinds	254,441	Hinds	250,800	Hinds	245,285	Hinds	227,742
Harrison	134,582	Harrison	157,665	Harrison	165,365	Harrison	189,601	Harrison	187,105	Harrison	208,621
Jackson	87,975	Jackson	118,015	Jackson	115,243	Jackson	131,420	DeSoto	161,252	DeSoto	185,314
Washington	70,581	Lauderdale	77,285	Rankin	87,161	Rankin	115,327	Rankin	141,617	Rankin	157,031
Lauderdale	67,087	Washington	72,344	Lauderdale	75,555	DeSoto	107,199	Jackson	139,668	Jackson	143,252
Forrest	57,849	Rankin	69,427	Forrest	68,314	Lauderdale	78,161	Madison	95,203	Madison	109,145
Jones	56,357	Forrest	66,018	Washington	67,935	Lee	75,755	Lee	82,910	Lee	83,343
Lowndes	49,700	Jones	61,912	DeSoto	67,910	Madison	74,674	Lauderdale	80,261	Forrest	78,158
Bolivar	49,409	Lowndes	57,304	Lee	65,579	Forrest	72,604	Forrest	74,934	Lauderdale	72,984
Lee	46,148	Lee	57,061	Jones	62,031	Jones	64,958	Jones	67,761	Jones	67,246
Warren	44,981	DeSoto	53,930	Lowndes	59,308	Washington	62,977	Lowndes	59,779	Lamar	64,222
Rankin	43,933	Warren	51,627	Madison	53,794	Lowndes	61,586	Pearl River	55,834	Lowndes	58,879

Table I-2: County Growth Rate 1970-2020

County	1970-2020 GR	County	1980 GR	County	1990 GR	County	2000 GR	County	2010 GR	County	2020 GR
DeSoto	416.4%	Rankin	58.0%	Hancock	29.7%	DeSoto	57.9%	DeSoto	50.4%	Lafayette	17.9%
Lamar	322.2%	Lamar	56.6%	Madison	29.3%	Madison	38.8%	Lamar	42.5%	Lamar	15.4%
Madison	267.0%	DeSoto	50.3%	Lamar	27.7%	Hancock	35.3%	Stone	30.6%	DeSoto	14.9%
Rankin	257.4%	Hancock	40.9%	DeSoto	25.9%	Rankin	32.3%	Madison	27.5%	Madison	14.6%
Hancock	164.9%	Madison	39.9%	Rankin	25.5%	Greene	30.1%	Rankin	22.8%	Harrison	11.5%
Lafayette	130.8%	Jackson	34.1%	Lee	14.9%	Lamar	28.4%	Lafayette	22.2%	Rankin	10.9%
Stone	126.3%	Lafayette	28.3%	Pearl River	14.6%	Stone	26.7%	George	17.9%	Oktibbeha	8.6%
Pearl River	101.9%	Oktibbeha	25.3%	Stone	10.6%	Pearl River	25.6%	Tunica	16.8%	George	7.9%
George	95.4%	Lee	23.6%	Perry	10.1%	Lafayette	21.7%	Pearl River	14.8%	Hancock	4.8%
Lee	80.6%	Tishomingo	23.4%	George	9.0%	Pontotoc	20.2%	Tate	13.9%	Forrest	4.3%
Oktibbeha	80.1%	George	22.8%	Oktibbeha	6.5%	Issaquena	19.1%	Leake	13.7%	Pontotoc	4.1%
Pontotoc	79.6%	Marshall	21.9%	Tate	6.5%	Tate	18.4%	Pontotoc	12.1%	Stone	3.1%

As noted in Table 1-3, for the decades of 1990, 2000 and 2010, the U.S. Census Bureau population counts show the percent of population residing in unincorporated Rankin County at 53%, 54% and 52% respectively. As noted in the County’s 2004 Comprehensive Plan, 57% of the County’s total population growth for the period of 1990 to 2000 was in the unincorporated areas. For the period of 2000 to 2010, the unincorporated County’s share of growth dropped to 47% and then to 45% for the following decade (2010-2020). However, the percent of population in unincorporated Rankin County remained steady at 52%. The decline in the unincorporated share of growth may be attributed to available infrastructure as well as municipal annexations in high growth areas. This is also an indication of the County utilizing zoning and subdivision regulations to minimize sprawl and require development to occur under proper conditions.

Table I-3: Population Counts 1990-2020

COUNTY/CITY	1990	2000	2010	2020
Rankin County	87,161	115,327	141,617	157,031
Brandon	11,077	16,436	21,705	25,138
Florence	1,831	2,396	4,141	4,572
Flowood	2,860	4,750	7,823	10,202
Pearl	19,580	21,961	25,092	27,115
Pelahatchie	1,553	1,461	1,334	1,272
Puckett	360	354	316	342
Richland	4,014	6,027	6,912	7,137
Unincorporated	45,886	61,942	74,294	81,253

Table I-4 contains population counts and projections for Rankin County. These Projections are in ten-year increments from 1980 to the Comprehensive Plan target year 2050. The projections for the County were generated using a linear regression technique and assumes that past growth trends will continue.



Table I-4: Population Counts and Projections 1980-2050

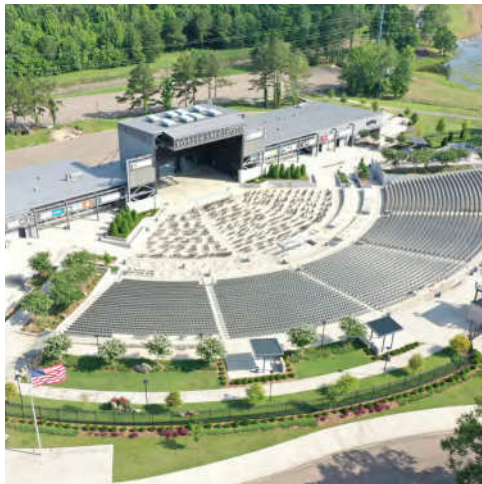
Year	Population	% Change
1980	69,427	
1990	87,655	26.25%
2000	115,327	31.57%
2010	141,617	22.80%
2020	157,031	10.88%
2030	182,962	16.51%
2040	205,879	12.53%
2050	228,796	11.13%

As noted in the historical population trends, as well as the projected population for Rankin County, there is a high demand for residential land and a corresponding demand for commercial properties as well as public infrastructure. This growth also creates a demand for transportation facilities including not only roads and highways, but also pedestrian and bicycle facilities. Because of this demand on the increasingly limited resource of land, it is imperative that Rankin County continue to implement good land use planning and exercise of zoning controls.



2

CHAPTER TWO: ECONOMIC DEVELOPMENT



GOALS AND OBJECTIVES

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

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

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

OBJECTIVE: To partner with existing business organizations, such as Chamber of Commerce and Rankin First, to foster a business friendly environment.

OBJECTIVE: To continue to work in partnership with Rankin First and municipalities to facilitate the recruitment and retention of business and industry in the County.

OBJECTIVE: To partner with businesses and industry to fund necessary infrastructure improvements through available grants, loans, or funding strategies such as Tax Increment Financing.

OBJECTIVE: To maintain a diverse business mix to provide services and employment opportunities to all citizens of Rankin County.

GOAL: Continue to promote new industrial development.

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

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

OBJECTIVE: To continue to support the Rankin County School District and all schools within the County in the growth of educational opportunities for children.

OBJECTIVE: To encourage the utilization of Hinds Community College's campus in Rankin County to provide workforce training.

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

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

OBJECTIVE: To maintain and enforce land development regulations, specifically the Land Use Plan, Zoning Ordinance, and Subdivision Regulations, to ensure that the physical growth of the County supports the housing needs of all residents.



Economic development is the process and policies a government uses to improve the economic, political, and social well-being of its people. Commonly, it is assumed that economic development is only the attraction and retention of employers, and many times is delegated to a development authority or chamber of commerce. However, economic development should be viewed in a broader sense, one that seeks to create conditions for economic growth and improved quality of life. Economic development activities in partnership with land development regulations help build a high-quality community where citizens can live, work, and play. Local governments, such as Rankin County, should take an active role alongside the non-profit economic development authority, Rankin First, to maximize opportunities. Offering services, infrastructure, and financial assistance to vested and committed development projects will help the County grow its tax levy and reduce the taxable burden on homeowners.

Ideally, Rankin County residents should be able to find gainful employment based on their skill or knowledge, housing that is affordable for their income, and the services to meet their needs. Income that is earned and reinvested within a community creates growth, income that is invested in another community, grows that community. Based on the following analysis, Rankin County's economy is self-sufficient with very little leakage to neighboring jurisdictions. However, it is vital that the County work to maintain this economy.

LABOR FORCE

A community's labor force is comprised of all individuals over the age of 16 that have or are actively seeking a job that are not serving in the military or are not institutionalized. The U.S. Bureau of Labor Statistics tracks and reports on the labor force in each county on a monthly basis. It is noted that Rankin County's labor force has grown from 75,000 in 2016 to 77,270 in 2023. There were approximately 71,450 employed individuals in the labor force in 2016 and 75,080 in 2023. During this time, the unemployment rate within the County has dropped from 4.1 to 2.8 percent. The following table compares the data of Rankin County to that of the Jackson Metropolitan Statistical Area (MSA), which accounts for Copiah, Hinds, Madison, Rankin and Simpson Counties, and the State of Mississippi.

	2023			2016		
	Rankin County	Jackson MSA	State of Mississippi	Rankin County	Jackson MSA	State of Mississippi
Labor Force	77,270	264,260	1,244,900	74,490	271,080	1,248,600
Employed	75,080	255,130	1,195,500	71,450	257,120	1,205,400
Unemployment Rate	2.8	3.4	4.0	4.1	5.1	6.2

SOURCE: Mississippi Department of Employment Security

Rankin County’s unemployment rate has remained consistently lower than the region and the state. The County’s labor force grew, while the Jackson MSA’s and State’s labor force decreased in size. This data suggests that Rankin County’s labor force has rebounded from the sudden labor force decline of 2020 sooner than that of the region or the State. A strong, working labor force is the foundation to a strong economy; therefore, this rebound should not be overlooked.

Educational attainment is also important to a strong labor force. According to the U.S. Census Bureau’s American Community Survey 5-Year data from 2021, approximately 90% of Rankin County’s population over the age of 25 has at least a high school degree. Furthermore, 31.5% of the same population has a bachelor’s degree or higher. In contrast, 85% of the State of Mississippi’s population over the age of 25 has at least a high school degree, and 23% has a Bachelor’s degree or higher. A labor force must have diversity in education and training as well. In this case, it is apparent that the labor force of Rankin County is well-educated as the significant majority graduate high school; however, there remains an appropriate range of educational attainment to match the existing industry-sector mix of the County.



COMMUTE PATTERNS

The labor force of Rankin County is not limited to the political boundaries that define the County. Residents may commute out of the County for employment, and other workers may commute into the County. Combining data from the Bureau of Labor Statistics and the US Census Bureau allows for the analyzation of the commuting patterns of the County’s labor force. Of the 75,080 employed residents of Rankin County, 56.5% also work in the County. An additional 32,000 workers commute into Rankin County for employment. Bringing the total employment within Rankin County (individuals actively holding employment) to approximately 74,100. Approximately 29,000 individuals residing in Rankin County commute outside the County for work.



BUSINESS INVENTORY

An inventory of businesses operating in Rankin County, both within the incorporated and unincorporated areas, was compiled from U.S. Census Data. The top five sectors for total number of businesses and the top five sectors for employees are listed below.

Sector	Number of Businesses	Sector	Number of Employees
Retail Trade	839	Retail	10,849
Other Services	678	Health Care & Social Assistance	9,653
Health Care & Social Assistance	498	Accommodation & Food Service	6,799
Accommodation and Food Services	441	Business Services	5,460
Professional, Scientific & Tech Services	390	Government	5,298
COUNTY TOTAL	5,362	COUNTY TOTAL	71,114

Source: U.S. Census Bureau

This data indicates that the County is not solely dependent on a single sector or sub-sector for employment and investment; however, given Rankin County's position as a regional destination, there are several regional retail centers located in the incorporated County. As a result, the number of retail establishments is significant. Offsetting the retail sector is the health care and social assistance sector, which has fewer businesses but far more employees per business than retail. As discussed previously, the labor force in Rankin County must also be very diverse to meet the needs of existing business and industry. There are a significant number of "high-skill, high-wage" professional opportunities as well as entry level positions. Across the business and employment mix, there is diversity in the economy of Rankin County, which is known to help weather downturns in a given sector. An economy that lacks either diversity, also lacks the ability to meet the needs of its residents.

HOUSING

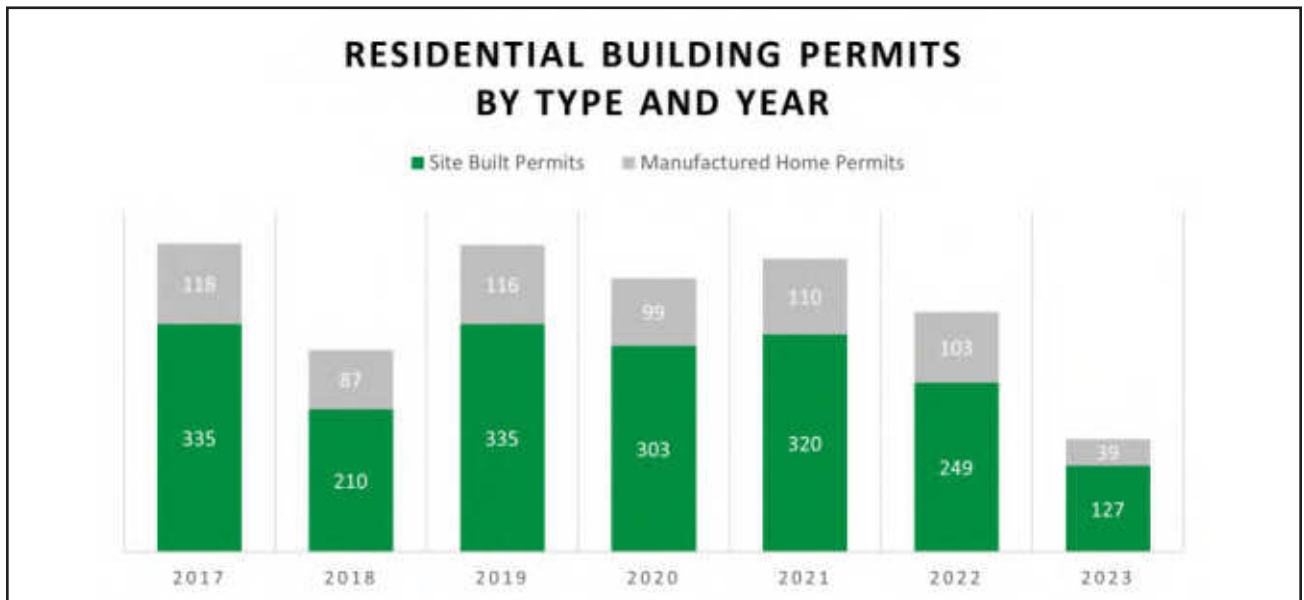
The housing market within Rankin County continues to grow and expand, and additional demand is projected based on the population projections. Utilizing the population projections as discussed in Chapter Two and historic persons-per-household and occupied housing unit data from Census, a demand for additional housing units is noted. Based on this assumption, the following table projects population and housing needs for the entire County, incorporated and unincorporated areas, through 2050.

**PROJECTED HOUSING UNITS
RANKIN COUNTY
1990 - 2050**

YEAR	OCCUPIED HOUSING UNITS	PERSONS PER OCCUPIED HOUSING UNIT	PROJECTED PERSONS PER OCCUPIED HOUSING UNIT	PROJECTED POPULATION	PROJECTED HOUSING NEED (IN DWELLING UNITS)
1990	29,858	2.94			
2000	42,089	2.74			
2010	52,836	2.68			
2020	58,602	2.69			
2030			2.76	182,962	66,291
2040			2.76	205,879	74,594
2050			2.76	228,796	82,897

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

In addition to projected data, current market data also indicates that the County's market is not oversaturated with existing housing and there is a demand for additional housing units. Since 2016, nearly 1,900 building permits were issued for single family, site built homes in unincorporated Rankin County. This is an increase from the 2010 - 2015 time frame, when 1,700 permits were issued. During the same time since 2016, 680 manufactured home permits were issued in the unincorporated County. Combined there were 2,579 permits issued for new residential dwellings in the County with nearly 75% of those being site built homes.

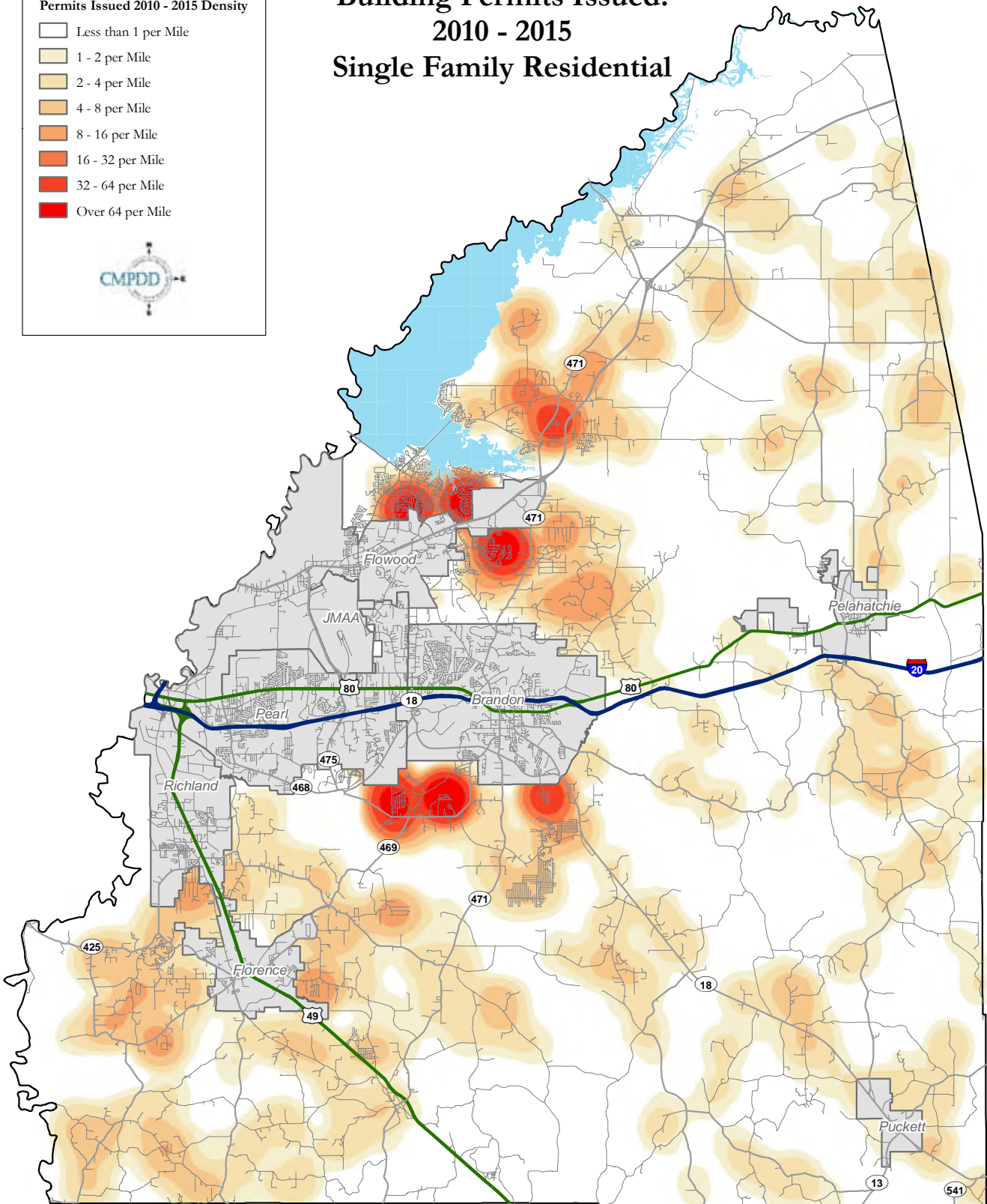
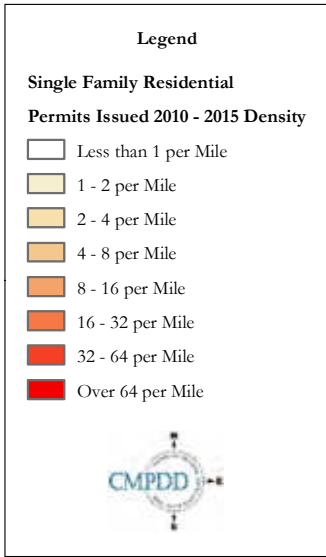


Source: Rankin County Community Development

Rankin County

Building Permits Issued: 2010 - 2015

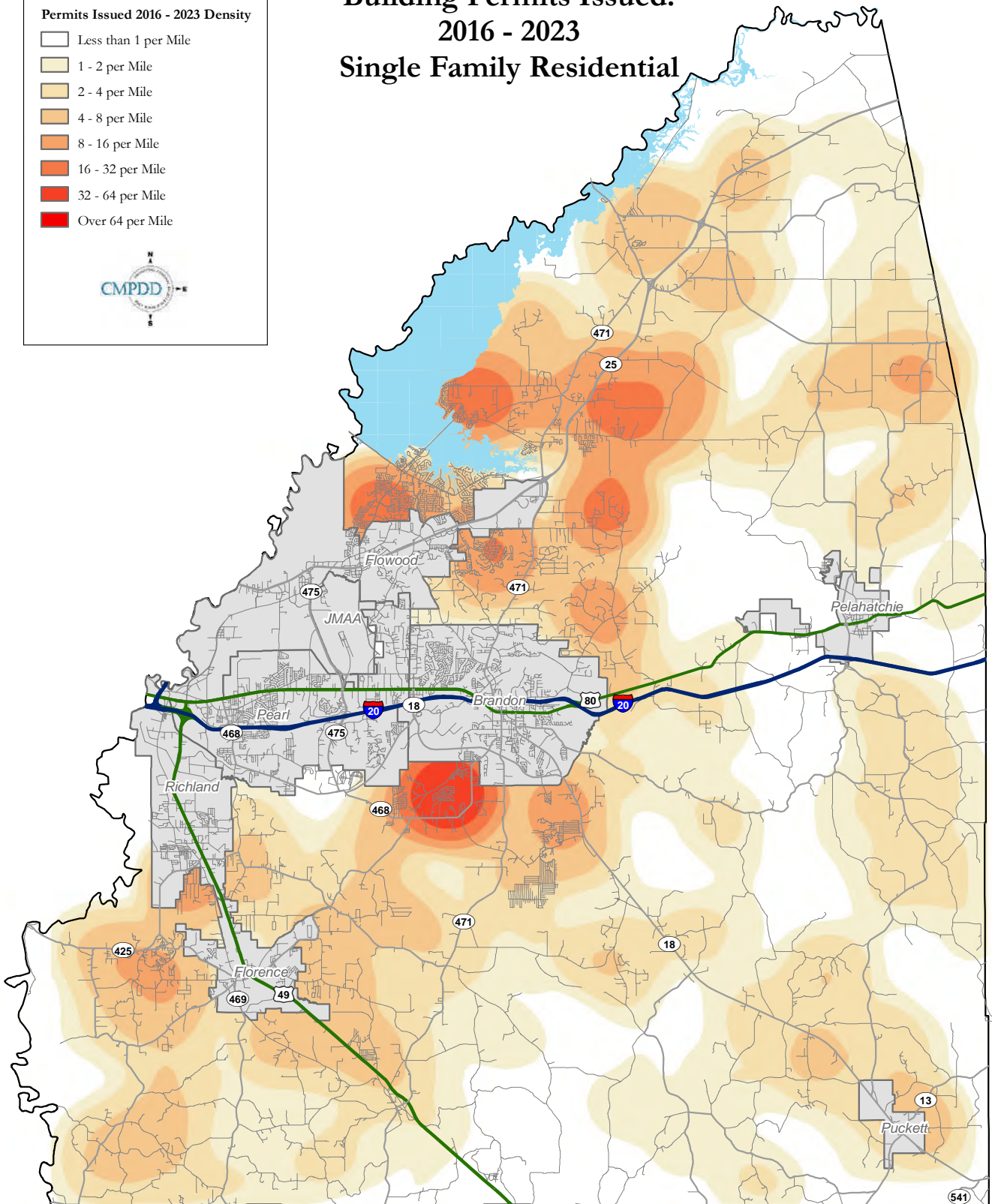
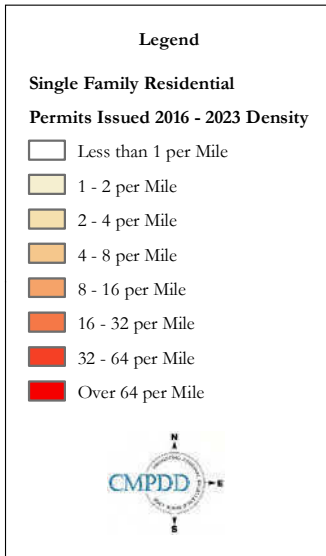
Single Family Residential



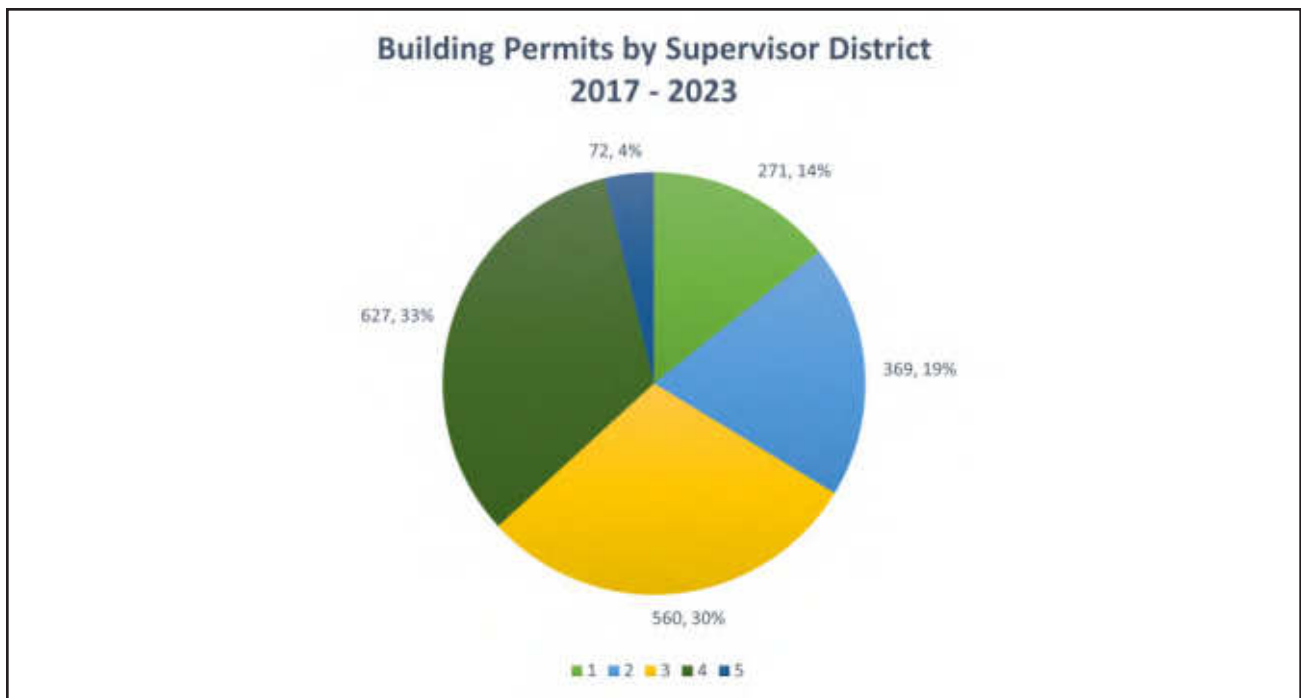
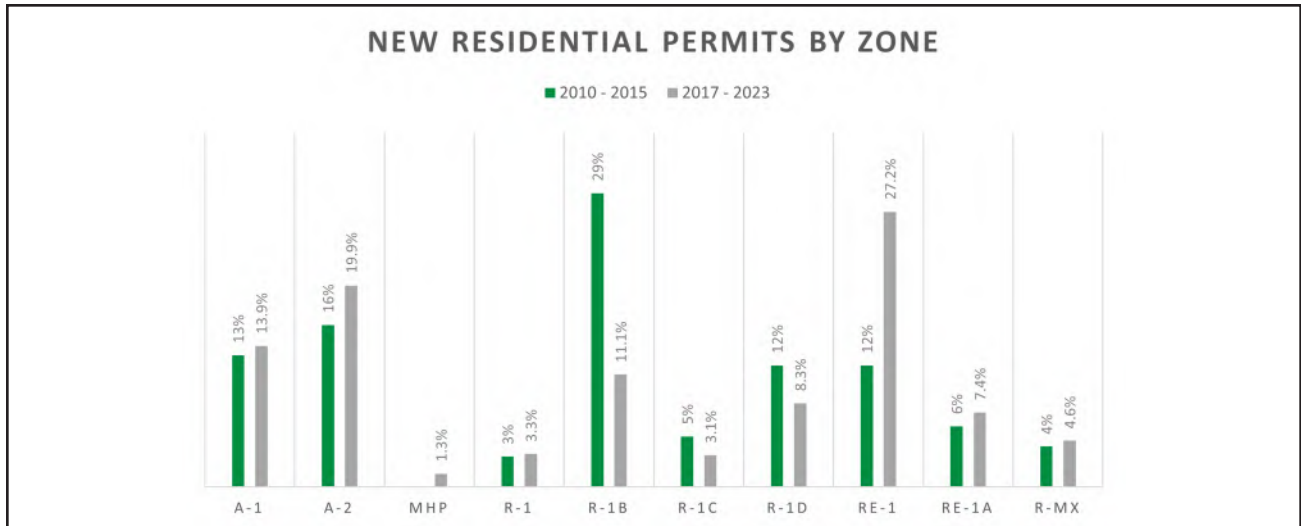
Rankin County

Building Permits Issued: 2016 - 2023

Single Family Residential



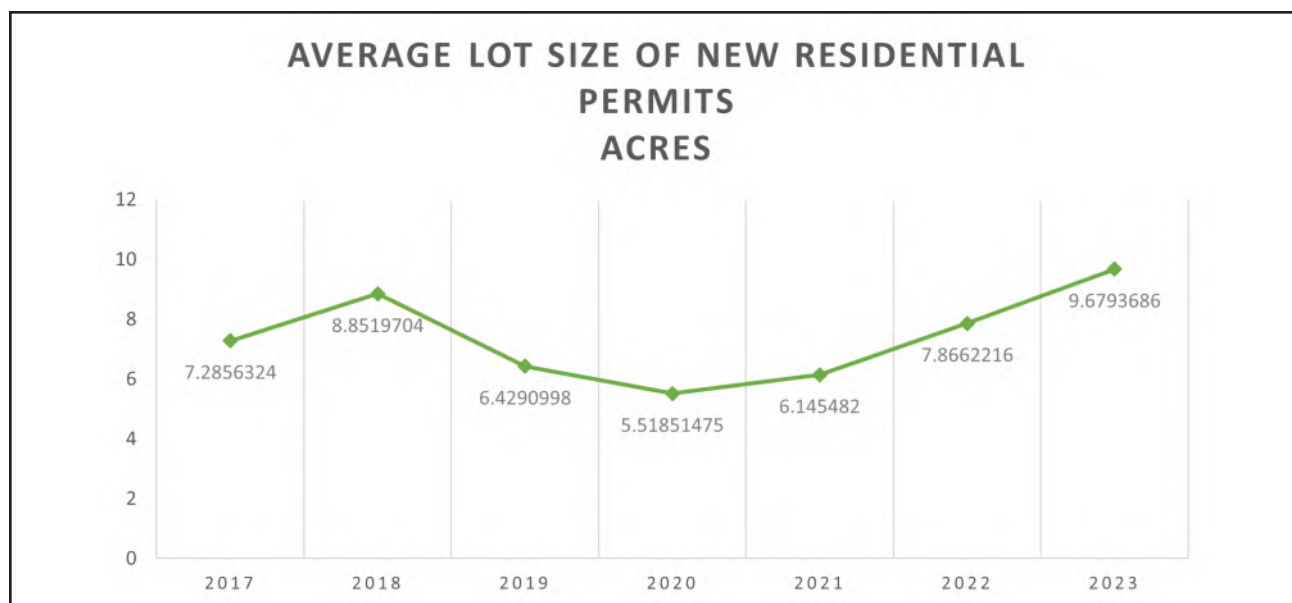
Additional analysis was conducted on the location of these new homes by zoning district and by Supervisor district. One third of all new housing units permitted during the 2017 - 2023 period were constructed in more dense residential zones (R-1, R-1B, R-1C and R-1D), while these classifications accounted for nearly half of permits in the previous time period. The number of permits in agriculture zones (A-1 and A-2) increased from 25% to nearly 34% and the remaining one third were constructed in larger-lot residential estate zones (RE-1 and RE-1A). The permit data documents a shift from the more dense residential zones to larger lot, more rural development. The residential estates areas serve as a buffer from the dense municipal development and the agriculture zones which are located farthest from municipalities.



Source: Rankin County Community Development, CMPDD

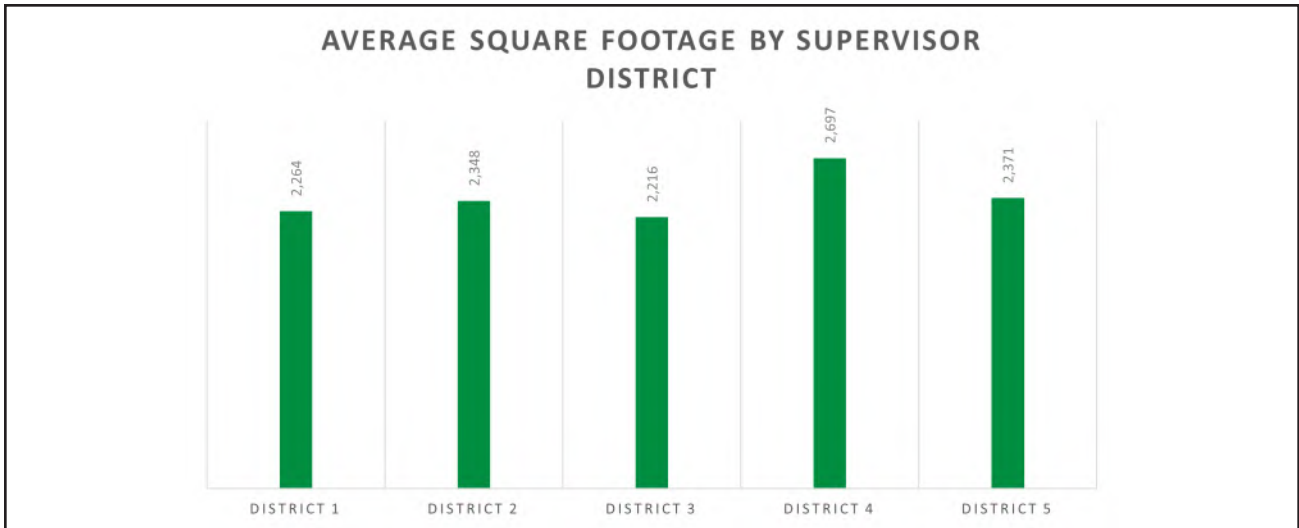
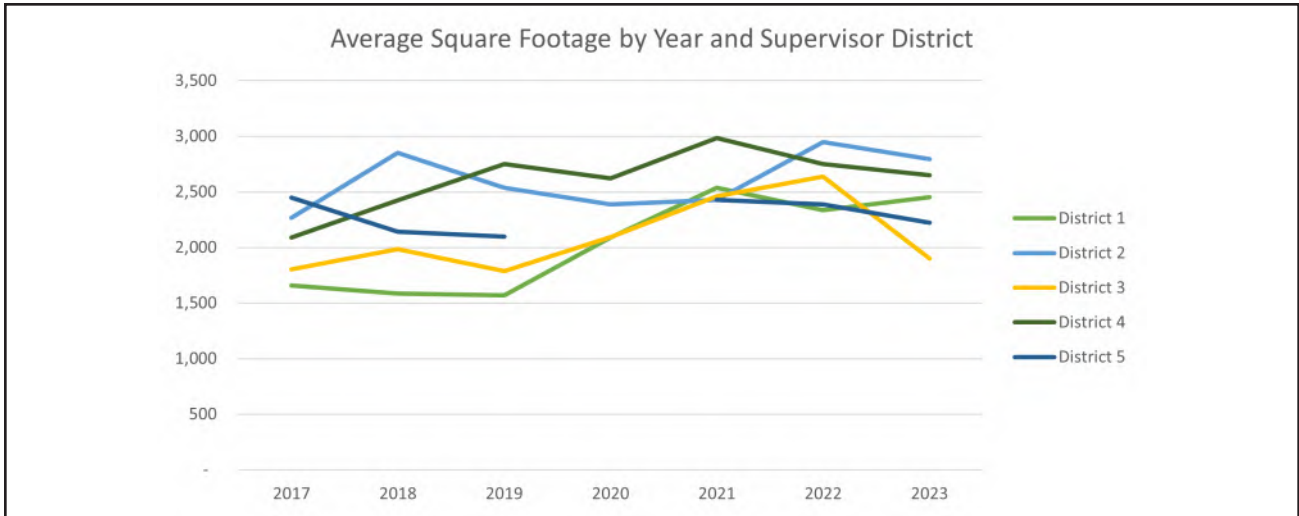
The shift from suburban to rural is also documented by the location of permits by Supervisor district. Over 60% of all new residential permits were issued for addresses located in District 3 and 4, which are typically considered the most rural in the County. While District 1 and 2 saw moderate growth, availability of undeveloped lands and less large lot zoning classifications may have contributed to this slower pace of development. Additionally, District 5 accounted for less than 5% of new building permits. However, this district also represents an area that is mostly incorporated, which greatly diminishes the opportunity for construction in the unincorporated County.

Similarly, the average lot size of parcels with new residential building permits from 2017 - 2023 is seven acres. This cumulative average is representative of the annual average during this same time, which has reached a high of 9.6 acres in 2023 and a low of 5.5 acres in 2020. The demand for larger lots is well supported by this data. This demand must be met with proper development controls to prevent land use conflicts with active agricultural operations, stormwater run-off and drainage, and access controls.



Source: Rankin County Community Development

New residential homes have also seen a significant increase in the average square feet since the 2010 - 2015 time period. During the 2017- 2023 period, new residential permits averaged 2,380 square feet across the unincorporated County as opposed to 1,900 in the previous time period. Districts 1 and 3 have generally seen the greatest increase over time while Districts 2 and 4 continue to have the highest average square foot.



With regards to zoning classification, the square footage of the new housing units based on data reported on building permits issued by the County’s Community Development Department between 2017 and 2023 was also analyzed by zoning classification. Within the agriculture zones (A-1 and A-2), the average square footage was 2,450 square feet. This is an increase of nearly 500 square feet since the 2010-2015 period. In residential estate zones (RE-1 and RE-1A), the average increased significantly from 2,000 square feet to 2,700 square feet. In the more dense residential zones (R-1, R-1B, R-1C, and R-1D), the new housing units had an average square footage of just over 2,000 square feet, which is an increase of 300 square feet. Based on this data, housing units constructed on smaller lots in the dense residential areas were smaller in size as well. The larger lots within the residential estate zones and agriculture zones produced greater square footage within the housing units.

AVERAGE SQUARE FOOTAGE OF NEW RESIDENTIAL PERMITS BY ZONING DISTRICT



Source: Rankin County Community Development



2017

2023

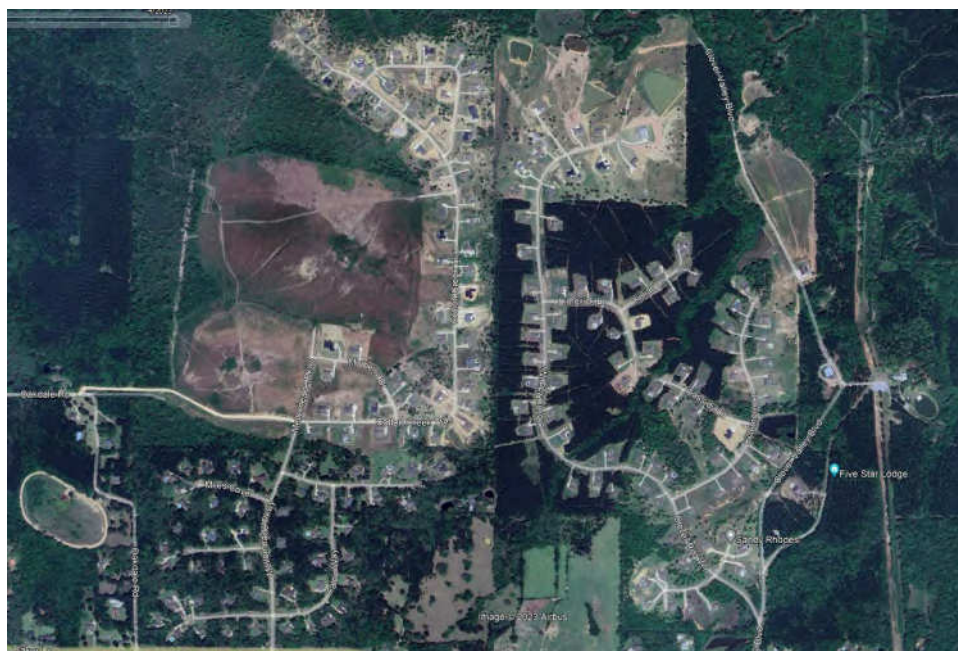


Overall, the housing market in Rankin County is very strong. There continues to be a demand for additional housing units. However, the data provided suggests that demand has shifted to larger acre parcels farther from municipal boundaries. Many are seeking a rural lifestyle within 30 miles of the employment nodes of Central Mississippi. Such development trends are cause for concern if not properly regulated to ensure adequate infrastructure is available to accommodate the growth, particularly with regards to public safety response times, road conditions and expectations, and stormwater drainage.



2017

2023



LAND

A comparison of developed lands and undeveloped lands was completed to ensure that there is ample land to meet future development needs within each land use category. Nearly 37 percent of the unincorporated County, which is not located in a floodplain, is developed. Thus, there are ample lands outside of floodplain for development. However, it is imperative that the County, by adopting a Comprehensive Plan, which includes a Land Use Plan, and enforcing the County's Zoning Ordinance, guide future development to prevent the overcrowding of lands, incompatible land use conflicts, and rapid conversion of farmlands.

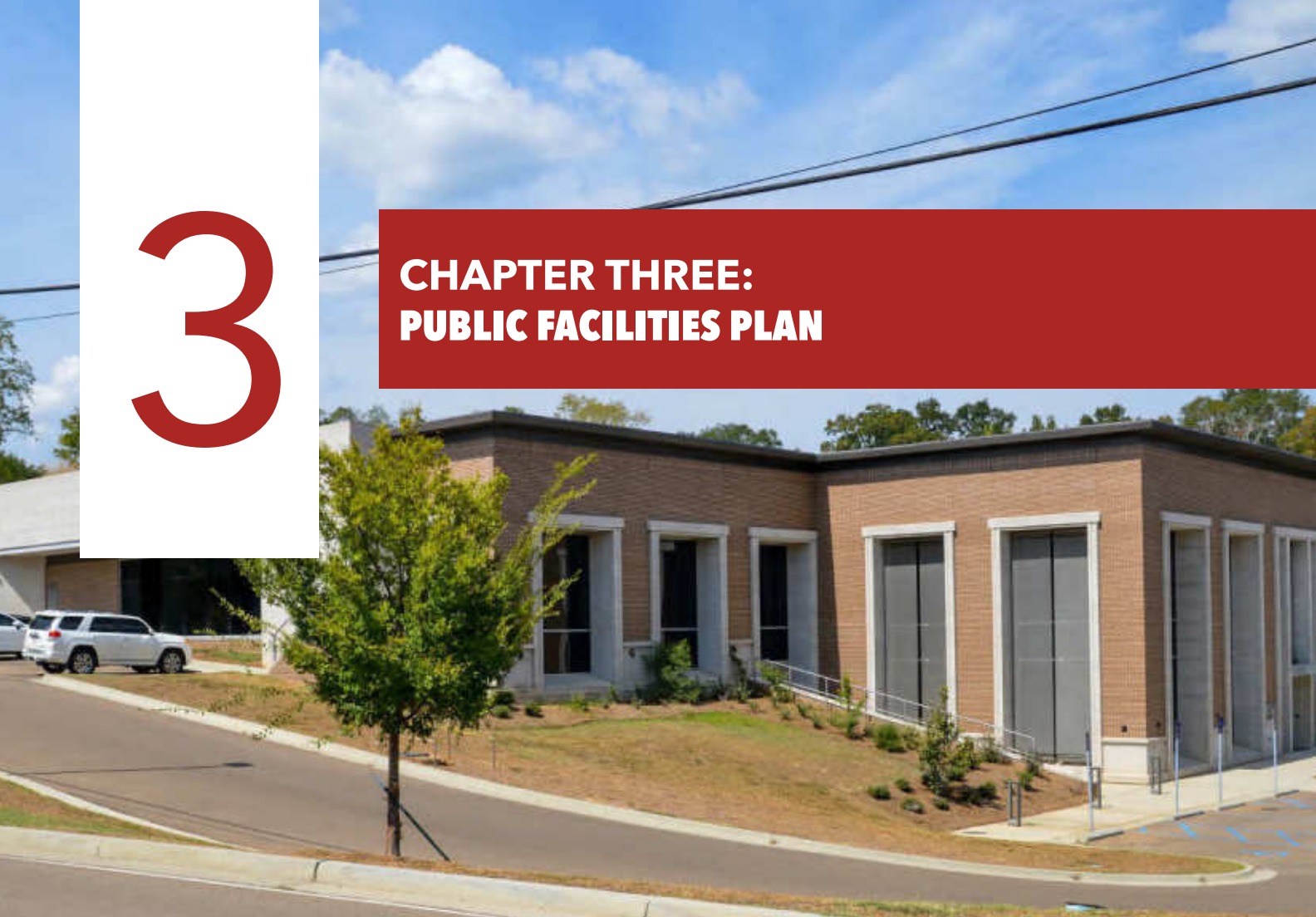
In regards to recruitment of large industry to Rankin County, it is vital that lands be designated for light and heavy industrial uses along major thoroughfares and railroads, and near existing infrastructure. There is currently 2,300 acres of vacant lands designated for such uses. It is recommended that the County work through its economic development partners to identify and secure options on potential large-tract sites suited for industrial development. This task has become increasingly more difficult as the portions of Rankin County, which are best suited for industrial growth, suffers from lack of electrical service capacity in the areas served by Entergy. Furthermore, the availability of commercial lands is vital to support the service needs of future residential growth in Rankin County and in surrounding, more rural counties whose residents shop and utilize services in Rankin County.

Proper growth is desired, but the conversion of farmlands and overcrowding of lands is undesirable. Currently, there are nearly 10,000 acres of land designated for low, medium, and high-density residential development that is vacant and outside any floodplain. Additionally, there is approximately 76,000 acres, which are vacant, in the larger-lot, residential estate category. The residential estate category serves a buffer between the more densely populated areas and the rural, agriculture areas. Finally, it is noted that there is approximately 170,000 acres of undeveloped agriculture lands outside the floodplains. While considered undeveloped because these parcels lack physical improvements, such as homes, much of this land is active, productive farmlands. As such, it is recommended that these areas be strictly protected from encroaching sprawl and urban growth.



3

CHAPTER THREE: PUBLIC FACILITIES PLAN



PUBLIC BUILDINGS AND FACILITIES

The County seat, which is the City of Brandon, houses many of the County's administrative buildings. In recent years the County has renovated many of its existing buildings and constructed several additional properties to meet the growing needs of the County. The following is a summary of the County's current facilities.

COURTHOUSE ANNEX

The Courthouse Annex was built in 1990 and is 22,300 square feet. The Annex houses the Board of Supervisors, County Administrator, Chancery Clerk's and land records office, Tax Assessor and Tax Collector. The Tax Collector's office includes a drive-thru window for the convenience of citizens to make payments or purchase vehicle license plates. There are approximately 73 employees in the Courthouse Annex. Limited office and storage space has been and continues to be an issue at this location.



CHANCERY COURT

The Chancery/Justice Court is located at 201 North Street in a state-of-the-art facility that was completed in 2020. The 55,000 square foot two-story courthouse houses the Chancery and Justice Courts, County Prosecutor, Chancery Clerk as well as support staff. This building currently houses 25 employees but was built with extra space with anticipation of continued growth in Rankin County.

COMMUNITY SERVICES BUILDING

Community Services is in the former Chancery Court building located at 203 Town Square. The building is an older facility built in 1970 and with only 7,400 square feet and has limited parking. The building had renovations completed in 2022 to bring the facility into ADA (Americans with Disabilities Act) compliance, office space was added by repurposing courtroom areas, as well as new flooring, ceilings and HVAC. The building now houses Community Development, 911 Addressing, Election Commission and the Coroner's office.





JUSTICE CENTER

The Justice Center was built in 1990 and is 15,000 square feet. Located within the Justice Center building is the Circuit Court, Circuit Clerk, County Court, District Attorney, Information Technologies (IT) and Purchasing. While overall space is adequate, the facility is now at maximum capacity.



OLD COURTHOUSE

The Old Rankin County Courthouse was constructed in 1925 and is currently still in use. Parking for staff and the public is very limited at this building and spillover parking tends to go to the Justice Center located on the east side of the Old Courthouse. Another area of concern is the electrical power supply to this facility due to the age of the building.

With the construction of the new Chancery/Justice Court facility renovation of the Community Services building, it is anticipated that the Old Courthouse will no longer be utilized as office space on a daily basis.

SHERIFF'S OFFICE AND DETENTION CENTER

The Sheriff's Office and Detention Center is an 84,944 square foot facility that was built in 2000 with additions done in 2009. The Sheriff's office employs over 200 persons and has 40 reserve deputies. The current jail capacity is 500 persons with an additional 100-person capacity misdemeanor facility (constructed in 2020) located on the northeast side of the main jail. The Juvenile Detention Facility is in Pelahatchie and has more than adequate capacity.

The Sheriff's Office also maintains a FEMA safe room, motor pool shop and animal shelter located on Marquette Road in Brandon. The FEMA safe room, located next to the multipurpose facility, was built in 2014 and has a capacity of 1,200 people. The livestock facility has new lighting and electrical power pedestals for RV and horse trailer use during events. A dog park has also been added to the property. The Sheriff's Office also maintains a motor pool garage and animal shelter located on Marquette Road.





EMERGENCY OPERATIONS CENTER

The Emergency Operations Center is located at 601 Marquette Road in a building constructed in 1992. Two additional buildings have been added. The main building houses the Emergency Management Operations Center, the Fire Coordinator and the Rankin County Extension Services.

ROAD DEPARTMENT

The Rankin County Road Department is located at 165 Metropolitan Lane in Brandon. This facility is 16,800 square feet and was completed in 2019. The facility is located on over 90 acres which provides ample space for equipment and materials storage.

FIRE SERVICES

The Rankin County Board of Supervisors work to ensure that the County has the best fire protection available by employing a Fire Coordinator for the county. The Fire Coordinator works in conjunction with the State Insurance Commissioner and the State Fire Academy to ensure that Rankin County's firefighters have the proper training and equipment.

Rankin County is served by five (5) paid fire departments with nineteen (19) stations and fifteen (15) volunteer fire departments with twenty-three (23) stations. Five of the fire stations: Cleary, Monterey, Puckett #1 and #2, and Walters, are county-owned buildings. Greenfield and Puckett #2 stations also include a Community Center. Rankin County is served by 425 volunteer firefighters. Rankin County leads the State with more certified firefighters than any other County in Mississippi. Over fifty percent of the County's firefighters are certified to at least the level of first responder. In addition, many of them are certified to the EMT or paramedic level.

As the Board of Supervisors has in the past, they will continue to work the various fire districts through the Fire Coordinator to ensure that the County has proper fire protection to meet the needs of the County's population.





PARKS AND RECREATION

The County owns and maintains a Livestock Multi-Purpose Pavilion located off Marquette Road in Brandon. Its size is approximately 190' x 300' with an unsurfaced arena floor. It is primarily used for horse shows, rodeos, go-cart races, and concerts, but can be used for many other purposes also. The Multi-Purpose Pavilion consist of 2 covered arenas with 200 stalls, 32 electrical hookups, bucking chutes, holding pens, spectator seating a concession stand and restrooms. There are also 30 camper hookups with electricity and water.

The Ross Barnett Reservoir is a vital amenity for central Mississippi. The 33,000-acre lake is an important economic driver of the regional economy. Perhaps more importantly it provides recreational opportunities that improve the quality of life for a significant portion of the local population. Recreational activities at the Reservoir are focused on boating, camping and a variety of park users. The facilities have a high level of utilization, drawing boaters and campers in from outside of the region.

In 2014 the County built a Safe Room next to the Multi-Purpose Pavilion. The Safe Room was built to FEMA design and construction standards and can withstand 250 mph winds. When not in use during severe weather, the 6,250 square foot facility is available to the public on a rental basis to host civic or community activities.

Other county-owned facilities available to the public are the Reservoir Community Center located on Spillway Road, the Greenfield Community Center located on Highway 468, the Sandhill/Pisgah Library and Community Center located on Sandhill Road, and a Community Center located in the Puckett Number 2 Fire Station in Johns.

In addition to county owned and maintained facilities, residents also have access to many municipal parks and facilities. Each of the seven municipalities in Rankin County as well as the Pearl River Valley Water Supply District (PRVWSD) provide various recreational facilities ranging from ball fields and parks to an amphitheater and campgrounds.

There are also many other privately owned facilities such as the Jellystone Park Camp and Resort in Pelahatchie and the Mississippi Braves Baseball Stadium in Pearl. Residents of Rankin County as well as those in the Central Mississippi region have access to some of the state's best recreational facilities.

STORMWATER

Rankin County was one of thirty-one cities and counties in Mississippi required by the U.S. Environmental Protection Agency (EPA) to develop a stormwater runoff management program. In order to better address water quality and reduce pollution to local waters, Rankin County developed a stormwater runoff management program that identifies the measures for compliance with the EPA requirements and the associated permit administered by the Mississippi Department of Environmental Quality (MDEQ). The stormwater program includes measures for public education, public involvement, review of new development, inspection of construction sites, identification and elimination of illegal discharges and dumping, as well as measures for managing runoff from County facilities and operations. The County is responsible for providing annual compliance reports to MDEQ, and for participating in compliance audits and inspections conducted by MDEQ and EPA.

As Rankin County continues to grow, the need for clean water grows and the challenge of maintaining clean water also grows. As development occurs, natural vegetated areas are converted into paved and roofed (impervious) areas. With the increase in impervious surfaces there is an increase in stormwater runoff volume and pollution. At the same time, there is a decrease in trees, grass, and plants, which serve as natural filters; therefore, more pollutants are present while fewer are being filtered. Sources of stormwater pollution (often called non-point source pollution) are driveways, streets, parking lots, construction sites, agricultural fields, lawns, pet wastes, failing sewer systems, leaking septic tanks, and illicit discharges such as dumping waste motor oil. Pollutants of concern include but are not limited to oils, grease, sediment, fertilizers, pesticides, herbicides, bacteria, debris and litter, etc. Stormwater runoff can wash these pollutants through the storm drain system and into local streams such as Campbell Creek, Fannegusha Creek, Pelahatchie Creek, Dabbs Creek, Steen Creek, and Richland Creek. Stormwater runoff does not flow to a treatment plant; it flows directly into our streams and lakes. Stormwater runoff from Rankin County ultimately reaches the Pearl River and Ross-Barnett Reservoir.



WASTEWATER TREATMENT PLANT

In 2021 the West Rankin Utility Authority (WRUA) completed the construction of a wastewater treatment plant located on 58 acres inside the City of Richland. The plant has a capacity of 20 million gallons per day and was designed to be expanded to treat up to 60 million gallons per day. The plant is currently operating at just over half its capacity and is expected to serve the needs of Rankin County through 2040. The WRUA consists of the cities of Brandon, Flowood, Pearl and Richland as well as the Pearl River Valley Water Supply District (PRVWSD), the Jackson Municipal Airport and the Mississippi State Hospital.

LIBRARY SERVICES

The Central Mississippi Regional Library System (CMRLS) operates public libraries in Rankin, Scott, Simpson, and Smith Counties. Within Rankin County there are nine (9) branches: Brandon, Florence, Flowood, Pearl, Pelahatchie, Puckett, Reservoir, Richland and Sandhill. Florence, Puckett, Reservoir, and Sandhill are situated in county-owned buildings meticulously maintained by Rankin County.

In December 2012, the CMRLS Administration office moved into its new home within the reimagined space of the old Rankin County Health Department building. In 2022, renovations were made to the Pelahatchie Library to add new flooring. Also, the Richland Library underwent a comprehensive makeover, receiving new flooring, exterior paint, and contemporary furnishings. In the same year, the Flowood Library also received a roof replacement. Renovations are planned for the Florence Library in late 2023 to include new flooring.

The Central Mississippi Regional Library System is a strong community partner that provides resources, services, and programs to foster creativity, curiosity, and lifelong learning. In the coming years, CMRLS anticipates grappling with similar challenges as it does today. The ever-evolving landscape of technology demands ongoing investment, often straining financial resources.

SCHOOLS

School age children in Rankin County are primarily served by the Rankin County School District (RCSD). RCSD is the 2nd largest school district in Mississippi and is ranked in the top fifteen districts in the state. RCSD is comprised of eight (8) attendance zones which encompass the municipalities of Brandon, Florence, Flowood, Pelahatchie, Puckett, Richland, and the unincorporated areas of Rankin County. The District primarily serves kindergarten through 12th grade and included a total enrollment of 18,496 students for the 2023-2024 school year. The District operates 27 school sites, as well as several administrative facilities and an Alternative School.

The RCSD was one of 57 school districts in the State of Mississippi to receive an “A” rating in the 2023 Accountability Report released by the MS Department of Education.

The RCSD has recently completed population and enrollment forecasts for the next ten years, and as a result, the District anticipates overall enrollment will stabilize or slightly decline over this period. In 2017, Rankin County citizens voted to approve a \$178,500,000 school bond issue. This enabled the RCSD to make needed improvements in every attendance zone.

There are numerous private schools located in the immediate Metro-Jackson area. However, there are primarily five (5) private schools located in Rankin County including Discovery Christian School, East Rankin Academy, Hartfield Academy, Jackson Preparatory School, and Park Place Christian Academy. These schools have a combined enrollment of over 3,500 students. Many of these students commute from neighboring counties such as Hinds, Madison, Scott and Smith County.





School	Location	Grades	2023-2024 Enrollment
Discovery Christian School	Florence	K3 - 12	331
East Rankin Academy	Pelahatchie	K3 - 12	710
Hartfield Academy	Flowood	K3 - 12	1,200
Jackson Preparatory School	Flowood	6 - 12	807
Park Place Christian Academy	Pearl	K3 - 12	573

Hinds Community College - Rankin Campus is a commuter campus that offers small classroom sizes at two convenient locations off I-20. Hinds Rankin offers more than 40 programs of study, a broad offering of student activities, and diverse student services.

Hinds Rankin consists of the main campus, which is located on U.S. Highway 80 in Pearl, and a satellite location off Greenfield Road. The satellite campus is named the Rankin Campus Career and Technical building and has housed career-tech classes since being purchased by the College.

The construction of a new Health Sciences Complex at the main Rankin Campus will further expand the educational opportunities offered by the College. The complex includes a 160,000 square foot facility allowing the College to provide innovative teaching, state-of-the-art simulation technology, and practical experience for the twelve nursing/allied health programs currently offered by the College. The unfinished fourth floor provides room for additional programs and expansion.

As demographics in the Hinds district shift and local economic development initiatives are implemented, the College leadership continues discussions about possible growth opportunities on the Rankin Campus.

The Rankin Campus enrollment is listed below. Some students are not included in these numbers, as some criteria cause them to be counted elsewhere (dual enrollment, out of state, etc.)

Fall 2022	1,073
Spring 2023	892
Summer 2023	274
2022-2023 Total Duplicated Students	2,239

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CHAPTER FOUR: TRANSPORTATION PLAN

The purpose of the Transportation Plan is to establish policies to guide the delivery of a safe and efficient multi-modal transportation system. Rankin County's Transportation Plan coordinates local transportation planning with the long-range planning efforts of CMPDD's Metropolitan Planning Organization (MPO) and the mobility strategies of local municipalities. The CMPDD is designated by the Governor of Mississippi as the MPO, which places responsibility for coordinating a federally mandated transportation planning process for the Jackson Urbanized Area. One of the responsibilities of the CMPDD as the MPO is the development and maintenance of an area-wide transportation plan. Rankin County and municipalities within the County, as members of the CMPDD's Metropolitan Planning Organization, work collectively with CMPDD to incorporate each local Transportation Plan into the MPO's regional transportation planning process.

GOALS AND OBJECTIVES

GOAL: To provide an efficient and safe transportation system which will meet the travel demands of motorists.

OBJECTIVE: *Implement traffic operational improvements and major road projects, such as widening of thoroughfares and construction of new roads, where needed to provide better traffic flow, to reduce traffic congestion and accidents, and to improve vehicular accessibility and circulation.*

OBJECTIVE: *The County, as a member of the CMPDD's Metropolitan Planning Organization, shall participate in the implementation of the County's transportation plan as part of the 2045 Metropolitan Transportation Plan for the CMPDD Metropolitan Planning Organization adopted November 2020.*

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

OBJECTIVE: *Construct transportation corridors that include elements which facilitate pedestrian and bicycle circulation and connectivity to adjacent residential, commercial and educational areas, such as sidewalks, bicycle lanes and walking trails.*

The County's transportation network connects people to their homes, jobs, schools, natural and cultural resources, recreation, and other important places. From the County's perspective, the transportation system should work in conjunction with local municipalities to provide a county-wide mobility network, with consideration given to both transportation policies and land use development policies.

Rankin County's transportation system must safely, efficiently, and effectively allow citizens to travel where they need to throughout their daily lives. Rankin County's transportation system must further provide for the efficient movement of goods to markets to support economic vitality.

Multiple modes of transportation are another essential element of Rankin County's Transportation system to enhance mobility, safety, and reliability for all potential users of the network. However, not every roadway in the County needs to or is expected to accommodate all modes of travel. Most roadways will prioritize certain modes of travel.

EXISTING CONDITIONS

To accurately identify transportation needs and prepare to meet future needs, Rankin County studied the existing conditions of transportation resources. This analysis includes an examination of traffic volumes, functional classification, multi-modal facilities, and safety.

TRAFFIC VOLUMES

Average daily traffic volumes show how many vehicles travel on a road in an average day. The highest traffic volumes are along roadways with good connectivity to major economic centers. The MPO at CMPDD collects traffic count data for Rankin County along certain functionally classified roadways and the MS Department of Transportation collects traffic counts on the interstate and highway systems. Using the MPO's Travel Demand Model future traffic volumes were developed as part of the 2045 Metropolitan Transportation Plan which was adopted in November 2020. The Travel Demand Model forecast traffic for future years using the existing and committed roadway network, forecasted socioeconomic, external stations, and special generator data.

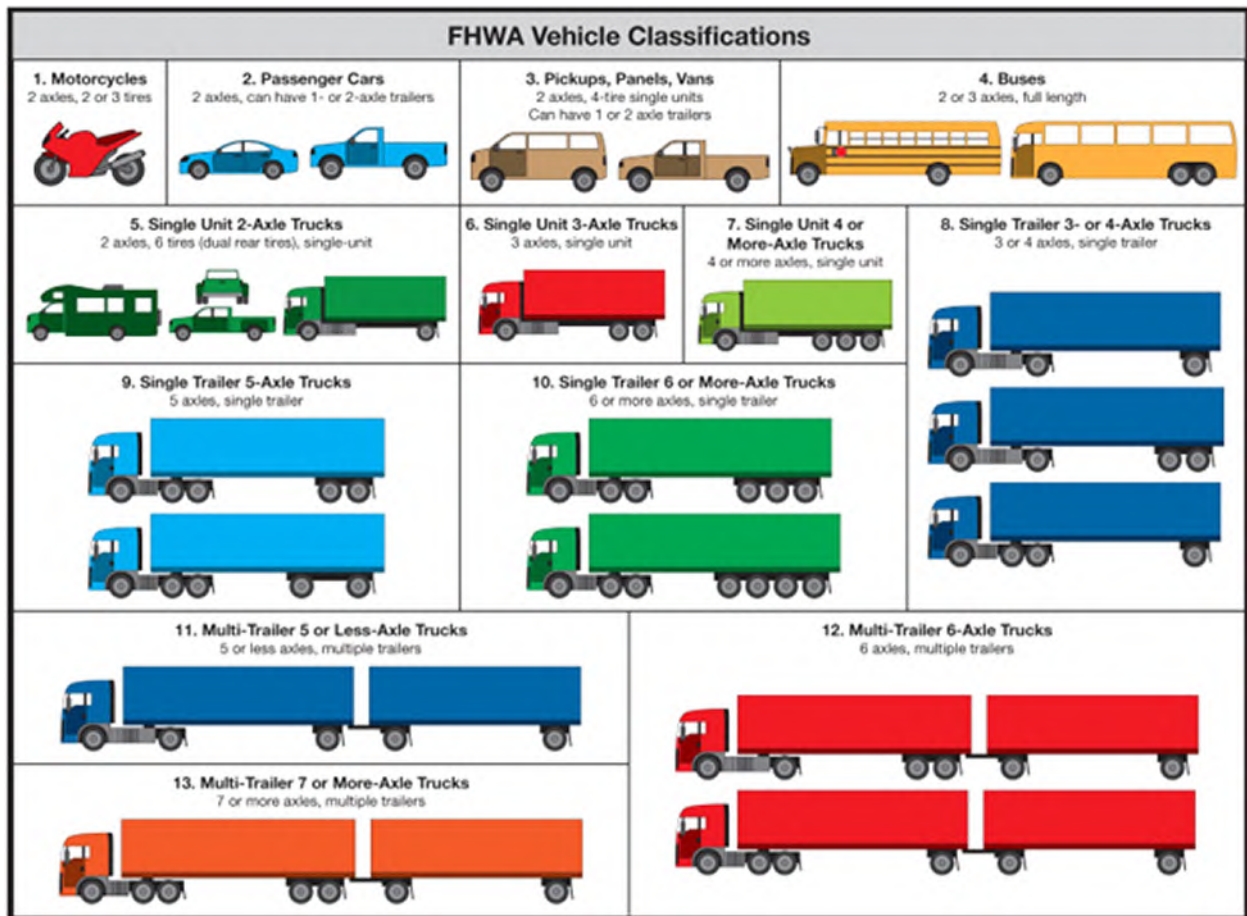
Table Iv-1: Annual Average Daily Traffic Counts (AADT)

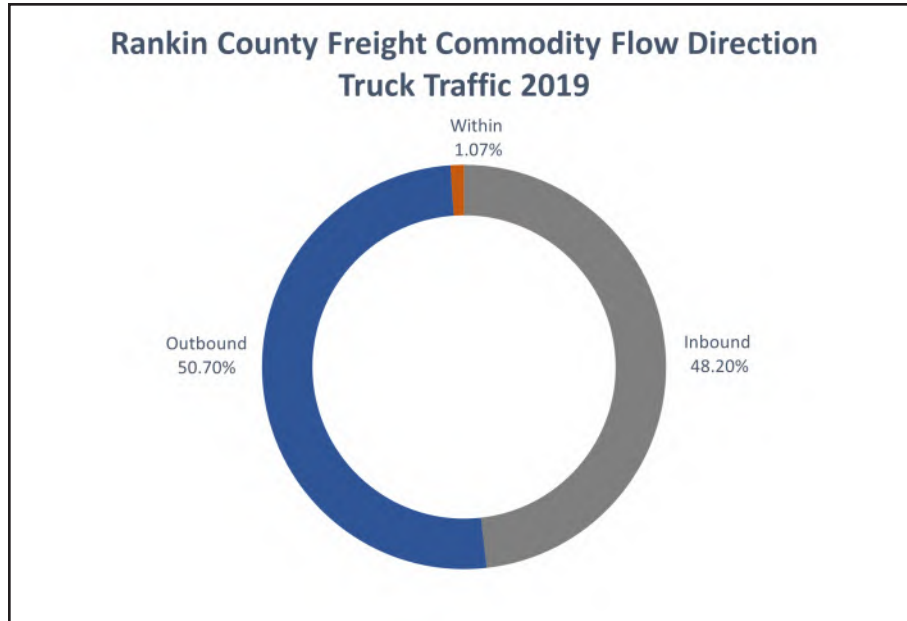
Roadway	Annual Average Daily Traffic (AADT)			MTP Projected Traffic	
	2019	2021	2022	2035	2045
Interstate Highways					
I-20 (Hwy 49 to Pearson Rd)	75,000	72,000	75,000	82,882	88,355
I-20 (Pearson Rd to Hwy 475)	77,000	73,000	73,000	86,454	93,345
I-20 (Hwy 18 to Hwy 80)	44,000	44,000	44,000	52,376	58,087
I-20 (Hwy 80 to East Brandon)	35,000	33,000	33,000	41,719	46,312
Principal Arterial Highways					
Highway 80 (West of Crossgates Blvd)	28,000	25,000	25,000	32,519	35,319
Highway 80 (Downtown Brandon to East Brandon)	16,000	18,000	17,000	17,541	18,793
Highway 49 (South of I-20)	52,000	49,000	48,000	56,693	59,206
Highway 49 (Florence to Star)	23,000	20,000	20,000	27,522	30,445
Highway 25 (East of Pearl River)	51,000	51,000	50,000	58,092	63,006
Highway 25 (East of Airport Rd)	50,000	54,000	53,000	65,638	74,296
Highway 25 (Hwy 471 to Hollybush Rd)	19,000	18,000	18,000	31,025	38,030
Highway 18 (North of Puckett)	5,900	5,600	5,500	6,904	7,618
Highway 18 (Marquette Rd to W Sunset Dr)	16,000	16,000	16,000	18,403	19,658
Highway 43 (South of Pelahatchie)	3,200	2,900	2,800	4,356	5,157
Highway 469 (Monterey Rd to Hwy 468)	3,200	4,800	4,700	3,271	3,421
Highway 471 (South of Hwy 25)	10,000	9,600	11,000	13,040	14,981
Highway 475 (Airport Rd south of Foxhall Rd.)	21,000	18,000	18,000	19,796	20,570
Old Fannin Road	28,000	27,000	30,000	39,381	44,627
Minor Arterial Highways					
Highway 469 S (South of Florence)	6,400	5,900	5,800	6,745	6,994
Highway 475 (South of I-20)	11,000	11,000	11,000	13,080	14,612
Highway 468 (South of Brandon)	6,300	7,400	7,300	7,973	9,099
Highway 481 (Harrell Rd to Leesburg Rd)	2,100	2,200	2,200	2,415	2,683
Florence-Byram Road (East of Pearl River)	6,900	6,600	6,700	7,817	8,206
Spillway Road (Old Fannin Rd to Grants Ferry Rd)	13,000	14,000	14,000	16,278	18,527

FREIGHT

TRUCK TRAFFIC

Because today's economy is dependent on trucks for delivery of goods, services and other vital functions, it is important to develop a safe and efficient means for trucks to share the roads with personal vehicles. According to the Mississippi Department of Transportation's 2022 Traffic Count data, Highway 49 near the Rankin County - Simpson County line averaged the highest daily freight traffic for class 4 and higher vehicles with 4,400 daily freight vehicles in Rankin County. This section of roadway also had the highest percentage of freight within the total annual average daily traffic, which includes passenger cars and light trucks. Highway 43 north of Pelahatchie averaged the lowest daily freight count for class 4 and higher vehicles with 192. Highway 80 at I-20 in Downtown Brandon averaged the lowest percent of daily freight traffic of the total AADT at 4 percent. This data did not include traffic counts for freight traffic on Interstate 20 through the County.





Source: Freight Analysis Framework

RAILROADS

Railroads are a significant element in America’s transportation system, moving freight to and between ports, agriculture areas, and urban areas. Railroads have a significant impact on land use, the physical and social environment, and other components of the transportation system. The adjacent map shows the location of the two railroads that operate in Rankin County, both of which are Class I rail, as well as Rankin County’s intermodal freight facility.

FREIGHT FACILITIES

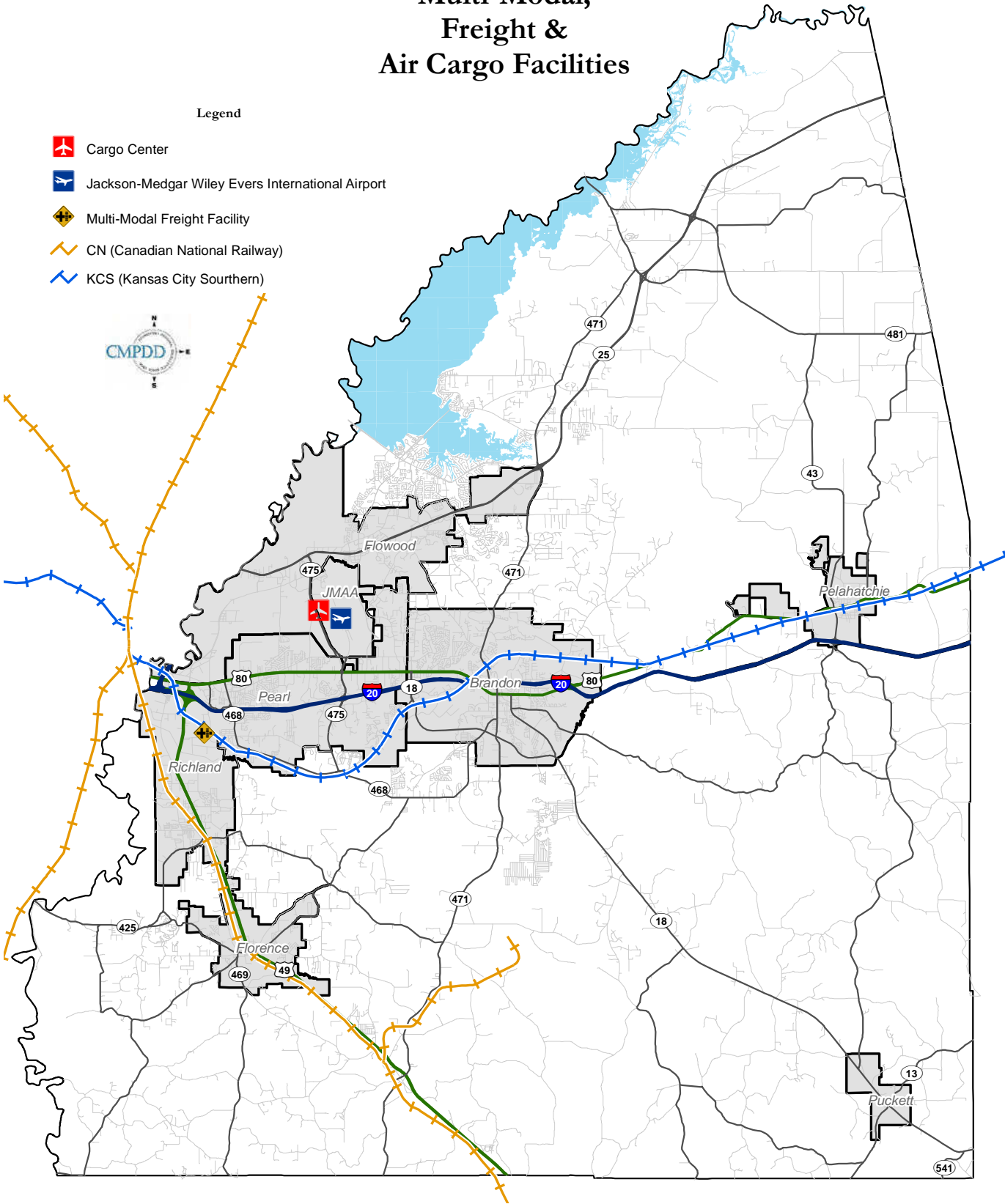
Intermodal freight facilities are locations where bulk commodities are transferred between rail and other transportation modes and are an integral part of the rail system. For the transfer of goods between rail and truck, there is a single rail-highway trailer/container intermodal facility and bulk transfer facility in the state located in Richland, which is located in Rankin County. The intermodal terminal also referred to as the Richland Intermodal Facility is jointly operated by Canadian National (CN) and Kansas City Southern (KCS). In an effort to reduce conflicts between rail and vehicles as well as roadway delays, the Cities of Pearl and Richland have partnered with federal sources to construct a bridge on South Pearson Road to cross the Richland Intermodal Facility without interference.

Rankin County

Multi-Modal, Freight & Air Cargo Facilities

Legend

-  Cargo Center
-  Jackson-Medgar Wiley Evers International Airport
-  Multi-Modal Freight Facility
-  CN (Canadian National Railway)
-  KCS (Kansas City Southern)





AIR TRANSPORTATION

The Jackson-Medgar Wiley Evers International Airport (JAN) is located in Rankin County. JAN is the largest commercial airport in the state with over 3,300 acres of property. Network carriers at JAN include American Airlines, Delta Airlines, Southwest Airlines and United Airlines. JAN reported approximately 614,000 passenger enplanements in 2022. JAN is also the home of the 172nd Airlift Wing of the Mississippi Air National Guard and supports over 27,000 military operations annually. As a U.S. Customs & Border Protection declared international Port of Entry, JAN is the air cargo hub for Central Mississippi. JAN is located between Interstate 20 and Highway 80 to the south and MS 25 to the north. MS 475 runs parallel to the runways and connects the thoroughfares to the north and south.

According to the JAN Master Plan 2018, airfield capacity is adequate, but runway length should be addressed to better accommodate larger aircraft. It is recommended that the east runway be extended to 11,000 feet.

The existing passenger terminal has adequate space to accommodate long-term demand. However, some areas within the terminal may require modification or expansion in the future. The existing parking supply of 2,100 spaces is adequate through the planning period. According to the JAN Master Plan, the conventional hangar area requirements are projected to increase by 2029. Also, the existing Aircraft Rescue and Fire Fighting (ARFF) facility is currently undersized and should be expanded.

PASSENGER RAIL

While Rankin County has two Class I railroads, there is no passenger train service in the County. The Mississippi Department of Transportation is participating in a joint effort through spearhead by the Southern Rail Commission to bring passenger rail service to Rankin County. The I-20 Corridor Intercity Passenger Rail Service would connect Fort Worth, Texas with Meridian, Mississippi as it parallels I-20. This route would pass through the heart of Rankin County. Although the route is not currently intended to serve as a regional commuter route, it would provide long-distance rail service between Dallas-Fort Worth and Atlanta. Furthermore, the proposed route would enable rail travel from Rankin County to the East and West Coast through existing routes based in Dallas, Atlanta, and New Orleans.

FUNCTIONAL CLASSIFICATION

Functional classification is the process by which roads and highways are categorized according to the type of service they provide. It represents the function of a roadway based on several factors including the transportation service provided (e.g. degree of mobility) and the relationship to adjacent land uses (e.g. degree of access). Functional classification is used in transportation planning, roadway design and the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s which developed federal guidelines for local government and planning organizations to use in maintaining the functional classification system in their own jurisdictions. As the MPO, CMPDD maintains the functional classification system of roadways within its planning boundary through coordination with local cities, counties, and the MS Department of Transportation.

A general description of the Functional Classification System is found below. A map outlining Rankin County's Functional Classification System can be found on page 51.

INTERSTATES

Interstates are designed and constructed with mobility and long-distance travel in mind. The controlled access character of interstates results in high-lane capacities.

PRINCIPAL ARTERIALS

Principal arterials typically have the highest traffic volumes and are considered part of the National Highway System (NHS). These roadways are intended to connect economic centers of regional importance with one another, including major business concentrations to provide greater regional mobility.

MINOR ARTERIALS

Minor arterials place a priority on mobility and higher average travel speeds, while providing managed access to the local system.

COLLECTORS

Collectors serve as intermediate feeders between arterials and local streets and primarily accommodate shorter trips. Since collector roads are not intended to accommodate long through trips, they are generally not continuous for any great length.

LOCAL ROADWAYS

Local roads connect to the most rural areas of the County. Local Roadways typically support direct access to homes and are generally designed for slower speeds.

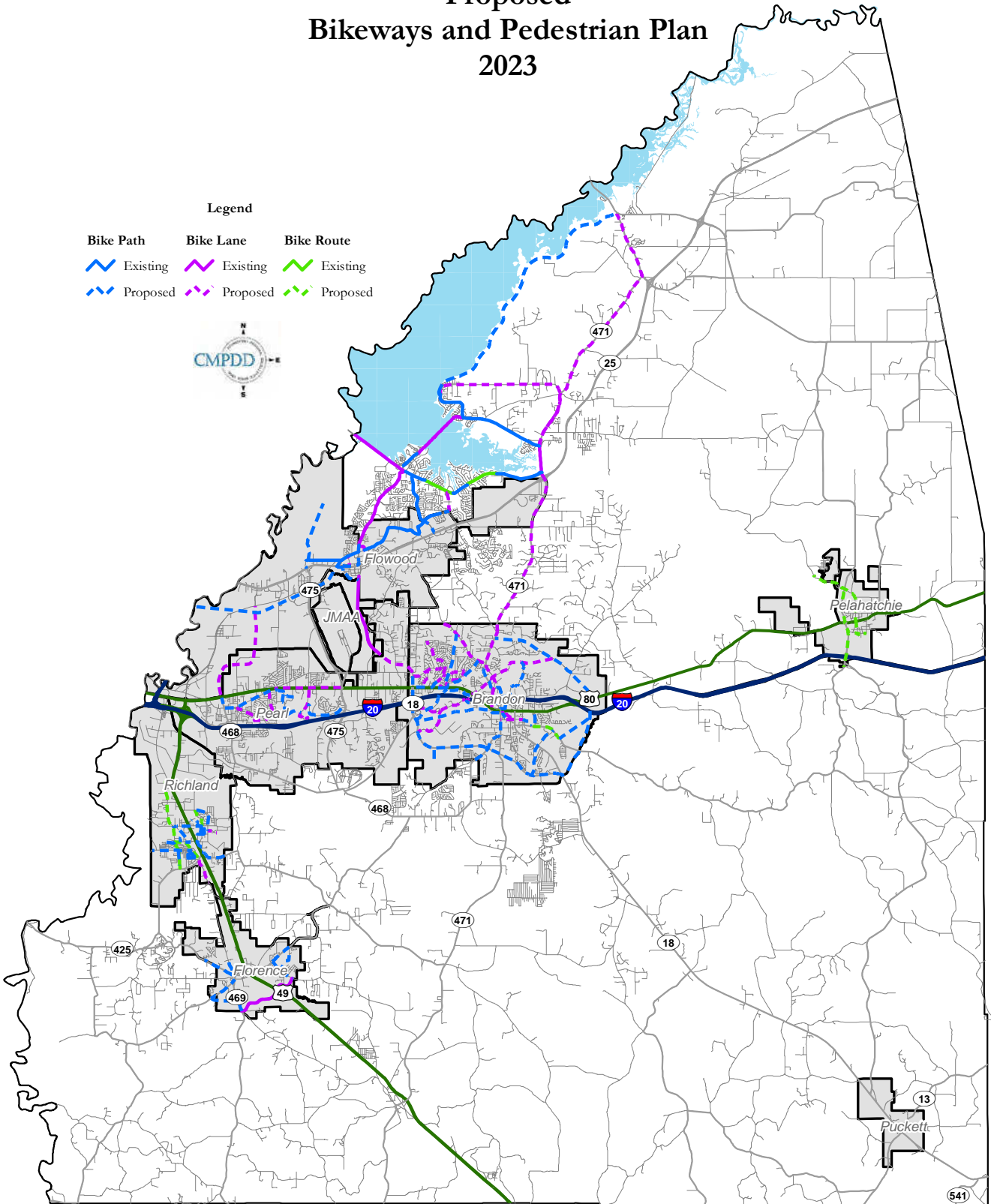


Rankin County

Proposed Bikeways and Pedestrian Plan 2023

Legend

Bike Path	Bike Lane	Bike Route
 Existing	 Existing	 Existing
 Proposed	 Proposed	 Proposed



BICYCLE AND PEDESTRIAN NETWORK

Bicycle and pedestrian facilities are an important element of a safe and efficient transportation system to serve all modes of users. Because of the rural character of Rankin County, bicycle and pedestrian networks are not as prevalent throughout a majority of the county because non-motorized transportation becomes less efficient in rural areas with less population densities.

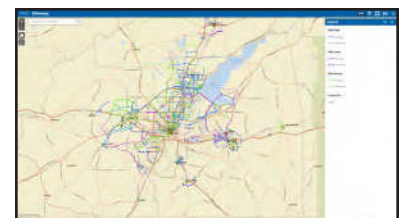
Rankin County along with municipalities within the County and the Pearl River Valley Water Supply District (PRVWSD) has actively planned and constructed bicycle and pedestrian facilities in various locations. For example, the reconstruction of Old Fannin Road incorporated bicycle lanes. From the County's standpoint the focus should be on improving and expanding on the connectivity of new and existing bicycle and pedestrian facilities.

Some of the recommendations that were also included in the PRVWSD Master Plan and are multi-jurisdictional include a new unpaved trail that is approximately 9 miles long that would extend from Fannin Landing Circle up to Highway 43 near Goshen Springs Campground.

It is recommended to expand the above proposed trail by constructing a continuous multi-purpose trail along PRVWSD boundary parallel to the Reservoir, Fannin Landing Circle and Old Highway 471 until it reaches Highway 43 at Goshen Springs. The trail could then travel along Highway 43 to the northwest to join the Natchez Trace. The trail may also continue to the north to connect all the campgrounds, large parks, some of the existing trails and boat landings along both sides of the reservoir and Pearl River and connects at the upper end of the PRVWSD property near Highway 25 and Highway 13 in Leake County. The entire length of this trail is approximately 75 miles. With all the interest in biking and hiking, this proposed trail would be an asset for the area.

Realizing that the entire proposed trail (that which is not already designated a trail or part of the Natchez Trace), is quite an undertaking, certain parts of this trail could be done in sections. For example, a bike path is planned from Old Highway 471 across the reservoir to Highway 43. This path could also be a multi-purpose trail, which could connect Goshen Springs to Browns Landing and the Natchez Trace. A second section of multi-purpose trail could be constructed from Goshen Springs to Coal Bluff Campground to Low Head Dam Campground to Leake County Water Park, a distance of about nineteen miles.

As stated earlier, some of these improvements are multi-jurisdictional and focus on connectivity of many areas. Additionally, it is recommended that the County require the development of sidewalk or multi-use paths within subdivision developments.



Bike-Ped Viewer:
cmpdd.org/bikeways-viewer/

SAFETY

CMPDD obtained crash data from the MS Department of Transportation and conducted a data driven analysis of crashes occurring over a 5-year period in Rankin County.

Between 2018-2022 there were 49 fatalities and 183 serious injuries resulting from crashes on roadways in the unincorporated portion of Rankin County. In comparison 42 fatalities and 449 serious injuries occurred on roadways inside of the incorporated limits. The following is a summary of safety data:

- 1,360 crashes were single vehicle run off road crashes
- 503 crashes were intersection-related crashes including angle crashes
- 66 head on crashes
- 22 crashes involved a pedestrian
- 1 pedestrian fatality
- 2 pedestrian serious injuries
- 2 bicyclist fatalities

GENERAL CRASH STATISTICS FOR RANKIN COUNTY

82.9% of all crashes occurred during dry conditions

78.8% of all crashes occurred during daylight conditions

47.3% of all crashes occurred at intersections

56.5% of intersection crashes involve a car being rear ended

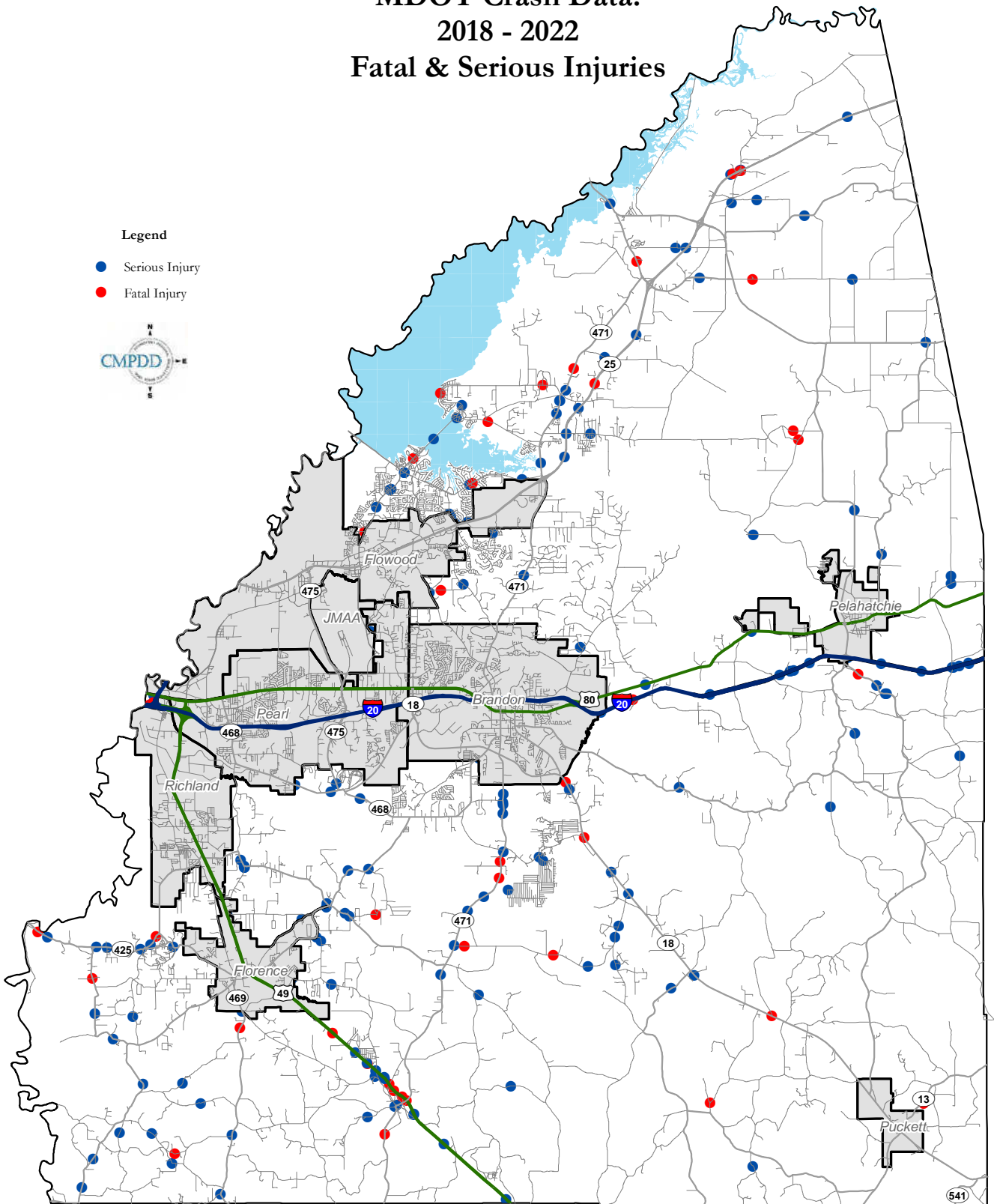
MOST COMMON CRASH TYPES IN RANKIN COUNTY

Rear End	23.4%
Run Off Road - Right	15.8%
Angle	12.7%
Run Off Road - Left	9.6%
Sideswipe	8.3%

Rankin County

MDOT Crash Data: 2018 - 2022

Fatal & Serious Injuries



TRANSPORTATION IMPROVEMENTS

Proposed Capacity Improvements Included in the MPO's Travel Demand Model for the 2045 Metropolitan Transportation Plan

Route	Location	Improvement	Length (mi)
Pearl/Richland Intermodal Connector	MS 468 to Richland Creek	New 4 Lane Roadway	0.46
Gunter Rd Extension	US 49 to Florence-Byram Rd	New 2 Lane Roadway	3.41
E Metro Corridor Phase III	Cooper Rd to Old Brandon Rd	New 4 Lane Roadway	1.57
E Metro Corridor Phase IV (Crossgates Blvd)	Old Brandon Rd to US 80	Widen to 6 Lanes	0.50
Grants Ferry Pkwy	Trickhambridge Rd to Paige McDill Rd	New 4 Lane	1.07
Old Brandon Rd	MS 475 to Crossgates Blvd	Widen to 4 Lanes	2.06
East Brandon Bypass	MS 18 to I-20	New 5 Lane Roadway	2.51
MS 18 (Greenfield Rd)	US 80 to Greenfield Rd	Widen to 6 Lane Divided	0.87
MS 469 (E Main St)	MS 469 (S Church St) to US 49	Widen to 5 Lanes	0.44
US 80 (Brandon)	Trickhambridge Rd to I-20	Center Turn Lane	1.59
MS 18	Greenfield Rd to Star Rd	Widen to 4 Lanes	3.44
Pearl/Richland Intermodal Connector Phase II	US 49 to Richland Creek	Widen to 4 Lanes and New 4 Lane Roadway	1.90
MS 468 (Pearl)	S Pearson Rd to MS 475	Widen to 4 Lanes	3.45
MS 469 (E Main St)	US 49 to Monterey Rd	Widen to 4 Lanes	3.89
Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd	Widen to 5 Lanes	1.21
Greenfield Rd	MS 468 to MS 18	Widen to 4 Lanes	3.30
Spillway Rd	Grants Ferry Rd to Old MS 471	Widen to 4 Lanes	3.17
US 80	US 51 to MS 468	Widen to 6 Lanes	2.79
MS 25 (Lakeland Dr)	Grants Ferry Rd to MS 471	Widen to 6 Lanes	3.16
MS 471	Grants Ferry Rd to MS 25	Widen to 5 Lanes	5.20
MS 475	I-20 to Old Brandon Rd	Widen to 6 Lanes	1.31
MS 468	MS 475 to MS 18	Widen to 4 Lanes	6.53
MS 475	MS 468 to I-20	Widen to 6 Lanes	2.45



Route	Location	Improvement	Length (mi)
MS 469	Monterey Rd to MS 468	Widen to 4 Lanes	4.08
MS 18	Star Rd to Mohr Rd	Widen to 4 Lanes	4.16
Shell Oil Rd Extension	Thomasville Rd to Star Rd	New 2 Lane Roadway	1.36
S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 Lanes	2.37
Grants Ferry Rd	MS 471 to Trickhambridge Rd	Widen to 4 Lanes Divided	2.68
Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd	Widen to 5 Lanes	1.08
Flowood Dr	Airport Rd to Liberty Rd	Widen to 4 Lanes	1.23
Monterey Rd	US 49 to Old Pearson Rd	Widen to 4 Lanes	1.10
Old Pearson Rd	US 49 to S Pearson Rd	Widen to 4 Lanes	1.89
Trickhambridge Rd Extension	Trickhabridge Rd to Lake Rd	New 2 Lane Roadway	3.89








Route	Location	Improvement	Length (mi)
Florence-Byram Rd/W Main St	Cleary Rd to MS 469	Widen to 4 Lanes	3.36
Old Hwy 49	US 80 to US 49	Widen to 4 Lanes	3.09
Trickhambridge Rd	US 80 to Grants Ferry Pkwy	Widen to 5 Lanes	2.32
Old Whitfield Rd	MS 468 to MS 475	Center Turn Lane	4.63
Grants Ferry Rd	MS 471 to MS 25	Widen to 4 Lanes	3.97
I-20	Crossgates Blvd to US 80 east of Brandon	Widen to 6 Lanes	5.14
US 49 S	Star Rd to Main St in Florence	Widen to 6 Lanes	6.41
I-20 Frontage Road (Orleans Way)	MS 18 to MS 475	New 4 Lane Roadway	2.1 miles

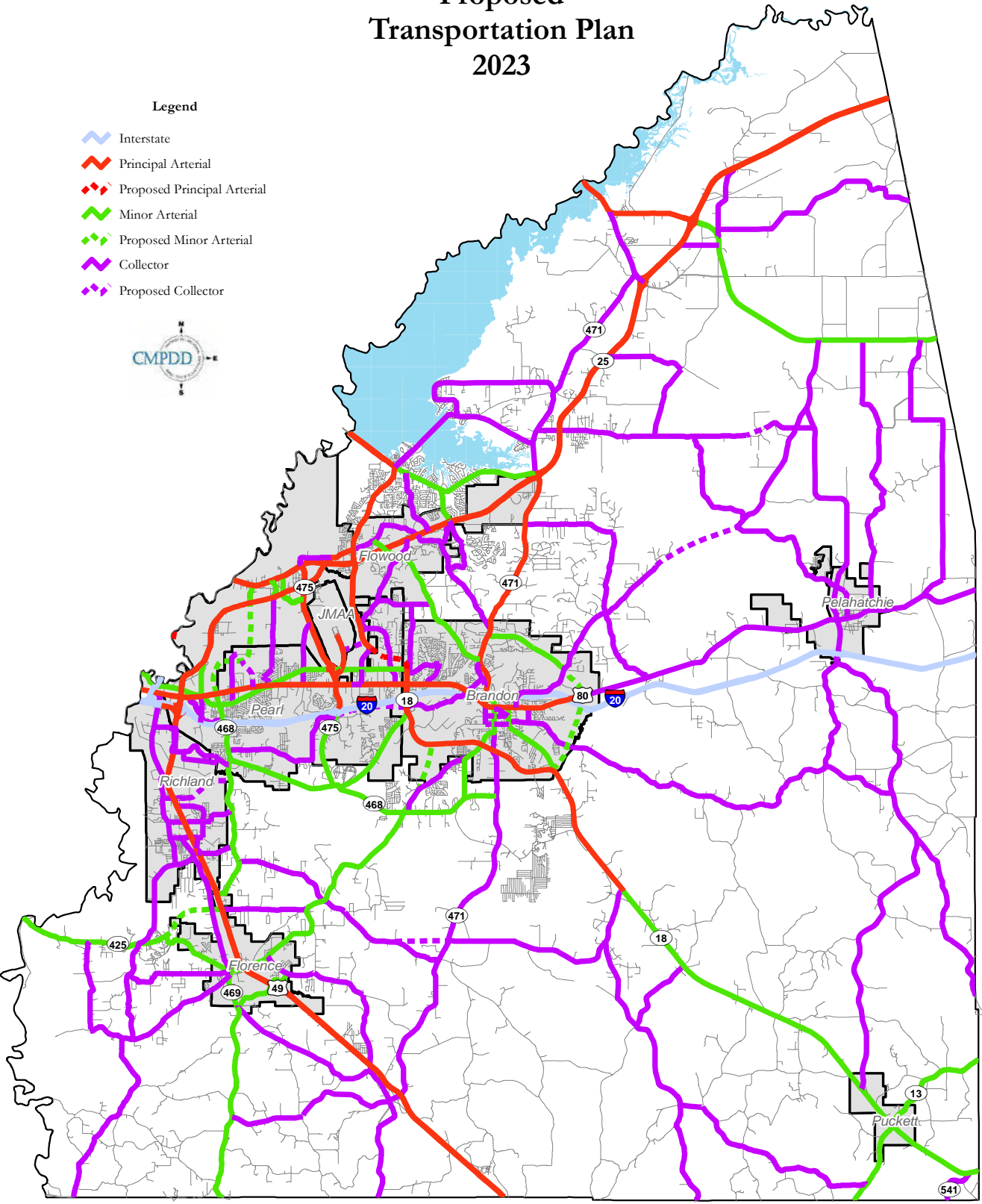


Rankin County

Proposed Transportation Plan 2023

Legend

-  Interstate
-  Principal Arterial
-  Proposed Principal Arterial
-  Minor Arterial
-  Proposed Minor Arterial
-  Collector
-  Proposed Collector



5

CHAPTER FIVE: LAND USE PLAN

GOALS AND OBJECTIVES

ENVIRONMENTAL GOALS

GOAL: Continue to recognize and consider environmental constraints in the establishment of land use patterns.

OBJECTIVE: Continue to manage flood plain development.

OBJECTIVE: Implement policies designed to mitigate storm water runoff.

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

OBJECTIVE: Continue to prohibit development of major subdivisions (5 lots or greater) in areas not served by sewer infrastructure.

GOALS AND OBJECTIVES

RESIDENTIAL DEVELOPMENT

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

OBJECTIVE: *To maintain lot size requirements for each type of residential development.*

OBJECTIVE: *To limit rapid conversion of agricultural lands through restrictions on subdivision development.*

OBJECTIVE: *To establish minimum building size requirements for low and medium density 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 the location of high density residential or intense commercial uses immediately adjacent to single-family residences, UNLESS proper buffering is provided in the form of wide setbacks with required screening and landscaping of the setbacks.*

OBJECTIVE: *To require sufficient open space in Planned Unit Developments.*

COMMERCIAL DEVELOPMENT

GOAL: To promote development of well-designed, attractive commercial uses in areas of the County 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 low and medium density residential uses.*

OBJECTIVE: *Maintain zoning regulations that address types of commercial uses that potentially have a negative impact on surrounding development by allowing such uses only as a conditional use in order to avoid undue concentrations of the same.*

INDUSTRIAL DEVELOPMENT

GOAL: Continue to encourage continued expansion and development of industrial land use areas in locations offering maximum potential for development but compatible with surrounding land uses and transportation facilities.

OBJECTIVE: *Continue to promote the efficient utilization of industrial land resources.*

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



Section 17-1-1 of the Mississippi Code specifies that the Land Use Plan element of a 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).



The Land Use Plan is the primary part of the Comprehensive Plan where the County presents its vision for the future. 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 County’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 used primarily as a general and long-range policy guide to decisions concerning future land development. The land use section guides the Planning Commission and the Board of Supervisors when reviewing private development proposals and deciding locations of future public facilities. This section also serves as the foundation for zoning and subdivision regulations. Future changes in zoning or subdivision policies must be based on the land use patterns shown on the Land Use Plan map. The Zoning Map shall be as consistent as possible with the Land Use Plan Map, and the Zoning Ordinance must be consistent with the land use goals and objectives of this plan. Transition areas, areas that are changing from one land use to another, are not likely to be consistently depicted on both maps.



The adoption of these policies by the Board of Supervisors establishes their dominance as a guide for land use decisions, and they may be changed only by amending this Plan. As the County grows, amendments may become necessary and may be completed at any time following the necessary public hearings and justification for such amendments. Therefore, the Land Use Plan should not be regarded as being “cast in concrete.”

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.



STUDY AREA AND DIVERSITY OF LAND USE

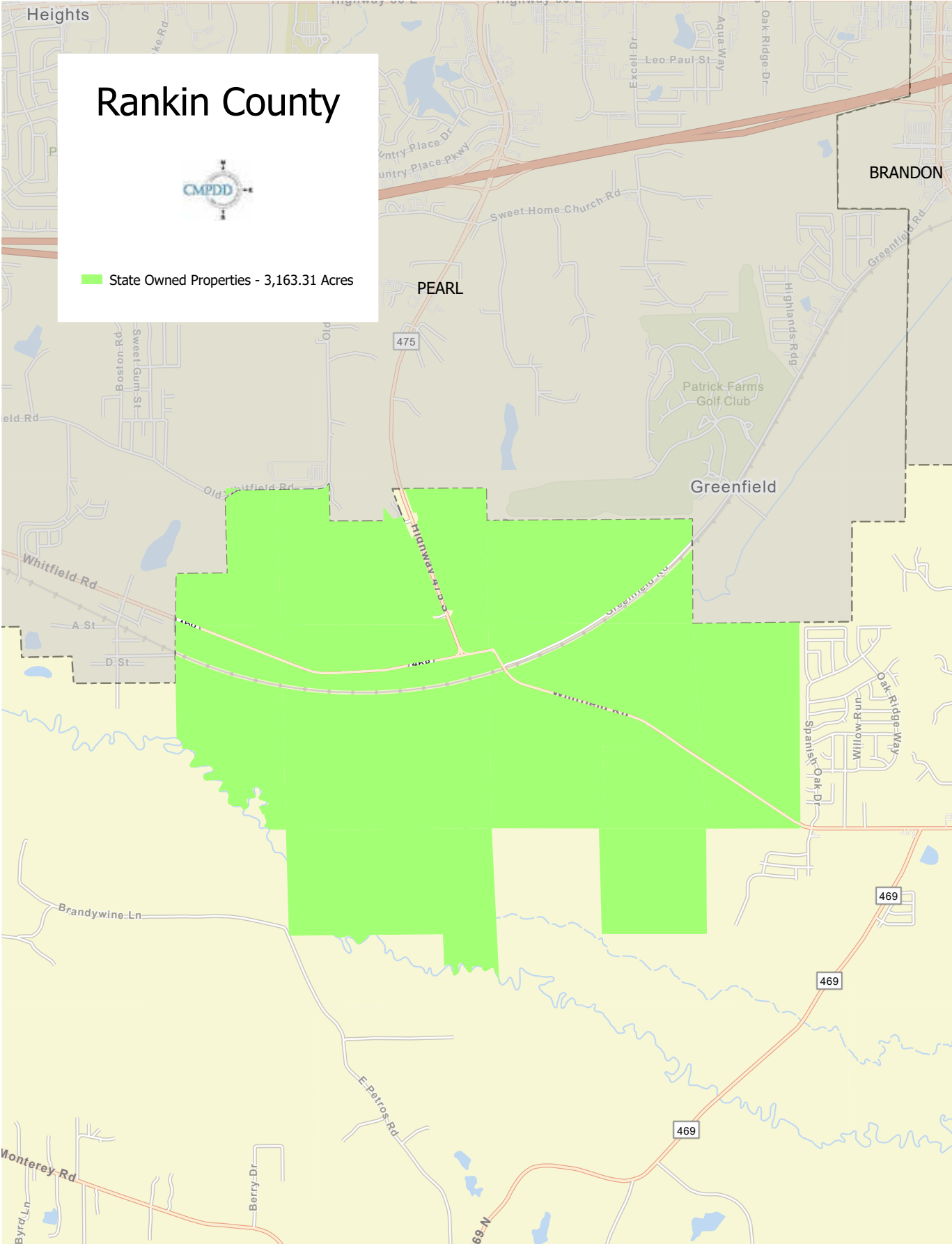
The study area for the purposes of this Plan encompasses the unincorporated areas of the entire County. Unincorporated Rankin County is a diverse mixture of urbanized higher density residential and commercial uses and very rural farming and residential estate properties.

Much of the more urbanized development is due to the Ross Barnett Reservoir and associated development around the lake. The Pearl River reservoir consists of 33,000 acres between Madison and Rankin counties. The Rankin County portion of the area within the Pearl River Valley Water Supply District (PRVWSD) is 9,985 acres outside the lake and river. The total Rankin County portion of PRVWSD including water is 26,461 acres. These properties are owned by the PRVWSD and are leased to homeowners and businesses. This area is also nearly adjacent to the City of Flowood which provides shopping, health care establishments, schools and various businesses and employers. Most residents or visitors do not differentiate between the various jurisdictions because many of the neighborhoods are in the unincorporated County but adjacent to Flowood and PRVWSD and this area functions more like a municipality. As a result, the Board of Supervisors has implemented additional zoning regulations through the creation of the Reservoir Community District. In this area it is important for all three jurisdictions to coordinate development efforts.

Similarly, there are others areas characterized as more urbanized, which are adjacent to other municipalities in the County. In order to ensure compatibility with the municipal land use patterns, these areas are classified appropriately for compatibility on the Land Use Plan and zoned accordingly.

Other areas throughout unincorporated Rankin County are much more rural in nature. The far northern, eastern and southern portions of the County include agricultural lands, cattle and poultry farms and residential uses on larger parcels of land. Therefore, there is a need to protect the rural nature of these areas from encroachment of higher density or more intensive uses that are normally associated with a more urbanized area that require additional infrastructure. Most of these areas are zoned Agricultural or Residential Estate and do not allow the development of high-density subdivisions.

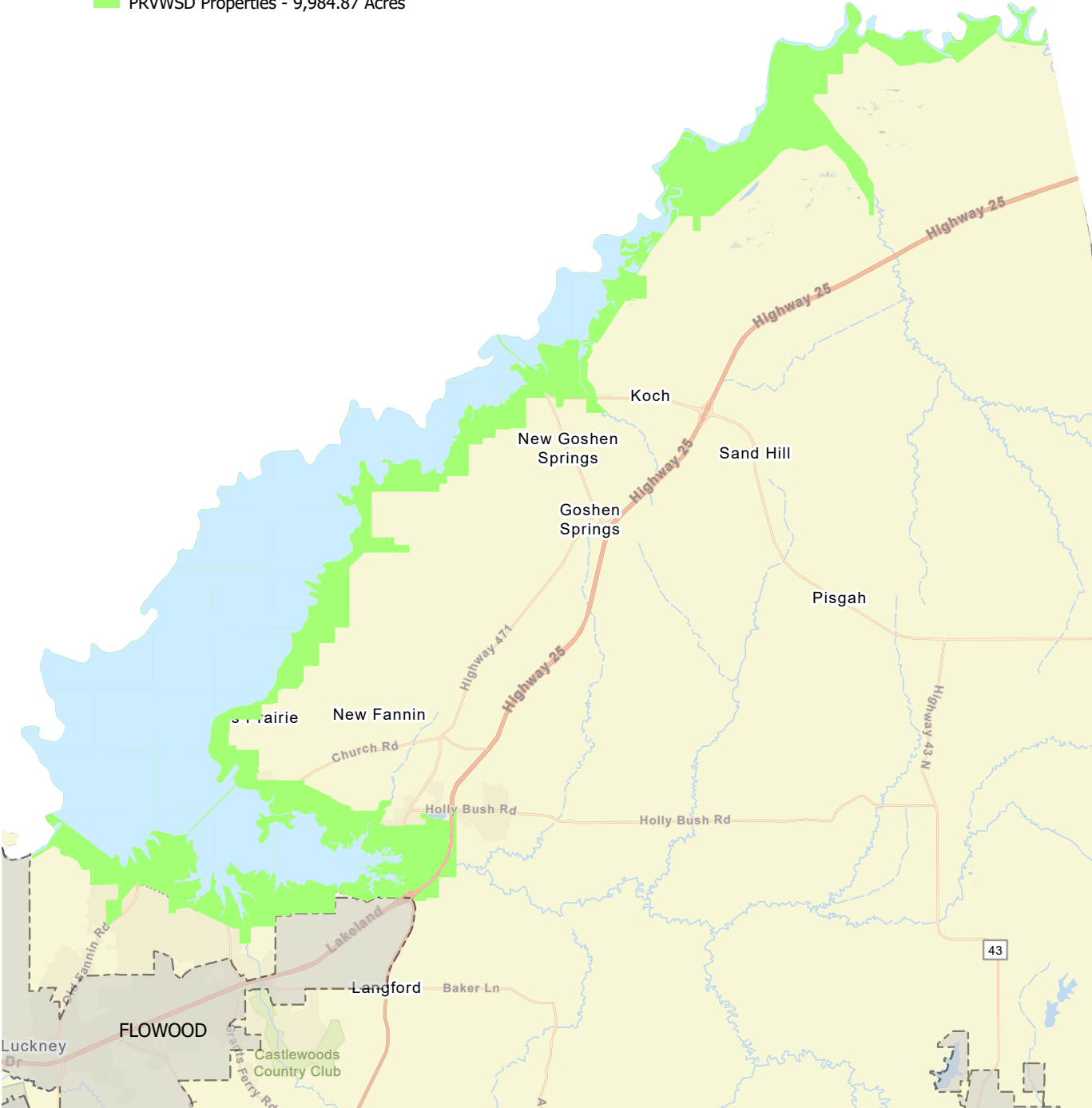
Another distinct area of Rankin County is comprised of 3,163 acres of property owned by the State of Mississippi located south of the City of Pearl. This property includes the Mississippi State Hospital and Hudspeth Regional Center which provide behavioral health services and programs for people with intellectual and developmental disabilities. The Central Mississippi Correctional Facility with a capacity of over 4,000 persons is also located in this area. There are also several public safety agencies located in the area such as the MS Department of Public Safety, MS Fire Academy, MS Forensics Laboratory, MS Law Enforcement Training Academy, and MS Emergency Management Agency. This area employs over 1,500 people and provides a good central location for these services being located approximately 2 miles from Interstate 20 and 4 miles from the Jackson-Evers International Airport.



Rankin County



■ PRWSD Properties - 9,984.87 Acres



EXISTING LAND USE

















The existing land use survey is a very important element of the planning process as it serves as the foundation for the Land Use Plan. 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. This survey is a field “windshield” survey conducted in Rankin County. The field work was recorded on a base map with aerial photographs, and each parcel was coded according to its present land use, which is divided into the following categories:

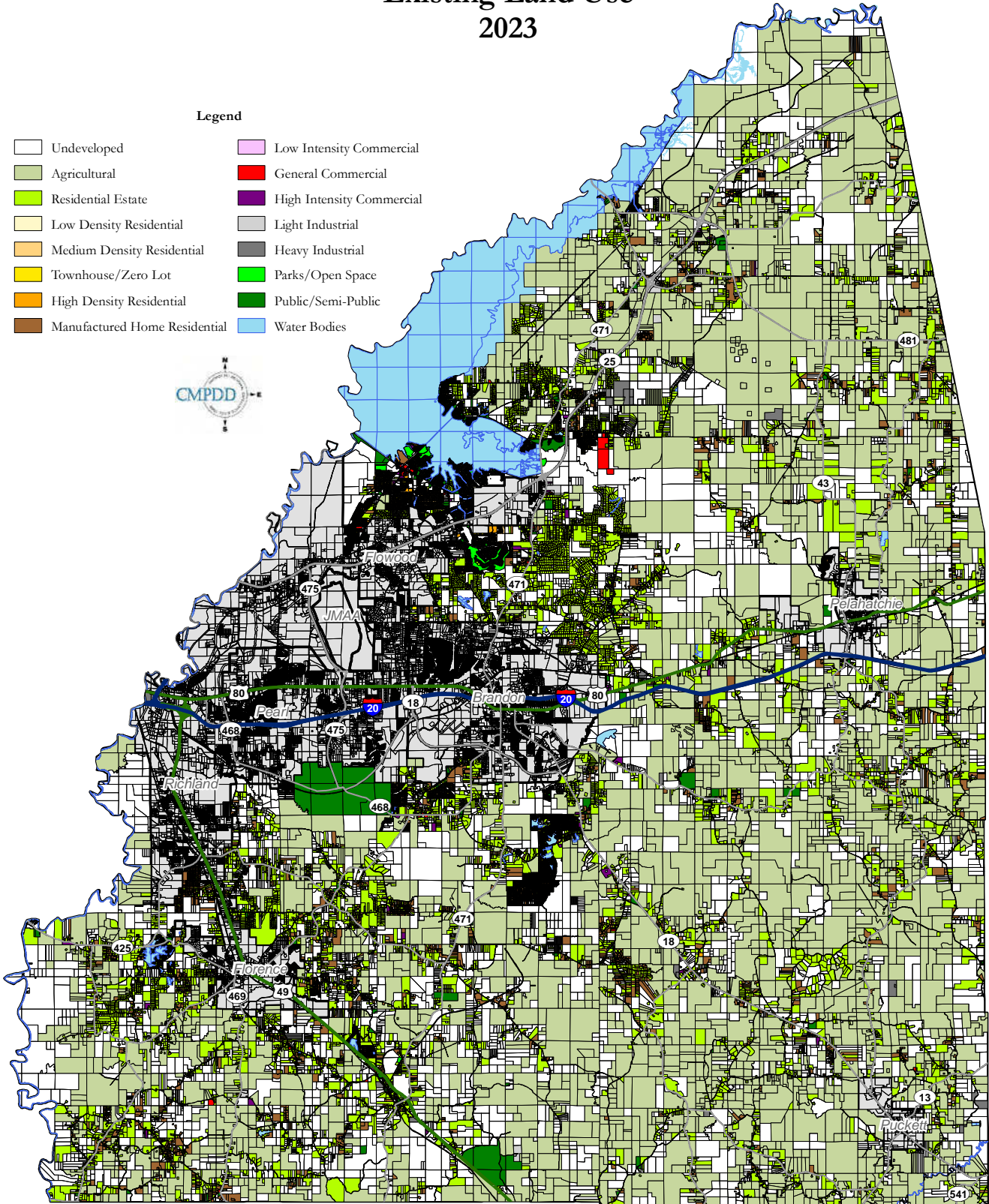
- Undeveloped
- Agricultural
- Residential Estate
- Low Density Residential
- Medium Density Residential
- Townhouse/Zero Lot Residential
- High Density Residential
- Manufactured Home Residential
- Low Intensity Commercial
- General Commercial
- High Intensity Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Public/Semi Public
- Water Bodies

Rankin County

Existing Land Use 2023

Legend

- | | |
|---|---|
|  Undeveloped |  Low Intensity Commercial |
|  Agricultural |  General Commercial |
|  Residential Estate |  High Intensity Commercial |
|  Low Density Residential |  Light Industrial |
|  Medium Density Residential |  Heavy Industrial |
|  Townhouse/Zero Lot |  Parks/Open Space |
|  High Density Residential |  Public/Semi-Public |
|  Manufactured Home Residential |  Water Bodies |

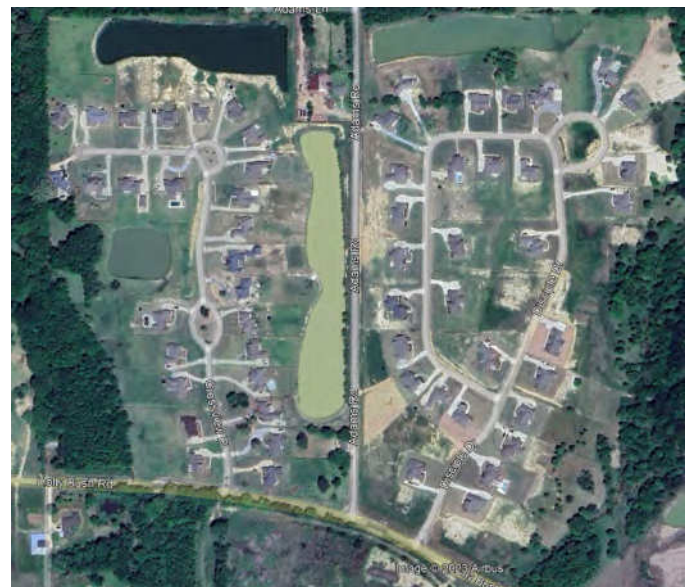


RANKIN CO EXISTING LAND USE STATISTICS

Existing Land Use Category	Acres	Square Miles	Percentage of Total Area
Undeveloped	126,710.28	197.98	29.18%
Agricultural	207,424.07	324.10	47.77%
Residential Estate	54,194.43	84.68	12.48%
Low Density Residential	2,205.42	3.45	0.51%
Medium Residential	1,711.57	2.67	0.39%
Townhouse/Zero Lot Residential	662.08	1.03	0.15%
High Density Residential	169.63	0.27	0.04%
Manufactured Home Residential	12,590.73	19.67	2.90%
Low Intensity Commercial	39.14	0.06	0.01%
General Commercial	433.28	0.68	0.10%
High Intensity Commercial	588.14	0.92	0.14%
Light Industrial	413.52	0.65	0.10%
Heavy Industrial	838.98	1.31	0.19%
Parks/Open Space	372.47	0.58	0.09%
Public/Semi-Public	5,491.45	8.58	1.26%
Water Bodies	20,333.82	31.77	4.68%
Total:	434,179.01	678.40	100.00%



2017



2023

THE LAND USE PLAN

The land use plan is the Board of Supervisors' general and long-range policy guide to decisions concerning future land development. While the Plan is not a legal tool, it does form the basis for the zoning ordinance, subdivision regulations and other implementation documents, which does give it some legal weight. In order for the Official Zoning Map to be optimally effective, it should closely mirror the Land Use Plan Map. Amendments to the Zoning Ordinance and Official Zoning Map should be considered with regard to this Plan.

LAND USE PLAN MAP

In addition to the land use needs, other considerations in drawing the land use and zoning maps are:

- How many sets of districts shall there be?
- What is the character of each type of district?
- What types of land uses are suitable for each type of district?
- What should be the typical relationships between various types of districts?
- Where should the various districts be located, in general?
- 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, land use categories and zoning districts reflect certain principles as follows:

- Compatibility of use
- Appropriateness of the land
- Locational needs of uses
- Effects on infrastructure

EXPLANATION OF LAND USE CATEGORIES

AGRICULTURAL/RURAL (white): Maximum density of one single family detached residential unit per two acres.

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

RESIDENTIAL ESTATE (light green): Maximum density of one single family detached residential unit per acre.

This land use classification is intended to accommodate lower density residential development that is rural in character and may create a transition from agricultural areas to other suitable land uses. As sewer service and roads are extended to or improved in these areas, the Land Use Plan should be reviewed to allow areas to be re-classified to higher density residential development where appropriate.

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

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

MODERATE 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 eight 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.

LOW INTENSITY COMMERCIAL (light pink): Restricted Commercial.

These areas should include: business and professional offices; personal services such as hair styling shops and photography portrait studios; instructional services such as dance studios; floral shops; and other similar uses that do not generate high vehicular traffic.

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.

PUBLIC/SEMI PUBLIC USES (dark green):

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

PARKS AND OPEN SPACE (light green):

This land use classification includes all existing and proposed parks, ball fields, bicycle/pedestrian tracks, and other similar uses.

RANKIN COUNTY FUTURE LAND USE STATISTICS 2023

Future Land Use Category	Acres	Available Land (Acres)	Percent Available
Agricultural	240,186.33	207,424.07	86.36%
Residential Estate	139,192.60	99,270.37	71.32%
Low Density Residential	8,629.08	6,551.29	75.92%
Medium Density Residential	11,549.99	5,279.75	45.71%
High Density Residential	213.30	67.86	31.82%
Low Intensity Commercial	87.12	49.59	56.93%
General Commercial	2,426.55	1,868.89	77.02%
High Intensity Commercial	960.15	535.14	55.74%
Light Industrial	512.02	453.22	88.52%
Heavy Industrial	2,821.28	2,722.59	96.50%
Parks/Open Space	1,671.77	633.84	37.91%
Public/Semi-Public	6,501.05	1,666.92	25.64%
Water Bodies	17,678.60		

LAND USE PLAN AMENDMENTS














The Land Use Plan has been amended to account for current and anticipated development patterns. Other changes to the County's Land Use Plan were made to better coordinate with the local municipal land use plans as well as the Pearl River Valley Water Supply District (PRVWSD) Master Plan.

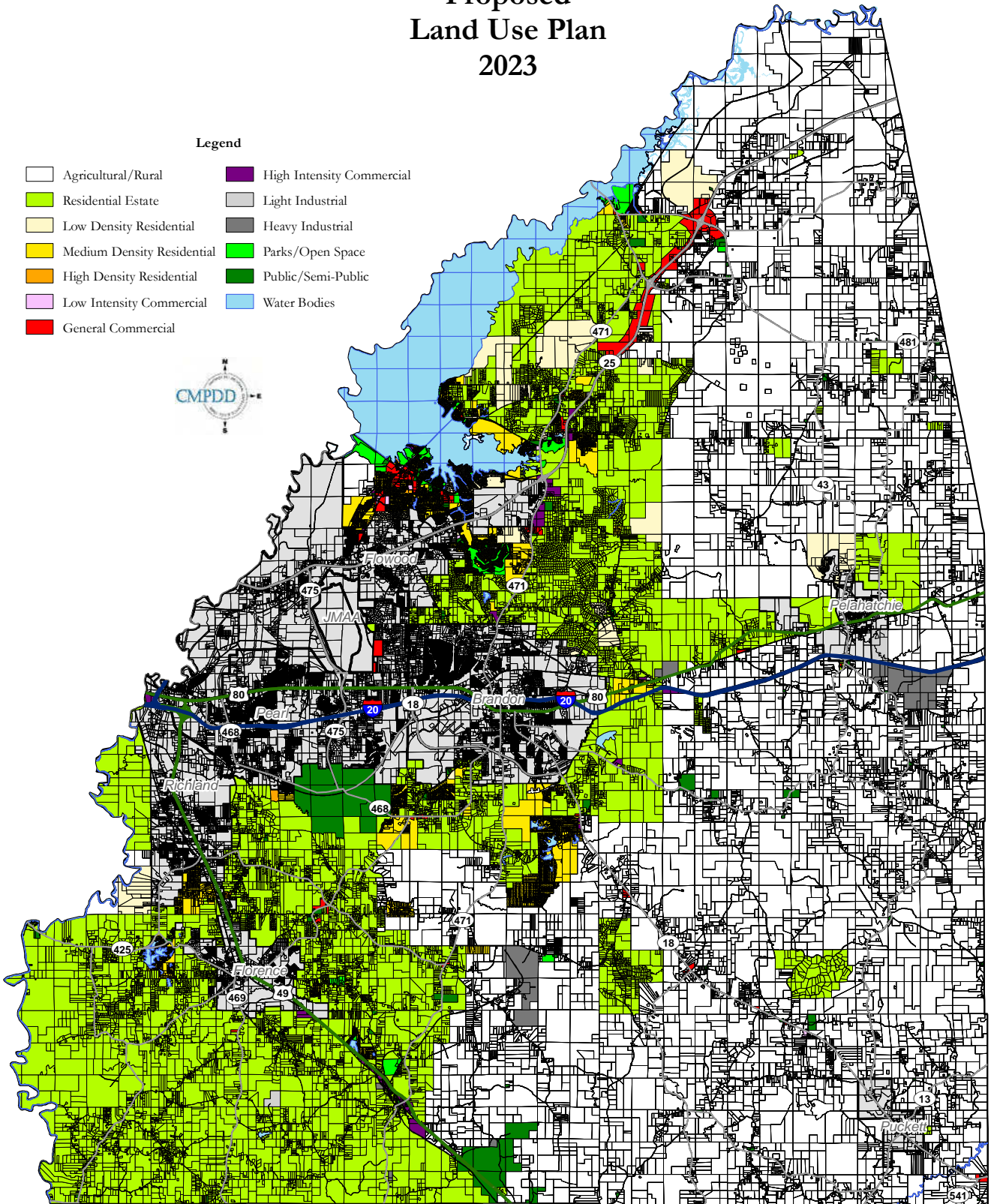


Rankin County

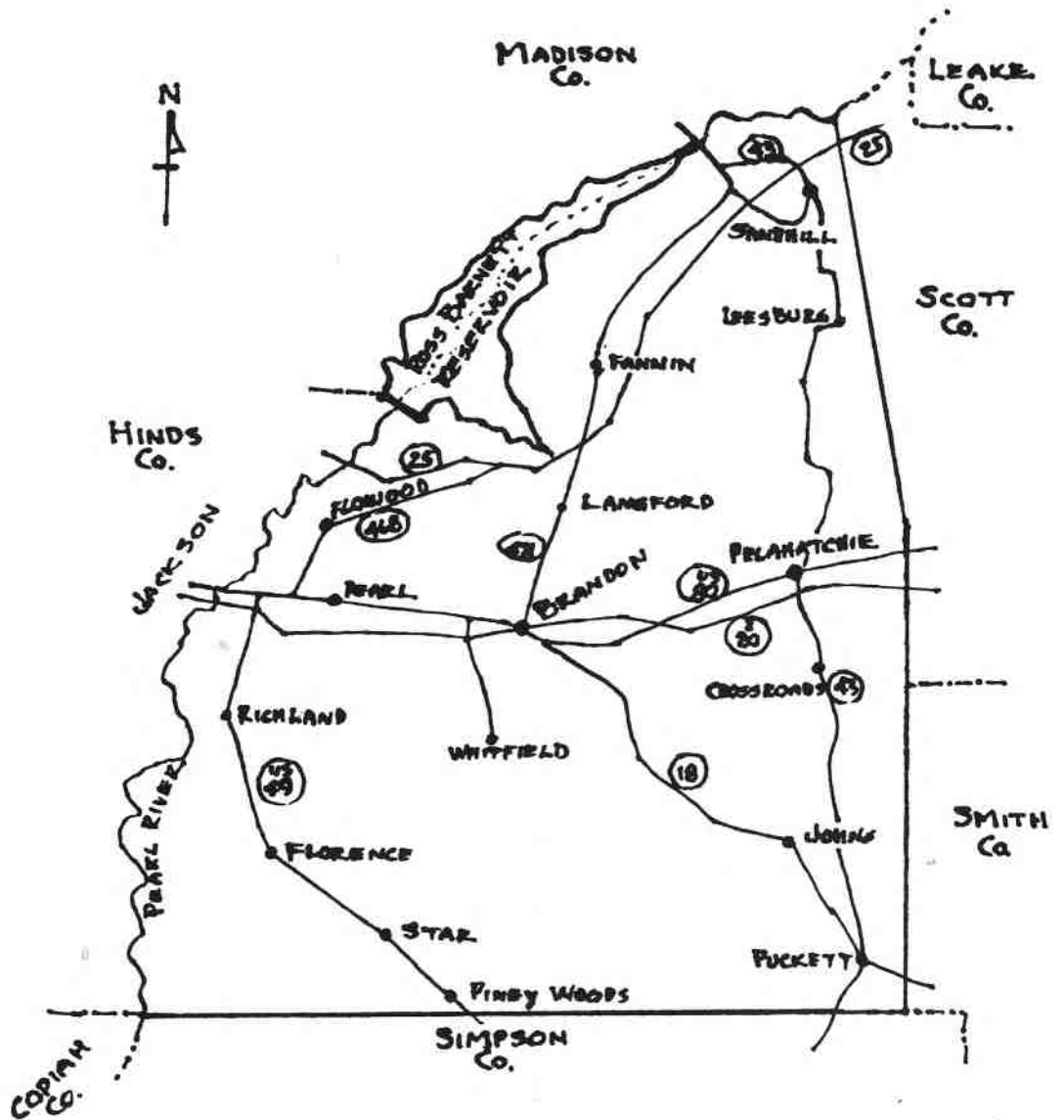
Proposed Land Use Plan 2023

Legend

- | | |
|--|---|
|  Agricultural/Rural |  High Intensity Commercial |
|  Residential Estate |  Light Industrial |
|  Low Density Residential |  Heavy Industrial |
|  Medium Density Residential |  Parks/Open Space |
|  High Density Residential |  Public/Semi-Public |
|  Low Intensity Commercial |  Water Bodies |
|  General Commercial | |



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